



# Paul Butler Associates

Planning, Development & Heritage Consultants

## Meadway Developments

Land at Commercial Street, Knott Mill,  
Manchester

## Archaeological Desk-Based Assessment

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09 October 2025

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## 1. Introduction

- 1.1 This Heritage Statement has been prepared by Paul Butler Associates on behalf of Meadway Developments to accompany a planning application for Commercial Street, Manchester. The proposal is for redevelopment of the site for residential use. A development of new town houses is proposed. An Archaeological Desk-Based Assessment which considers the significance of the site and its potential for archaeology is required to accompany the planning application.
- 1.2 This statement has been prepared in accordance with the policies and procedures of the National Planning Policy Framework (NPPF), with an examination, analysis and assessment of available historic records and cartographic sources and HER data.
- 1.3 This statement includes:
- A description of the application site's location;
  - A summary of the application site's archaeological and historical background;
  - A summary of the heritage planning policy guidance context, and;
  - An assessment of the relative archaeological, historical and architectural significance of the application site.
- 1.4 This statement is not intended to be a full or complete archaeological record of the site.

## 2. Site Location and Setting

- 2.1 The site is located at the junction of Commercial Street and Constance Street in the Knott Mill area of Manchester. Access to the site is from the entrance from Commercial Street. The northern end of the site is bounded by a further small car park and a building fronting Little Peter Street. The National Grid Reference of the site is SJ 83433 97438. The site is triangular in shape and covers 0.041 ha, lying approximately 28.6m above ordnance datum. As mapped by OS Geological Survey, the underlying solid geology consists of Sherwood Sandstone with superficial deposits comprised of late glacial boulder clay and sand.
- 2.2 The site lies outside the Castlefield Conservation Area and contains two HER entries. The first is 'Building (former iron foundry?) (site of) (area of Roman Manchester)' (HER No. 13904.1.0), a commercial building shown on the 1831 map and possibly an iron foundry. The entry notes that 'site has potential to retain buried remains of archaeological interest as it possibly lies within an area which formed part of the Roman cemetery.' The second entry is 'Buildings on Commercial Street (site of) (area of Roman Manchester)' (HER No. 13905.1.0), an east-west aligned range of domestic buildings shown on the 1831 mapping.
- 2.3 Outside of the site the closest HER entry is Brazil Mill (HER No. 9865.1.0), a corn mill opposite the site to the west dating from the late 18<sup>th</sup> century. Northwest of this is the site of Dukes Warehouse (HER No. 9849.1.0) a warehouse built to serve Bridgewater Canal in 1789. The site also lies close to the site of Castlefield Roman Vicus (HER No. 415.2.0), and of the 92 HER records within 250m of the site returned by the applicant's GMAAS consultation, 28 relate to the Roman period (Appendix 2).

## 3. The Heritage Planning Policy Context

- 3.1 The proposed scheme should be assessed against national planning policy framework which replaced Planning Policy Statement 5. The NPPF represents a significant overhaul of the planning system for the historic environment. Whilst the changes are intended to be evolutionary rather than revolutionary, the fundamental principle of conserving heritage as a precious, fragile and finite legacy remains at the heart of national policy.
- 3.2 At the core of NPPF is the principle of supporting appropriate development that delivers the long term viability of 'heritage assets' (defined in Annex 2: Terminology as: *'a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions'*) while conserving their significance for the benefit of generations to come.

## 4. Archaeological and Historical Background

- 4.1 The current understanding of any activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that Castlefield may have been beneficial for late prehistoric settlement on account of the natural topography and its riverside location. However, physical evidence is fragmentary and the best evidence was yielded from an archaeological excavation that was targeted on a plot of land at 73 - 83 Liverpool Road (OAN 2005b). An assemblage consisting of 2 Mesolithic flints, 1 Neolithic/Bronze Age waste flake and 1 fragment of Late Bronze Age / Iron Age pottery was found (UMAU 2002; Gifford 2005). Also, dugout canoes of the Bronze Age period were discovered during the excavation of the Manchester Ship Canal. In addition to these artefacts, the Greater Manchester HER includes four sites of prehistoric date in the area between Castle Street and Tomlin Street (OAN 2005b). All of the prehistoric artefacts from the Castlefield area are residual, having come from secondary deposits. This indicates a background level of prehistoric activity for the area which has yet to have any defined foci (Gifford 2005). No prehistoric finds have been found on the site itself.
- 4.2 A Roman fort was established in the Castlefield area in 79AD (Fletcher 1989, 3). The original fort comprised a turf rampart with timber gates, and covered an area of c.2ha. A fort of this size could hold a 480 man infantry unit. It was rebuilt in stone around AD 200 (Bryant et al 1986) and was supported by a substantial settlement, or vicus. This settlement originated largely during the early 2nd century and incorporated numerous buildings and a concentration of iron-working hearths or furnaces. Much of the current understanding of the Roman vicus in Manchester is derived from the analysed results obtained from three major excavations, which have all focused on the area to the north of the fort: excavations on the southern side of Liverpool Road, centred on the former White Lion Street in 1972, excavations on Tonman Street, and an excavation between Liverpool Road and Rice Street (OAN 2005b). These excavations revealed extensive evidence for several successive phases of occupation commencing during the late 1st century and continuing into the 3rd century. In total, the remains of 13 buildings were identified during the excavations in 1972, whilst the investigations at Tonman Street revealed another 15. These

results were enhanced considerably by the conclusions drawn from excavations between Liverpool Road and Rice Street, which provided evidence for building plot divisions, small-scale agriculture, and possible leather preparation. It was concluded that this site lay close to the periphery of the vicus on the north side of the fort. Less is known of the settlement to the south of the fort. However, it is believed to have incorporated a bath house on the north bank of the river Medlock, which was discovered during the 1770s, and a temple of Mithras (OAN 2005a).

- 4.3 Funerary remains have been discovered near the eastern boundary of Castlefield which represent part of the little understood cemetery of the settlement, which likely flanked the roads to the fort. Graves and artefacts were discovered in 1849 when Pioneer Quay was excavated in 1832 around the area of Great Jackson Street (OAN 2005b).
- 4.4 There is very little archaeological evidence in the region as a whole that denotes the period between the end of the Roman occupation and the Norman Conquest. However, the supposed remains of four sunken-floored buildings of Anglo-Saxon type were discovered beyond the north gate of the Roman fort, although their date and interpretation were not conclusive (OAN 2005b). The Anglo-Saxons did however, built a settlement to the north of the fort, founding the beginning of the medieval town of Manchester, around the manor house and parish church of St Mary. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). The Castlefield area became known as Aldport or The Old Town and a house and park in the area, what would later become known as Aldport Lodge, became the home of the Mosley family in 1601. The Lodge was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester but was burned down by the victorious Parliamentarians (GMAAS 2014).
- 4.5 During 18th century the surrounding area was predominantly agricultural consisting of isolated settlements and market towns with Manchester at the centre. By the middle of the century, Manchester was expanding at a considerable rate, and it was during this period that Deansgate, Market Street and Shudehill developed commercially (Farrer and Brownbill 1911, 180).

4.6 The application site was built upon by 1851, with buildings along Greaves Street (later Constance Street) and behind those on Little Peter Street, as shown on Adsheads map of this year. By 1891 the site was fully developed, with the majority of the site covered by buildings and hard surfaces. A smithy is shown to the north on the 1891 OS map and another industrial building to the east side, with a chimney shown. Knott Mill and Commercial Foundry lay to the southwest of the site. The site remained in much the same condition into the 20th century, although the northern buildings were damaged by bombs during the Second World War.

## 5. Site History

- 5.1 Archaeological trial trenching was undertaken on the application site in 2021. This revealed late 19th century evidence, in terms of building foundations, although no workers housing was discovered. The corner of the smithy shown on the 1891 OS map was found as well as the factory shown on the map of the same year. These remains were found at depth of 0.2 – 0.5m below the ground surface. They sat on a thick (c. 0.6m) layer of redeposited clay which covered a relic plough soil containing artefacts from the late 17th century. This lay at a depth of c. 1.2m below the ground surface (Appendix 1, Figure 7).

## 6. Archaeological Potential

### Prehistoric

- 6.1 There is little evidence of prehistoric activity within the centre of Manchester. As such the site has a low potential for archaeology from the period.

### Roman

- 6.2 The site lies close to the known location of the Roman Vicus and is in an area where numerous Roman artefacts and monuments have been discovered. There is a high potential for Roman activity to be found on the site, although this will likely be at a level below the relic plough soils, at around 1.7m below the present ground surface

### Medieval

- 6.3 Manchester was occupied during this period and although no medieval finds have been discovered on the site, there is medium potential for finds from the period, again any remains would lie below the 17th century plough soils.

### Post Medieval

- 6.4 The surrounding land was likely agricultural throughout this period and plough soils containing 17th century artefacts have been discovered on the site. There is a high potential for artefacts from the period, at a depth of c. 1.2m below the surface

### Industrial

- 6.5 The site was used extensively through the 19th century, although the found remains noted above (Para 5.1) appear to date to the late 19th century. The redeposited clay was likely

put down as foundations for these buildings, removing the earlier buildings. There is a high potential for archaeology from this period to be found, relating to the building shown on the 1891 OS map.

## 7. Assessment of Archaeological Potential and Developmental Impact

| Period                | Potential | Significance | Impact of the proposed Development                                                                                                                                                  |
|-----------------------|-----------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Prehistoric remains   | Low       | Regional     | <b>Minor</b><br>Any material from this period is likely to be stray finds                                                                                                           |
| Roman remains         | High      | Regional     | <b>Minor</b><br>Any material from this period is likely to be located below the depth of the proposed foundations                                                                   |
| Medieval remains      | Medium    | Local        | <b>Minor</b><br>Any material from this period is likely to be located below the depth of the proposed foundations                                                                   |
| Post-medieval remains | High      | Local        | <b>Minor</b><br>Any material from this period is likely to be stray finds and may be impacted by the proposed foundations                                                           |
| Industrial            | High      | Local        | <b>Major</b><br>The development of the site will likely see disturbance to the late 19 <sup>th</sup> century, due to the shallow depth of archaeology from the industrial potential |

7.1 With regard to the table above, the magnitude of sensitivity for the study area has been assessed using the following scale:

- **Major:** involves change to archaeological remains or their setting such that the resource is totally altered.
- **Moderate:** involves change to archaeological remains or their setting such that the resource is significantly modified.
- **Minor:** involves change to archaeological remains or their setting such that the resource is slightly altered.
- **Negligible:** involves very minor change to archaeological remains or their setting.

- 7.2 The proposed development of the site has the potential to have a major impact on the below ground archaeology relating to the former late nineteenth century buildings, which is deemed to be of 'local' significance only.

## 8. Conclusions and Mitigation

- 8.1 The site has a high archaeological potential for below ground archaeology relating to the 19th century buildings shown on the 1891 OS map, as demonstrated by the previous trial trenching. There is also a high potential for post-medieval finds to be encountered at a depth of 1.2m and lower. The potential for medieval remains is medium and high for Roman. Archaeology associated with the Medieval and Roman periods, however, should not be encountered at depths above 1.6m to the surface.
- 8.2 Mitigation measures recommended would be to undertake a watching brief to record any groundworks/foundation works which might potentially impact on 19th century archaeology and any stray finds from other periods which may arise.

## 9. Bibliography

### Publications

Institute of Field Archaeologists, 2000, Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology, Reading.

Institute of Field Archaeologists, 2000, Code of Conduct, Reading.

Institute for Archaeologists Standard and Guidance for archaeological excavation. Published September 1995. Revised September 2001 and October 2008.

McNeil, Robina and Newman, Richard 2006a "Chapter 7: The Industrial and Modern Period Resource Assessment". In M. Brennand "The Archaeology of North West England: An Archaeological Framework for North West England Vol. 1 Resource Assessment".

McNeil, Robina and Newman, Richard 2006b "Chapter 6: The Post-Medieval Research Agenda". In M. Brennand "The Archaeology of North West England: An Archaeological Framework for North West England Vol. 2 Resource Agenda and Strategy".

UMAU 2003 "Manchester Research Framework, Phase 1: The City of Manchester" Volume 1. Manchester University Press.

### Maps

1851 Adshead's map of Manchester.

1891 OS map 104.10.13 1915 OS map Sheet 104.10.

1941 OS map Sheet 104.10.

1956 OS 6" Map. Manchester Sheet SJ 89 NW.

## Appendix 1 – Figures

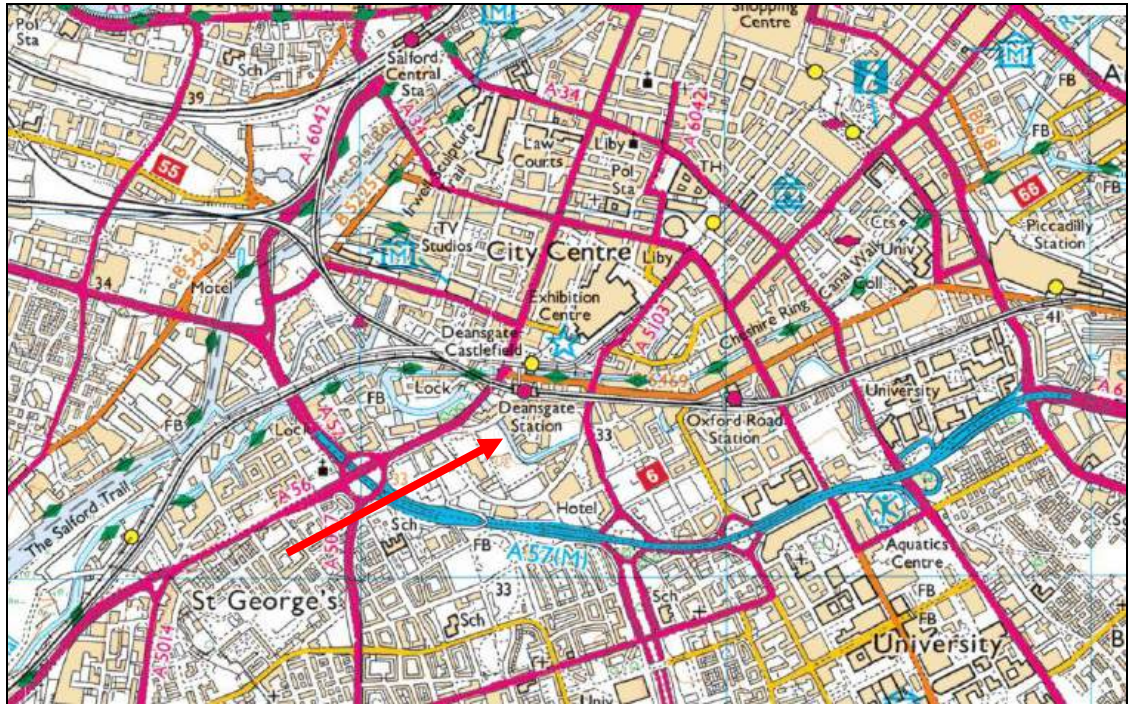


Figure 1: Site Location.



Figure 2: Site plan.

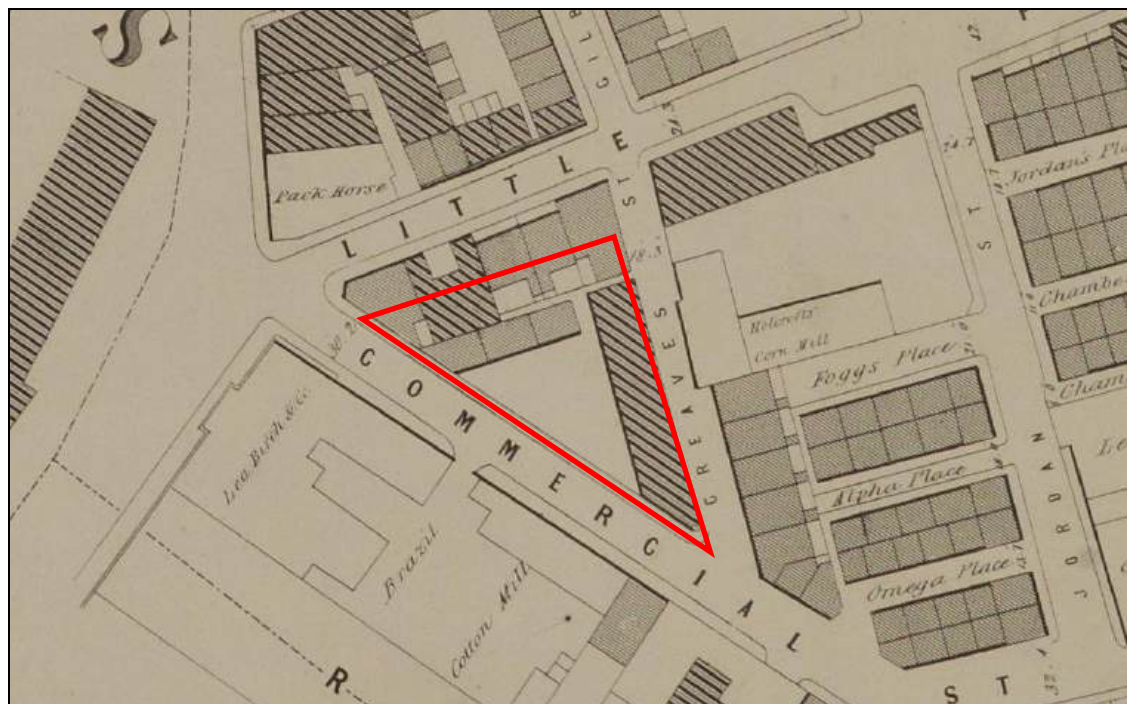


Figure 3: Adshead's map of 1851.

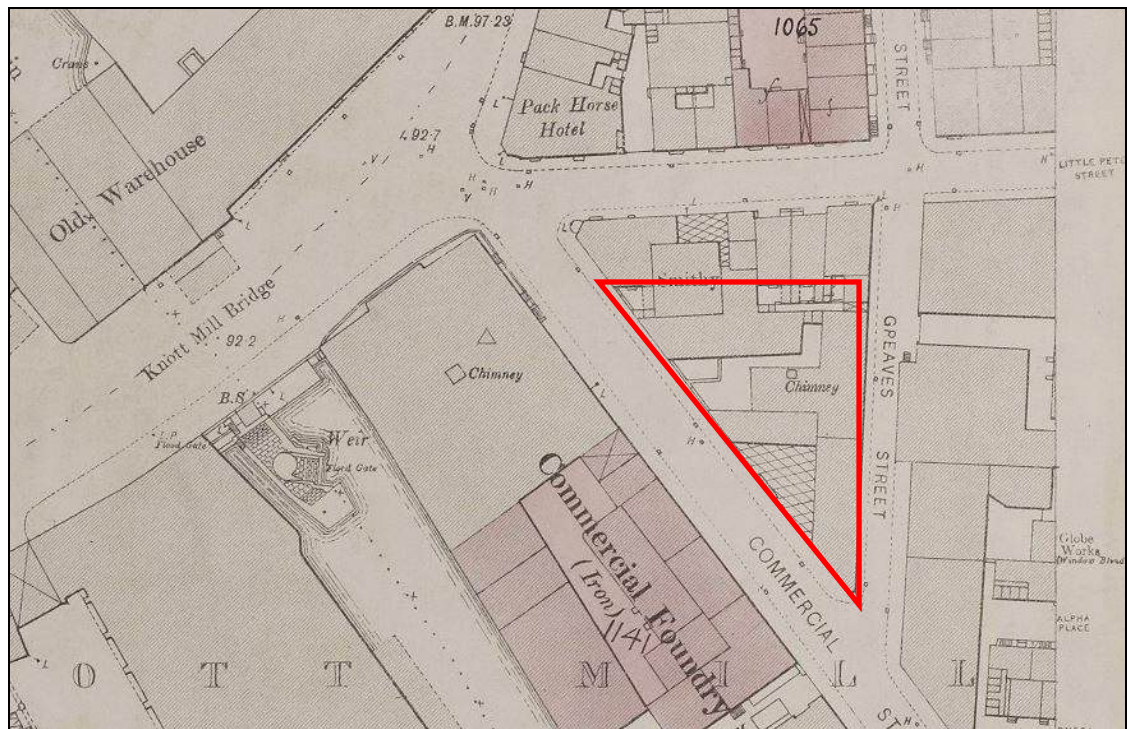


Figure 4: 1891 OS map 104.10.13.



Figure 5: 1915 OS map Sheet 104.10.



Figure 6: 1941 OS map Sheet 104.10.

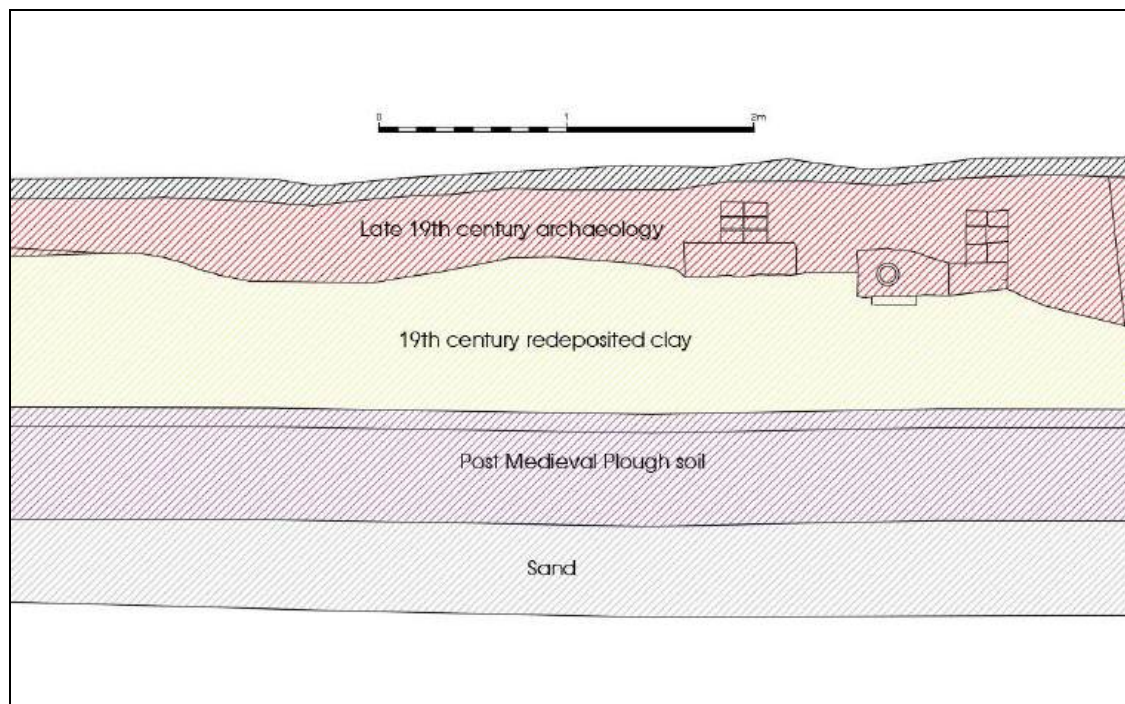


Figure 7: Trench section from 2021 showing depths of archaeology.

## **Appendix 2 – HER Entries**

# Greater Manchester Archaeological Advisory Service Monument Full Report

30/09/2025

Number of records: 92

**Commercial Street, Manchester: HER Entries within 250m of the site centre (NGR SJ 83433 97438)**

| HER Number | Site Name                                                      | Record Type |
|------------|----------------------------------------------------------------|-------------|
| 14.1.0     | Manchester to Ribchester Roman road (area of Roman Manchester) | Monument    |

## Monument Types and Dates

ROAD (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

This forms part of the Roman road from Manchester to Ribchester. The road leaves the fort in Manchester heading north. It passes Strangeways Prison and on toward Radcliffe following the Bury New Road. (1)  
Linear running from SD 8081 0476 (SD 80 SW). Shown on the 1848 map. (3)  
Almost entire length of road through study area has been built over. (2)  
Excavation by Prestwich Archaeological Group found the line of the 18th-century road in a lane immediately east of Park Close, but no trace of the Roman road, which may lie immediately to the west. (?4)

### Sources

Unpublished document: Scott Wilson. 2005. Archaeological Desk-Based Study: Lower Broughton, Salford. Jim MacQueen & Andy Mayes. Site5

Unpublished document: Salford Archaeology. 2021. Archaeological Desk-Based Assessment: Renaissance, Deansgate, Manchester. Ashley Brogan.

Unpublished document: Salford Archaeology. 2023. Archaeological Evaluation Report. Great Ducie Street/Breslyn Street, Manchester. Graham Mottershead.

- (1) Monograph: Margary, ID. 1957. Roman Roads in Britain.
- (2) Unpublished document: Arrowsmith, P. 1993. Greater Manchester Western & Northern Relief Road M62 – M66 Section. An Archaeological Assessment: Addendum. Burke, T. p3,13,7; Gazetteer ref 11
- (3) Cartographic materials: OS. 1848. 6" to 1 mile, 1st Edition. Lancashire Sheet 96.
- (4) Bibliographic reference: Wharmby, P. 1993. Letter re: Development at Prestwich Hospital.

## Location

### National Grid Reference

Centred SJ 8342 9857 (858m by 2564m) SJ89NW Line

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate and Bury New Road, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

|                   |           |        |         |
|-------------------|-----------|--------|---------|
| Conservation Area | Cathedral | Active | DGM1478 |
|-------------------|-----------|--------|---------|

As early as Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk. A wooden bridge on the site of the present Victoria Bridge (constructed in 1839) linked the two halves of the village. A small church, probably on the site of the Cathedral, and the Manor House of the Baron of Manchester, erected after the Norman Conquest on the site of Chetham's, stood together on high ground above the bridge. The two buildings were bounded on the north by the River Irk which was culverted in the 19th Century to form the present Walker's Croft, and on the south by a 40' ditch the route of which is commemorated by the existing Hanging Ditch. The

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

remains of one of the arches of a bridge across the ditch between the Church and the Market Place area may be seen in the Garden of Rest behind Mynshall House.

In medieval times the community prospered as a centre for trade in coarse woollen cloth. By 1650 the original village had grown into the 'fairest, best builded, quickest and most populous town of Lancastershire'\* accommodating some 4-5,000 persons extending westward towards Deansgate and eastward to the present Cheetham Hill Road. Many of the existing streets were already well established. Fennel Street - whose name was probably derived from Vennel, an Anglo-Saxon word for narrow lane, and Long Millgate - a reference to the lord of the Manor's mill on the River Irk - were fashionable residential streets. The latter was the principal road to the north.

During the early stages of the Industrial Revolution, the expansion of the town was extremely rapid. New dwellings to accommodate the rapid rise in population to an estimated 455,000 people in 1851 were hastily erected with little regard for the sanitary and other needs of their occupants. Fennel Street had been transformed by 1832 into 'one of the filthiest suburbs of town, so confined that the winds of heaven could scarcely penetrate it'.\*

The continued prosperity of Manchester's Commercial houses and the growth of the local railway network led to a major reconstruction of the area in the Mid and Late 19th Century. Victoria and Corporation Streets were driven through the existing warren of dwellings in 1832 and 1845 respectively and the commercial buildings aligning the streets were gradually completed during the following half century. The first Victoria Station, designed by George Stevenson, was opened in 1844 on a former burial ground in Hunt's Bank. It consisted of a single platform to which the only access was a wooden footbridge over the River Irk. By 1901 the Station had grown to its present size and Todd Street had been widened in the meantime to provide a more appropriate approach.

Exchange Station, closed in 1969, the frontage of which was severely damaged during the war, was opened in 1884. It was physically linked to Victoria Station by what was claimed at 2194' - to have been the longest platform in the world. The area still retains much of its Victorian character. The Cathedral and Chetham's Hospital School and some five other (or parts of) buildings are listed as being of Special Architectural or Historic Interest. The more significant buildings are described in greater detail below.

Cathedral and surrounding buildings today

Dedicated to St. Mary, St. George and St. Denys, the Cathedral is a notable example of the perpendicular-Gothic style of architecture. Its present form owes much to the gradual rebuilding of the original church in the 15th and 16th centuries following its dedication in 1421 by Sir Thomas de la Warre, the Lord of the Manor of Manchester, as a collegiate Church.

The choir and the aisle were erected between 1422 and 1458 by the addition on either side of the original nave of a series of chapels the largest of which being the one dedicated to John the Baptist, constructed to celebrate the return of Sir John Stanley from the Battle of Flodden Field in 1513. The nave itself holds the distinction of being the widest of any church in England - 114 feet (York Cathedral 104' wide).

The Church was extensively reconstructed and further enlarged following the creation of the Diocese of Manchester and its attainment of Cathedral Status in 1847. The height of the West Tower was increased during rebuilding in the 1860's. The original south porch was demolished and rebuilt and a new north porch erected as part of J. S. Crowther's extensive restoration work in the 1880's. The Victorian porch and vestries overlooking Victoria Street were designed by the Architect, Basil Campreys and constructed in 1898 to commemorate Queen Victoria's diamond jubilee.

Chetham's Hospital School

Chetham's is now a nationally known school of music whose library contains some 70,000 books with an emphasis on local history. The present school, founded in 1656, is constructed as a series of blocks around a large rectangular courtyard. It stands on the site of the Manor House of the Barony of Manchester in which - during the 12th and 13th centuries - were held the meetings of the Court leet - the judicial body responsible for governing the medieval town. From 1421 the Manor House provided accommodation for the warden and fellows of the Collegiate Church. After the dissolution of the College in 1547 it became the home of the Earl of Derby. Thereafter, despite the re-establishment of the College in 1557, the original building fell into serious disrepair until it was purchased by Humphrey Chetham after the civil war.

The Corn Exchange

A grocery and provision market has been established on the site of the Corn Exchange since medieval times. A permanent building - of classical design - was first erected in Hanging Ditch in 1837.

Construction work on the present building - to meet the growing requirements of the North West's Grocery and Provision Traders - began in 1890 and extended over a period of 13 years. The existing building, designed by architects, Ball and Else, is noted for its glass and steel roofed internal market hall. Manchester Training College

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 14.1.0

**Site Name** Manchester to Ribchester Roman road (area of Roman Manchester)

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Hugh Oldham, Bishop of Exeter, founded and maintained the first Manchester Grammar School in 1515 on a site adjacent to the present Chetham's School, with an income derived from three mills established for that purpose on the banks of the River Irk. Located between Chetham's and Long Millgate the present structure designed by Alfred Waterhouse, and erected in 1870, is the third building to house the grammar school. Since the removal of the school to Fallowfield in 1931 the building has accommodated the Manchester Training College.

## Improvements of the Conservation Area

For some years, consideration has been given to improving and enhancing the setting of the Cathedral and Chetham's School and to retaining the essential Victorian character of the remainder of the area. The intention is to restrict traffic movement through the area and to establish a series of landscaped pedestrian walkways in those areas thereby freed. Present proposals envisage the closure of Fennel Street and Victoria Street. The closure of the latter street will provide the opportunity to create a riverside walkway in front of the main entrance to the Cathedral. The redevelopment of those outworn portions of the area will present a further opportunity to give a better setting for the Cathedral.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

Conservation Area

St Ann's Square

Active

DGM1471

The area now occupied by St. Ann's Square was once known as Acresfield. The earliest record of this field, which comprised four large 'Lancashire acres', occurs in 1222 when the regent for Henry III granted a licence to Robert Greslet or Grellly, the first Norman baron to settle in 'Mamcestre'. Grellly was lord of the manor, and requested a licence to hold an annual fair on the eve and feast of St. Matthew. The licence was extended, when the king came of age in 1227, to include 'the morrow of St. Matthew' (the following day) as well. This was intended to last in perpetuity.

Acres Fair was the only fair held by Charter in Manchester, and it initially served the farming communities of Lancashire and Cheshire as a market for the sale of cattle, sheep, pigs and horses. It grew into an important event with additional benefits for the whole village, which was all that Manchester amounted to in the 13th century.

The field, surrounded by hedges and ditches, was common land over which the villagers enforced their grazing rights, except on the days of the fair. When Manchester began to grow into a town in the 17th century, pressure for development was put on Acres field.

In 1708, the Act of Parliament that granted that St. Ann's Church might be built also stipulated that a space 30 yards wide should be reserved for the fair. This became St. Ann's Square, named after the reigning monarch and Lady Ann Bland, the lord of the manor and patron of the church. The church, consecrated in 1712, was Manchester's third after the Church of St. Mary (which is now the Cathedral) and the Cross Street Chapel. The Square also served as the principal place for the hiring of servants. During the 1745 Rebellion, Bonnie Prince Charlie reviewed his troops in the Square.

Acres Court or Ackers Gates was a narrow passage leading from Market Street to St. Ann's Square, and was one of the entrances to the fair, where toll gates controlled admission. Acres Fair served the community for 650 years. It was moved in 1820, first to Shudehill and then to Campfield, Deansgate, where it remained until it was abolished in 1876.

St. Ann's Square conservation area has been home to the Manchester Cotton Exchange for over two centuries. It first opened in 1729, the second building being erected slightly further south, on the site of the present one, in 1809. The third and current Royal Exchange building was constructed in 1874, boasting the largest trading floor in the country. This building was extensively altered between 1914 and 1921, badly damaged by bombing during World War II, and repaired in subsequent years. It was finally closed in 1968, but by 1976 had been adapted to other uses, one of which was the provision of a home for a theatre of national repute. The building was again badly damaged by the terrorist bomb explosion in 1996, but it was fully repaired and it reopened in 1998.

The building on King Street known as Old Exchange was built in 1897. Its predecessor on the site provided temporary accommodation for the Cotton Exchange around 1800, hence its name. Most buildings on King Street were built or rebuilt during Victoria's reign, the main exception being nos. 35-37, the last surviving Georgian mansion in central Manchester. It was built as a residence in 1736 by Dr. Peter Waring, and became a bank soon after his death in 1788. Following severe internal alterations in the 1970s, the building continued in use as a bank, but was further remodelled in the 1990s to become retail shops.

The buildings around St. Ann's Square and along King Street developed into the most fashionable shopping district in Manchester, maintaining that status to the present day. King Street was the first city centre street to be given over to pedestrian use, in 1976, and the Square followed in the early 1980s.

Both have been restored with more appropriately designed schemes in the 1990s.

St. Ann's Square and its buildings today

Considerable changes have taken place since 1222, when local residents were rigorously defending their grazing rights. Now the commercial heart of a large city, almost all the buildings in the conservation area are shops or offices, or a combination of both. There is a wealth of buildings of architectural quality, the majority of them being Victorian with some Edwardian and a few of more recent origin. Few properties remain from the 18th century. Many buildings are listed for their special architectural or historic interest.

The Church of St. Ann, constructed in red sandstone, has two tiers of round-headed windows, a semi-circular apse to the east and a square tower to the west. Originally the tower was surmounted by a three-tier cupola, replaced by a spire in 1777 that was removed in its turn around 1800. Restoration and internal alterations were carried out by Alfred Waterhouse around 1890. The original architect is unknown, but was probably a pupil of Sir Christopher Wren. St. Ann's is one of only fifteen buildings in the City listed as Grade I, and because of its position at the south end of the Square it is the most prominent building in the conservation area.

The former bank on King Street (nos.35-37) is a three-storey brick building formerly with two-storey brick wings, now replaced by glazed facades. The windows are framed by moulded stone architraves with key blocks. There are steps up to the typical pedimented Georgian entrance, which is flanked by

# Greater Manchester Archaeological Advisory Service Monument Full Report

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Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

dwarf stone walls with iron railings, found nowhere else in the City.

The Barton Arcade, fronting on to Deansgate and Barton Square, is the City's finest shopping arcade and the only surviving Victorian example in Manchester. It is a four-storey cast-iron framed building with a glazed dome roof and curved internal balconies. The elevations are of brick and stone, but that part on the visual axis of Barton Square is a flamboyant concoction in metal and glass. It is a Grade II listed building.

The shopping arcade in the former Royal Exchange building was created during the 20th century refurbishment. A large sandstone building in the Classical style, with giant Corinthian pilasters and huge projecting cornices, the Royal Exchange has a tall cupola on the northwest corner and massive arched entrances on Exchange Street and Corporation Street. The theatre located inside is housed in a seven-sided module suspended from four columns within the disused trading hall. The enormous space around the module serves as foyer, shopping area and restaurant, besides housing sound and lighting equipment.

St. Ann's Square is lined with many buildings of architectural merit, while within the space are two bronze statues, one of Richard Cobden and the other a memorial to the Boer War comprising a group of soldiers. Both are listed buildings. On the corner of St. Ann's Square and St. Ann Street stands a building which is a fine example of the Italian palazzo style of architecture, with semi-circular headed arches and Venetian windows. Designed by the architect J. E. Grogan, it was originally Benjamin Heywood's Bank and was connected to the manager's house by a single-storey link. It is listed Grade II\*.

**Townscape**  
St. Ann's Square was laid out in the Georgian period, early in the 18th century, and is one of the main spaces in the city centre. The church, which dominates the southern end of the Square is the only surviving building of that time in the area, the remainder being later replacements which continue to enclose the Square in a satisfactory and coherent manner. As these buildings were constructed in various styles over a long period, they create a rich tapestry of built form.

Each new building has been designed with due regard and respect for the others that were already there and together they create an imposing 'street wall'. This is also true in other parts of the conservation area. King Street in particular has the rich variety that comes with renewal and repair of individual properties over a long period. Most have narrow frontages, so if one is replaced the street still manages to retain its character. John Dalton Street, however, has been subject to more radical redevelopment, and although Victorian frontages remain, few of the buildings have the narrow frontage which characterises other parts of the city centre.

The rectilinear street pattern that Manchester has developed over the centuries is not a 90 degree grid system. Some streets are parallel to others but there are also subtle changes of direction that give rise to irregular sites and to the non-rectangular plan form of buildings. This adds interest to the townscape and can be witnessed in this conservation area in John Dalton Street, Exchange Street and Barton Square.

The typical Manchester characteristic of acknowledging the corners of buildings, usually for an entrance, is well represented in most of the buildings in this area which are built on street corners. The surface of St. Ann's Square has been replaced with a modern bold paving pattern that aims to reinstate the character of the Georgian original. This scheme also extends into the streets around the Square, some of which are very narrow.

The conservation area is traversed by a pedestrian route which links Victoria Station with Albert Square. Along its length the narrow passage from King Street to South King Street has been brightened up by the use of incidental sculpture fixed to the walls. The route continues through an arcade in the Old Exchange, down St. Ann's Alley to St. Ann's Place on the left and St. Ann's Churchyard on the right. This route is suitable for pedestrians only.

## Landmark buildings

The Royal Exchange is the dominant building in the area, by virtue of its sheer bulk, but the much smaller St. Ann's Church is also a landmark building because of its contrasting form and dominant location at the southern end of the Square. Although there are other architecturally fine individual buildings, it is the relationship of them to each other as components in the street wall that dominates the area, as in other parts of the city centre.

The height of existing buildings varies between three and six storeys; generally the height of new infill buildings should respect the existing. In line with other parts of the city centre, new development proposals should generally be aligned to the back of the pavement in order to preserve the linear character of the streets.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

Conservation Area

Deansgate/Peter Street

Active

DGM1604

Deansgate is one of Manchester's most historic streets. During the Roman occupation it formed the route between two river crossings, the fords of the River Medlock to the south and the River Irwell to the north. The name Deansgate probably emerged in Anglo Saxon times and applied to that section of road between the present junctions of Cateaton Street and Peter Street.

Aldport Lodge, situated just south of Peter Street, was the manor house of the old town, and that part of present day Deansgate was originally known as Aldport Lane. The present name was not adopted for this stretch until Victorian times. From this manor house Lord Strange's Royalist forces fired cannon along Aldport Lane in 1642, against the Parliamentarians, who were strongly supported by the people of Manchester. The siege of Manchester brought about some of the earliest bloodshed in the Civil War. Land on either side of the road was used for agricultural purposes until the encroachment of urban development, which accelerated in the 1730s, around the time when Edward Byrom built a substantial quay on the River Irwell. Quay Street was built to allow access between the quay and Aldport Lane, and was extended eastwards in 1794 to link with Mosley Street. The new street was called Peter Street, named after St. Peter's church which was being constructed at that time on Mosley Street. St. Peter's Square, which also took the name of the church, came into being when the church was demolished in 1906.

Well into the 19th century, this part of Manchester still bordered upon open countryside. On 16 August 1819, at St. Peter's Field (just off the present day St. Peter's Square), Henry Hunt addressed a meeting of 60,000 people to demand radical reform of the House of Commons. The size of the crowd so alarmed the City Magistrates that troops were called in to disperse it. Eleven people were reported killed and 140 injured in the resulting chaos. The incident is now remembered as the 'Peterloo Massacre', and is commemorated in a plaque located on the Free Trade Hall, which was built on the site. This event, one of the most important in the City's history, undoubtedly paved the way for the 1832 Electoral Reform Act.

## Townscape

The area is situated on ground which is mostly flat, although there is a gentle slope down Peter Street in a westerly direction towards the river. Deansgate is the longest and straightest street in the city centre and consequently there is a distant view to the north showing the tower of the cathedral framed by buildings on either side. To the south, railway viaducts in Castlefield cross Deansgate and terminate the view.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. There is a slight change of direction in these two streets, neither of them forming an exact right angle with Deansgate. Although the Deansgate junction with John Dalton Street is a right angle, its continuation to Bridge Street is not. These slight changes of direction mean that most sites in the conservation area are not exactly rectangular. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

## Materials

The carriageway surfacing of almost all roads in the area is asphalt, while a few minor streets retain the earlier stone setts.

Footways have been replaced over the years with either tarmacadam or concrete flags, although stone flags remain, particularly in Little Quay Street, which has been extended to form a forecourt for the Grapes hotel. Few original stone kerbs remain, most having been replaced by concrete. Street lighting is provided by modern fittings, e.g. tall steel columns.

Walls of buildings are constructed from a wide range of high-quality materials such as stone, red-orange brick, terracotta and faience. Some of the stone buildings are intricately carved with fine sculptural detail. These heavy, solid materials are fenestrated by predominantly vertically-proportioned openings with sliding sash windows set back from the external face of the building.

Roofs of buildings, where they can be seen, are clad in slate which is usually blue-grey but occasionally green. The skylines of some buildings are made interesting by cornices and balustrades.

Building heights vary from fourteen-storey office developments such as Sunlight House on Quay Street, to the three-storey shops on Bridge Street and the properties backing on to them in Wood Street.

Generally, streets in the area are totally built up, presenting a complete street-wall frontage even though occasionally some buildings are set back behind the building line. At road junctions, buildings have traditionally 'held' the corner by some form of architectural emphasis.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky.

Deansgate/Peter Street and its buildings today

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

The area is predominantly one of commercial buildings, but it also contains a significant number of places of assembly, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple. The Rylands Library on Deansgate is a landmark building, not only because its architectural quality but also for its important collection of historic books and manuscripts. Recognised as a Grade I listed building, it was designed by Basil Champneys, constructed from 1890, and opened in 1899. Since its merger with the Library of Manchester Victoria University in 1972, it makes available to readers more than five million books and manuscripts.

The library was built and endowed by Enriqueta Augustina Rylands in memory of her late husband John Rylands. Constructed in red sandstone, the interior contains some fine spaces adorned with excellent stone carvings. Especially interesting are the four levels of glass floors supported from the metal book-cases at the rear of the building.

The present Free Trade Hall (Grade II\*) on Peter Street is the third or fourth building on the site, and was designed by Edward Walters between 1853 and 1856. The first was a temporary timber structure and the second burned down. The present building was almost completely destroyed during the Blitz of 1940 to 1941, and was reconstructed with a completely new interior, roof and rear elevations in the 1950s. The monumental front facade is an Italianate masterpiece in Renaissance style with Ionic columns, balustrades and very fine carvings in the arched recesses. The Free Trade Hall was home to the Hall, Orchestra since its first concert in 1858, but that changed when the orchestra moved to a new, purpose-built concert hall in 1996.

The classical-style Opera House (Grade II) on Quay Street was originally built as the New Theatre in banded, rusticated stucco, a form of render scored to imitate stone. The facade includes fluted Ionic pilasters supporting a pedimented gable with a sculpture in the central arched recess representing 'The Dawn of the Heroic Age.'

Manchester's oldest surviving theatre building is the Theatre Royal of 1845 (Grade II) on Peter Street, which has a monumental portico and a statue of Shakespeare in a central recess. It has been used for various activities in the recent past and is currently used as a night club. The original building was designed by Irwin and Chester, but was altered by the prominent architect Edward Salomons in 1875. Also on Peter Street, the Albert Hall (Grade II) was designed in eclectic style with Baroque and Gothic elements for the Wesleyan Mission by W. J. Morley in 1910, and after a long period of inactivity is now being utilised once again. A meeting hall is located on the first floor, with a horseshoe gallery, sloping floor and coloured glass rooflights. The finely detailed buff terracotta is formed into large traceried windows at gallery level, and the interior has a wealth of detail and floral decoration in plaster work and glazed tiles.

The Masonic temple on Bridge Street (Grade II) was designed by Thomas Worthington and Son and constructed in 1929 of Portland stone. It was designed in the fashionable stripped classical style, devoid of ornament, during the 'Art Deco' period. Still with its original faience inn front, the Sawyers Arms on Deansgate has been totally altered internally, but it remains a contrasting and interesting building on the street wall.

Many other buildings of architectural interest lie within the conservation area, most of them being offices, and Bridge Street in particular is a well preserved example of a Victorian and Edwardian shopping street. The completeness of the 'street wall' with individual buildings of architectural quality, e.g. Wood Street Mission, creates a memorable piece of urban design.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

National Monuments Record - 1165058

Active

Sites & Monuments Record - 14.1.0

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11207 Commercial - Hotel Complex (Type Code: COM-COHOT)

Premier House, Deansgate, Manchester

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 14.1.0

**Site Name** Manchester to Ribchester Roman road (area of Roman Manchester)

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HGM11208 Institutional - Religious (Worship) (Type Code: INS-ISPOW)

The Cathedral and Parish Church of Manchester of St Mary, St George and St. Denys,  
Cathedral Street, Manchester

HGM11210 Institutional - University or College (Type Code: INS-ISUNI)

Chetham's School of Music, Long Millgate, Manchester

HGM11215 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Cateaton Street and Cathedral Yard, Manchester

HGM11224 Commercial - Entertainment Complex (Type Code: COM-COENT)

Manchester Evening News Arena

HGM11330 Institutional - Prison (Type Code: INS-ISPRI)

HMP Manchester (formerly Strangeways Prison), Southall Street, Strangeways, Manchester

HGM11512 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Bridgewater Street, Manchester

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)

Waste Ground, Castlefield Junction, Manchester

HGM11523 Communications - Railway Line (Type Code: CMC-CURAI)

Castlefield Junction, Manchester

HGM11538 Commercial - Markets (Type Code: COM-COMKT)

Upper Campfield Market, Deansgate, Manchester

HGM11587 Commercial - Business Park (Type Code: COM-COBUS)

Great Jackson Street and Melbourne Street, Manchester

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

HGM11603 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

321 to 327 (odd) Deansgate and 1 to 3 (odd) Bridgewater Street, Manchester

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)

GMEX Station, Trafford Street, Manchester

HGM11611 Communications - Train Station (Type Code: CMC-CUTRA)

Deansgate Station, Manchester

HGM11668 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Around the Junction of Deansgate and Blackfriars Street, Manchester

HGM11673 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Around Southgate and Deansgate, Manchester

HGM11678 Institutional - Civic & Municipal Buildings (Type Code: INS-ISMUN)

Rylands Library, Deansgate, Manchester

HGM11681 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Around Peter Street, Bootle Row and Deansgate, Manchester

HGM11691 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

188 to 202 (even) and 205 to 271 (odd) Deansgate Manchester

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 14.1.0

Site Name Manchester to Ribchester Roman road (area of Roman Manchester)

- HGM11692 Institutional - Civic & Municipal Buildings (Type Code: INS-ISMUN)  
184 to 186 (even) Deansgate, Manchester
- HGM11701 Commercial - Offices (Type Code: COM-COOFF)  
North of Hardman Street, Manchester
- HGM11705 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
138 to 142 (even) Deansgate, Manchester
- HGM12828 Communications - Motorway and Trunk Road Junctions (Type Code: CMC-CUMOT)  
Junction of the Mancunian Way, Egerton Streey, Chorlton Road and Chester Road, Hulme, Manchester
- HGM16019 Commercial - Business (General) (Type Code: COM-COBUG)  
Southern End of Bury New Road, Cheetham, Manchester
- HGM16037 Commercial - Warehousing (Type Code: COM-COWAR)  
29 Bury New Road and Block Between Cheetwood Street and Harris Street, West of Strangeways
- HGM16043 Commercial - Warehousing (Type Code: COM-COWAR)  
Warehouse, 151 Great Ducie Street, Strangeways, Manchester
- HGM16559 Industrial - Brewery (Type Code: IND-IDBRW)  
Strangeways Brewery, Great Ducie Street, Cheetham, Manchester
- HGM16564 Commercial - Warehousing (Type Code: COM-COWAR)  
153 to 165 (odd) Great Ducie Street, Cheetham, Manchester
- HGM16567 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
Around Breslyn Street, Cheetham, Manchester
- HGM30429 Communications - Viaduct/ Aqueduct (Type Code: CMC-CUVIA)  
Railway Viaduct, around Greengate, Salford

## Other Land Classes

|         |             |
|---------|-------------|
| Landuse | Built over  |
| Landuse | Throughfare |

## Related Monuments

|        |                                                                                           |              |
|--------|-------------------------------------------------------------------------------------------|--------------|
| 14.1.1 | Manchester to Ribchester Roman road                                                       | Hierarchical |
| 14.1.2 | Manchester to Ribchester Roman Road (line of)                                             | Hierarchical |
| 14.1.3 | Manchester to Ribchester Roman Road                                                       | Hierarchical |
| 14.1.4 | Manchester to Ribchester Roman Road – Excavation at Starling                              | Hierarchical |
| 14.1.5 | Manchester to Ribchester Roman Road                                                       | Hierarchical |
| 14.1.7 | Manchester to Ribchester Roman Road (1992–93 excavations near Four Lane Ends, Tottington) | Hierarchical |

## Finds - None recorded

## Associated Events/Activities

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 14.1.0      **Site Name** Manchester to Ribchester Roman road (area of Roman Manchester)

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|         |                                                 |
|---------|-------------------------------------------------|
| EGM600  | (Event - Intervention)                          |
| EGM1444 | (Event - Intervention)                          |
| EGM2015 | (Event - Survey)                                |
| EGM3683 | Lower Broughton (Desk Based Assessment)         |
| EGM6296 | Renaissance, Deansgate (Desk Based Assessment)  |
| EGM5470 | Great Ducie Street/ Breslyn Street (Evaluation) |

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 28.1.3      **Site Name** Manchester to Buxton Roman road (Manchester to Levenshulme section)

| HER Number | Site Name                                                           | Record Type |
|------------|---------------------------------------------------------------------|-------------|
| 28.1.3     | Manchester to Buxton Roman road (Manchester to Levenshulme section) | Monument    |

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## Monument Types and Dates

ROAD (Roman - 43 AD to 409 AD)

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## Description and Sources

### Description

Part of the Roman road from Buxton to Manchester. "There seems no doubt that the very direct road through Stockport to Manchester does indeed mark the course." (1)

### Sources

- Unpublished document: Salford Archaeology. 2023. Hotspur Press, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Jade Foxall.
- (1) Monograph: Margary, ID. 1957. Roman Roads in Britain. 97

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## Location

### National Grid Reference

Centred SJ 8536 9615 (3924m by 2859m)      SJ89NE      Line

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Gorton, Manchester, Greater Manchester

### Address/Historic Names

Stockport Road, Longsight, Manchester, Greater Manchester

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## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

|                                     |        |
|-------------------------------------|--------|
| National Monuments Record - 1326668 | Active |
| Sites & Monuments Record - 28.1.3   | Active |

### Ratings and Scorings

Condition      Uncertain

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## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)  
Waste Ground, Castlefield Junction, Manchester

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)  
GMEX Station, Trafford Street, Manchester

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)  
Deansgate Lock, Whitworth Street West, Manchester

HGM11611 Communications - Train Station (Type Code: CMC-CUTRA)  
Deansgate Station, Manchester

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 28.1.3      **Site Name** Manchester to Buxton Roman road (Manchester to Levenshulme section)

- HGM11867 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
The Britons Protection Public House, Great Bridgewater Street and Albion Wharf, Albion Street
- HGM12015 Commercial - Business (General) (Type Code: COM-COBUG)  
New Broadcasting House, Oxford road, Manchester
- HGM12023 Commercial - Business (General) (Type Code: COM-COBUG)  
Oxford House and Armstrong House, Oxford Road, Manchester
- HGM12024 Institutional - University or College (Type Code: INS-ISUNI)  
The John Dalton Building, Manchester Metropolitan University, Oxford Road, Manchester
- HGM12074 Residential - Conversions (Type Code: SET-REAPA)  
Chorlton New Mill, At the junction of Cambridge Street and Hulme Street, Manchester
- HGM12090 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
Around the Junction of Oxford Road, Hulme Street and Charles Street, Manchester
- HGM12094 Residential - Low Rise Flats (Type Code: SET-RELOW)  
The Foundry, Green Building Apartments and Others, Great Marlborough Street, Manchester
- HGM12099 Commercial - Retail (General) (Type Code: COM-CORE)  
New Wakefield Street, Manchester
- HGM12446 Residential - Social Housing Development (Type Code: SET-REPLS)  
Devonshire Street South, Longsight
- HGM12693 Institutional - School (Type Code: INS-ISSCH)  
Medlock Primary School, Aberdaron Walk, Brunswick
- HGM12694 Ornamental, Parkland and Recreational - Public Park (Type Code: OPR-OPPUB)  
Gartside Gardens, Kincardine Road, Brunswick, Manchester
- HGM12861 Communications - Railway Line (Type Code: CMC-CURAI)  
Railway Line, Whitworth Street West, Manchester Deansgate
- HGM15114 Institutional - Medical Complex (Type Code: INS-ISHOS)  
St John's Road, Longsight
- HGM15234 Residential - Social Housing Development (Type Code: SET-REPLS)  
Bates Street, Longsight
- HGM15238 Ornamental, Parkland and Recreational - Urban Green Space (Type Code: OPR-OPURB)  
Stockport Road, Longsight
- HGM15246 Residential - Low Rise Flats (Type Code: SET-RELOW)  
Stockport Road, Longsight
- HGM15255 Industrial - Industrial Works (general) (Type Code: IND-IDWOR)  
Daisy Works, Stockport Road, Longsight
- HGM15332 Ornamental, Parkland and Recreational - Urban Green Space (Type Code: OPR-OPURB)  
Hyde Road, Ardwick

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 28.1.3      **Site Name** Manchester to Buxton Roman road (Manchester to Levenshulme section)

- HGM15335 Commercial - Warehousing (Type Code: COM-COWAR)  
Marshall Street, Ardwick
- HGM15340 Residential - Terraced Housing (Type Code: SET-RETER)  
Stockport Road, Ardwick
- HGM15354 Ornamental, Parkland and Recreational - Urban Green Space (Type Code: OPR-OPURB)  
Apsley Grove, Ardwick
- HGM15369 Commercial - Distribution Centre (Type Code: COM-CODIS)  
Syndall Street, Ardwick
- HGM15372 Institutional - Religious (Worship) (Type Code: INS-ISPOW)  
St Luke the Physician, Devonshire Street South, Longsight
- HGM15374 Commercial - Offices (Type Code: COM-COOFF)  
Stockport Road, Ardwick
- HGM15389 Ornamental, Parkland and Recreational - Leisure/Sports Centre (Type Code: OPR-OPSWI)  
Stockport Road, Longsight
- HGM15515 Residential - Terraced Housing (Type Code: SET-RETER)  
718 to 680 (even) Stockport Road, Levenshulme
- HGM15533 Commercial - Retail (General) (Type Code: COM-CORE)  
Along Stockport Road at the Junctions of Parkgrove to Sladehall Road, Levenshulme
- HGM15541 Residential - Villas/ Detached Housing (Type Code: SET-REVIL)  
644 to 662 (even) Stockport Road, Levenshulme
- HGM15547 Institutional - Religious (Worship) (Type Code: INS-ISPOW)  
Bethshan Tabernacle, Crowcroft Road, Levenshulme
- HGM15550 Institutional - Community Establishment (Type Code: INS-ISCL)  
The Cayton Centre, at the Junction of Cayton Street and Stockport Road, Levenshulme
- HGM15648 Commercial - Distribution Centre (Type Code: COM-CODIS)  
Stockport Road, Longsight
- HGM15661 Institutional - Community Establishment (Type Code: INS-ISCL)  
Shakespeare Centre, Stockport Road, Longsight
- HGM15824 Residential - Villas/ Detached Housing (Type Code: SET-REVIL)  
Slade Lane, Longsight
- HGM15827 Ornamental, Parkland and Recreational - Urban Green Space (Type Code: OPR-OPURB)  
Stockport Road, Longsight
- HGM16181 Residential - Low Rise Flats (Type Code: SET-RELOW)  
Stockport Road, Longsight
- HGM16303 Residential - Empty Housing Plots (Type Code: SET-REEMP)  
Stockport Road, Longsight

### Other Land Classes

Landuse      Built over

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 28.1.3      **Site Name** Manchester to Buxton Roman road (Manchester to Levenshulme section)

Landuse Throughfare

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### ***Related Monuments***

|        |                                            |              |
|--------|--------------------------------------------|--------------|
| 28.1.0 | Manchester to Buxton Roman road (possible) | Hierarchical |
|--------|--------------------------------------------|--------------|

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### ***Finds - None recorded***

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### ***Associated Events/Activities***

|         |                                       |
|---------|---------------------------------------|
| EGM5609 | Hotspur Press (Desk Based Assessment) |
|---------|---------------------------------------|

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### ***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 281.1.0      **Site Name** Bracelet with beads (antiquarian findspot) (area of Roman Manchester)

| HER Number | Site Name                                                             | Record Type |
|------------|-----------------------------------------------------------------------|-------------|
| 281.1.0    | Bracelet with beads (antiquarian findspot) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Undated)

## Description and Sources

### Description

Two rings of brass, possibly a pair, each containing a bead of bluish pottery, were found in 1796 in Castlefield. One was in a state of disintegration. (1)

### Sources

(1) Bibliographic reference: Mems. Lit. & Phil. Soc. Manchester. 533

## Location

### National Grid Reference

SJ 8329 9759 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 281.1.0

Site Name Bracelet with beads (antiquarian findspot) (area of Roman Manchester)

the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events. Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 281.1.0      **Site Name** Bracelet with beads (antiquarian findspot) (area of Roman Manchester)

courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

|                                         |        |
|-----------------------------------------|--------|
| National Monuments Record - SJ 89 NW 76 | Active |
| Sites & Monuments Record - 281.1.0      | Active |

## Ratings and Scorings

|           |           |
|-----------|-----------|
| Condition | Uncertain |
|-----------|-----------|

## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)  
Waste Ground, Castlefield Junction, Manchester

## Other Land Classes

|         |            |
|---------|------------|
| Landuse | Built over |
| Landuse | Built over |

## Related Monuments - None Recorded

## Associated Finds

|         |                              |       |
|---------|------------------------------|-------|
| FGM5578 | BRACELET (Undated) (FGM5578) | BRASS |
|---------|------------------------------|-------|

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.1.8

Site Name Well, Castlefield (area of Roman Manchester)

HER Number

Site Name

Record Type

415.1.8

Well, Castlefield (area of Roman Manchester)

Monument

## Monument Types and Dates

WELL (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Possibly Roman as the description is similar to a well found in the north-west area. Discovered in 1830, a square timber-lined well with a number of boulders/ ballistas at the bottom. Found a "few yards west of the wall". (1)

### Sources

- (1) Bibliographic reference: Roeder, C. 1899. Recent Roman Discoveries in Deansgate and on Hunt's Bank, and Roman Manchester Re-studied. 108

## Location

### National Grid Reference

SJ 8328 9759 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

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Townscape

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.1.8

Site Name Well, Castlefield (area of Roman Manchester)

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## Other Statutes and Cross-References

Sites & Monuments Record - 415.1.8

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11517 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Castle Street, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

| HER Number | Site Name                                                    | Record Type |
|------------|--------------------------------------------------------------|-------------|
| 415.2.0    | Castlefield Roman Vicus (site of) (area of Roman Manchester) | Place       |

## Monument Types and Dates

BUILDING (Roman - 43 AD to 409 AD)

TOWN (Small town (extra mural), Roman - 43 AD to 409 AD)

VICUS (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Early activity in the area outside of the Roman fort at Castlefield began with the first timber fort (see HER 415.1.2). Part of the vicus was excavated in 1972 and 1981. It was found that the ditch system surrounding the fort was abandoned during the Flavian period and covered by timber shops and houses. A road and associated buildings were built in the Hadrianic period. A hostelry, of timber structure, was uncovered, its function ascertained from large quantities of glass and gaming chips. After AD 250 the vicus experienced considerable decline, paralleling the decline of the fort. (1)(2)(3)(4)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

Unpublished document: Civic Heritage. 2024. Viadux, Plot 2A and Plot 2B, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Ollie Cook.

Unpublished document: Salford Archaeology. 2024. 2-4 Whitworth Street West, Manchester: Archaeological Desk-based Assessment. Katie Fletcher.

Unpublished document: Heritage Architecture. 2024. Viadux Site Phase 2, Albion Street, Manchester: Heritage Statement.

Unpublished document: Salford Archaeology. 2023. Viadux Plot 2a, 2b and 2c, Manchester: Desk-based Assessment. Jade Foxall and Katie Fletcher.

Unpublished document: Salford Archaeology. 2024. Viadux Phase 1, Albion Street, Manchester: Post-excavation Assessment. Dave Lavery and Oliver Cook.

- (1) Monograph: Jones & Grealey. 1974. Roman Manchester. 49-77
- (2) Monograph: Jones & Reynolds. 1978. Roman Manchester the Deansgate Excavations.
- (3) Serial: Bryant, Morris, Walker. 1986. The Archaeology of Greater Manchester. Roman Manchester. Walker, JSF. 142
- (4) Unpublished document: UMAU. 2001. Granada/Left Bank, Manchester. An Archaeological Desk-Based Assessment of Part of the Castlefield, Manchester Quay and River Irwell Area. Dr M Nevell.

## Location

### National Grid Reference

Centred SJ 8333 9768 (530m by 745m)

SJ89NW

Dispersed

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

## Associated Legal Designations

Conservation Area

St John Street

Active

DGM1473

In 1745, when the area was still open fields, Bonnie Prince Charlie led the last uprising in the Jacobite Rebellion in his bid for the crown. When in Manchester he used this area as a gun park, an event commemorated in the name Artillery Street and identified on a plaque on the wall of no. 15 Byrom Street.

A Georgian church, St. John's, stood on the site of what is now St. John's Gardens. The churchyard contains the remains of a remarkable number of people associated with the rise of Manchester as a world industrial city. Over 22,000 are buried here, including William Marsden who originated the Saturday half-day holiday in 1843. The church was built in 1769 by Edward Byrom, a wealthy entrepreneur who also built the first quay on the River Irwell, giving rise to the name of the nearby Quay Street. It was demolished in 1931.

It is not known exactly when St. John Street was laid out, but it takes its name from the church and it is reasonable to assume that the houses in the street were built as they were required, between 1770 and 1830. Not all the street was built up by then, as the 1850 map shows the site of no. 9 to be a timber yard. Early residents represented a broad mix of occupations, but with the passage of time occupancy became almost exclusively connected with the medical and legal professions. Consultants and specialists still comprise the majority of occupants in St. John Street.

While the houses fronting the street were built for middle class and professional people, behind them were at least three back streets at right angles where workers lived in very small dwellings. They would have been workers in commerce rather than domestic staff from the larger houses. These smaller dwellings were poorly constructed and have long since disappeared. The sites they occupied have become gardens and courtyards to the surviving larger houses.

Richard Cobden (1804-1865), the politician and reformer, lived in the Georgian house on the corner of Quay Street and Byrom Street. It was later purchased under the will of John Owens, a wealthy textile merchant, and opened as Owens College in 1851. Later still it became the Victoria University of Manchester. From 1878 until 1990, the house was used as the County Court. John Owens, with his parents and brothers, was buried in St. John's Churchyard.

St. John Street and its buildings today

St. John Street has changed in only minor ways since being built. Generally owners have ensured that regular maintenance has preserved the quality of the street. However, in 1963 a facelift, partially funded by the City Council, was carried out which involved replacement of incompatible items such as windows and nameplates. Painting of timberwork helped re-establish a consistency throughout the street.

No.15a Byrom Street is a late 18th century house with an interesting oriel window supported on a large corbelled bracket. The houses further south on Byrom Street - nos. 25 to 31 - are of similar date to those on St. John Street. These, however, have Gothic door-cases, a decorative style with ogee arches originated between 1750 and 1770 by Horace Walpole, the writer and son of Britain's first Prime Minister.

The mid-19th century 24 St. John Street clearly contrasts with the other typically Georgian buildings in the street. It is higher and more elaborately detailed, with banded rustication on the ground floor, windows framed with architraves, a bracketed cornice and stucco finish.

The remainder of the houses have plain brick facades and simple vertically-proportioned sash windows with narrow glazing bars. They are set well back from the brick facades to create a rhythm of three-dimensional modelling. The only decoration on these houses is around the doors: pedimented Tuscan door-cases with panelled doors and semicircular fanlights above.

Curiously the house at no. 24a was built later than no. 24, but in a style to match the original Georgian houses on St. John Street.

Townscape

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St. John Street was originally terminated by St. John's Church, now replaced by a formal garden containing a central memorial. Looking eastwards there is no evidence to indicate that there has ever been a specific focal point to punctuate the view.

Georgian properties here have given way to a long row of Victorian shops and offices which screen the former Deansgate Goods Station. This is where Alport (meaning 'the Old Town') was located.

Deansgate was in the 18th century known as Alport Street, and later in the 19th century the Manchester and Salford Junction Canal crossed under Deansgate in a tunnel along the line of Culvercliffe Walk.

The house occupied by Richard Cobden was larger than any on St. John Street and had an extensive garden. Following occupation by the County Court the garden has become totally developed with buildings. One of them erected in 1896 and Byrom House, a 1960s office block on an adjacent site,

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

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front on to the narrow St. John's Passage. This route provided pedestrian access between Byrom Street and Lower Byrom Street, alongside St. John's Churchyard, vehicles being barred by cast iron bollards at both ends. Interestingly both sets of bollards are listed for their architectural or historic interest. The passage is paved with stone flags and has stone steps at the west end leading down to Lower Byrom Street. Pavements in St. John Street are also surfaced with stone flags, but the contrasting textural character of the carriageway has been replaced over the years.

The old gas lanterns have been replaced by much taller and more powerful electric lights, creating a different townscape effect in the streets. Cleaning of buildings, which was carried out around 1970, made a dramatic difference to the appearance of the street, restoring its overall colouring to the red-orange of Manchester brick.

In 1972, car parking arrangements were reorganized, allowing cars to park at near right angles to the street. To soften their visual impact, trees were planted and together these items have significantly altered the original concept of the street's urban form. Trees have now replaced the demolished church in terminating the view down the street.

St. John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St. John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

Conservation Area

Deansgate/Peter Street

Active

DGM1604

Deansgate is one of Manchester's most historic streets. During the Roman occupation it formed the route between two river crossings, the fords of the River Medlock to the south and the River Irwell to the north. The name Deansgate probably emerged in Anglo Saxon times and applied to that section of road between the present junctions of Cateaton Street and Peter Street.

Aldport Lodge, situated just south of Peter Street, was the manor house of the old town, and that part of present day Deansgate was originally known as Aldport Lane. The present name was not adopted for this stretch until Victorian times. From this manor house Lord Strange's Royalist forces fired cannon along Aldport Lane in 1642, against the Parliamentarians, who were strongly supported by the people of Manchester. The siege of Manchester brought about some of the earliest bloodshed in the Civil War. Land on either side of the road was used for agricultural purposes until the encroachment of urban development, which accelerated in the 1730s, around the time when Edward Byrom built a substantial quay on the River Irwell. Quay Street was built to allow access between the quay and Aldport Lane, and was extended eastwards in 1794 to link with Mosley Street. The new street was called Peter Street, named after St. Peter's church which was being constructed at that time on Mosley Street. St. Peter's Square, which also took the name of the church, came into being when the church was demolished in 1906.

Well into the 19th century, this part of Manchester still bordered upon open countryside. On 16 August 1819, at St. Peter's Field (just off the present day St. Peter's Square), Henry Hunt addressed a meeting of 60,000 people to demand radical reform of the House of Commons. The size of the crowd so alarmed the City Magistrates that troops were called in to disperse it. Eleven people were reported killed and 140 injured in the resulting chaos. The incident is now remembered as the 'Peterloo Massacre', and is commemorated in a plaque located on the Free Trade Hall, which was built on the site. This event, one of the most important in the City's history, undoubtedly paved the way for the 1832 Electoral Reform Act.

## Townscape

The area is situated on ground which is mostly flat, although there is a gentle slope down Peter Street in a westerly direction towards the river. Deansgate is the longest and straightest street in the city centre and consequently there is a distant view to the north showing the tower of the cathedral framed by buildings on either side. To the south, railway viaducts in Castlefield cross Deansgate and terminate the view.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. There is a slight change of direction in these two streets, neither of them forming an exact right angle with Deansgate. Although the Deansgate junction with John Dalton Street is a right angle, its continuation to Bridge Street is not. These slight changes of direction mean that most sites in the conservation area are not exactly rectangular. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

## Materials

The carriageway surfacing of almost all roads in the area is asphalt, while a few minor streets retain the earlier stone setts.

Footways have been replaced over the years with either tarmacadam or concrete flags, although stone flags remain, particularly in Little Quay Street, which has been extended to form a forecourt for the Grapes hotel. Few original stone kerbs remain, most having been replaced by concrete. Street lighting is provided by modern fittings, e.g. tall steel columns.

Walls of buildings are constructed from a wide range of high-quality materials such as stone, red-orange brick, terracotta and faience. Some of the stone buildings are intricately carved with fine sculptural detail. These heavy, solid materials are fenestrated by predominantly vertically-proportioned openings with sliding sash windows set back from the external face of the building.

Roofs of buildings, where they can be seen, are clad in slate which is usually blue-grey but occasionally green. The skylines of some buildings are made interesting by cornices and balustrades.

Building heights vary from fourteen-storey office developments such as Sunlight House on Quay Street, to the three-storey shops on Bridge Street and the properties backing on to them in Wood Street.

Generally, streets in the area are totally built up, presenting a complete street-wall frontage even though occasionally some buildings are set back behind the building line. At road junctions, buildings have traditionally 'held' the corner by some form of architectural emphasis.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky.

Deansgate/Peter Street and its buildings today

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

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The area is predominantly one of commercial buildings, but it also contains a significant number of places of assembly, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple. The Rylands Library on Deansgate is a landmark building, not only because its architectural quality but also for its important collection of historic books and manuscripts. Recognised as a Grade I listed building, it was designed by Basil Champneys, constructed from 1890, and opened in 1899. Since its merger with the Library of Manchester Victoria University in 1972, it makes available to readers more than five million books and manuscripts.

The library was built and endowed by Enriqueta Augustina Rylands in memory of her late husband John Rylands. Constructed in red sandstone, the interior contains some fine spaces adorned with excellent stone carvings. Especially interesting are the four levels of glass floors supported from the metal book-cases at the rear of the building.

The present Free Trade Hall (Grade II\*) on Peter Street is the third or fourth building on the site, and was designed by Edward Walters between 1853 and 1856. The first was a temporary timber structure and the second burned down. The present building was almost completely destroyed during the Blitz of 1940 to 1941, and was reconstructed with a completely new interior, roof and rear elevations in the 1950s. The monumental front facade is an Italianate masterpiece in Renaissance style with Ionic columns, balustrades and very fine carvings in the arched recesses. The Free Trade Hall was home to the Hall, Orchestra since its first concert in 1858, but that changed when the orchestra moved to a new, purpose-built concert hall in 1996.

The classical-style Opera House (Grade II) on Quay Street was originally built as the New Theatre in banded, rusticated stucco, a form of render scored to imitate stone. The facade includes fluted Ionic pilasters supporting a pedimented gable with a sculpture in the central arched recess representing 'The Dawn of the Heroic Age.'

Manchester's oldest surviving theatre building is the Theatre Royal of 1845 (Grade II) on Peter Street, which has a monumental portico and a statue of Shakespeare in a central recess. It has been used for various activities in the recent past and is currently used as a night club. The original building was designed by Irwin and Chester, but was altered by the prominent architect Edward Salomons in 1875. Also on Peter Street, the Albert Hall (Grade II) was designed in eclectic style with Baroque and Gothic elements for the Wesleyan Mission by W. J. Morley in 1910, and after a long period of inactivity is now being utilised once again. A meeting hall is located on the first floor, with a horseshoe gallery, sloping floor and coloured glass rooflights. The finely detailed buff terracotta is formed into large traceried windows at gallery level, and the interior has a wealth of detail and floral decoration in plaster work and glazed tiles.

The Masonic temple on Bridge Street (Grade II) was designed by Thomas Worthington and Son and constructed in 1929 of Portland stone. It was designed in the fashionable stripped classical style, devoid of ornament, during the 'Art Deco' period. Still with its original faience inn front, the Sawyers Arms on Deansgate has been totally altered internally, but it remains a contrasting and interesting building on the street wall.

Many other buildings of architectural interest lie within the conservation area, most of them being offices, and Bridge Street in particular is a well preserved example of a Victorian and Edwardian shopping street. The completeness of the 'street wall' with individual buildings of architectural quality, e.g. Wood Street Mission, creates a memorable piece of urban design.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

National Monuments Record - 76800

Active

Sites & Monuments Record - 415.2.0

Active

## Ratings and Scorings

Condition

Poor

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

## Other Land Classes

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.2.0

Site Name Castlefield Roman Vicus (site of) (area of Roman Manchester)

Landuse

Built over

Landuse

Built over

### **Related Monuments**

415.2.1 Roman Vicus – industrial activity (area of Hierarchical Roman Manchester)

### **Associated Finds**

|         |                                                                                |       |
|---------|--------------------------------------------------------------------------------|-------|
| FGM5379 | GAMING PIECE (Roman - 43 AD to 409 AD) (FGM5379)                               | GLASS |
| FGM6640 | COIN (Small quantity) (Roman - 43 AD to 409 AD) (FGM6640)                      | METAL |
| FGM6641 | BOOT STUD (Small quantity) (Roman - 43 AD to 409 AD) (FGM6641)                 | IRON  |
| FGM6642 | ARCHITECTURAL FRAGMENT (Single occurrence) (Roman - 43 AD to 409 AD) (FGM6642) | STONE |
| FGM6643 | BEAD (Small quantity) (Roman - 43 AD to 409 AD) (FGM6643)                      | GLASS |
| FGM6644 | JEWELLERY (Small quantity) (Roman - 43 AD to 409 AD) (FGM6644)                 | METAL |
| FGM6645 | BOTTLE (Small quantity) (Roman - 43 AD to 409 AD) (FGM6645)                    | GLASS |
| FGM6646 | NAIL (Undated) (FGM6646)                                                       |       |

### **Associated Events/Activities**

|         |                                                                   |
|---------|-------------------------------------------------------------------|
| EGM569  | White Lion Street/ Collier Street Excavation (1972) (Excavation)  |
| EGM1921 | Collier Street South Excavation (North Gate 1979–81) (Excavation) |
| EGM3339 | Granada/Left Bank (Desk Based Assessment)                         |
| EGM6220 | Owen Street site (Heritage Statement)                             |
| EGM5644 | Viadux (Excavation)                                               |
| EGM5533 | Crown Street, Phase 3 (Desk Based Assessment)                     |
| EGM5645 | Viadux Phase 2 (Desk Based Assessment)                            |
| EGM5750 | 2-4 Whitworth Street West (Desk Based Assessment)                 |

### **Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.3.0

Site Name Urns, Roman (part of cemetery) (area of Roman Manchester)

| HER Number | Site Name                                                 | Record Type |
|------------|-----------------------------------------------------------|-------------|
| 415.3.0    | Urns, Roman (part of cemetery) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

GRAVE (Roman - 43 AD to 409 AD)

BURIAL (AD 2nd Century - 100 AD to 199 AD)

CEMETERY (Graveyard, AD 2nd Century - 100 AD to 199 AD)

## Description and Sources

### Description

In 1754 a glazed urn filled with animal bones was found on the eastern boundary of Castlefield. Another with ashes inside was found in 1765. From the potter's stamp "Advocisi" it is dated to the Hadrianic period (AD 117–161). Both were covered with a tile lid. Nearby, in 1766, a Roman clasp, coin and lachrymatory glass bottle were found. (1)

In 1849 numerous urns were found as well as a grave 4ft deep and 18in wide, cut into rock and containing charred bone. The area is thought to be Castlefield Fort's cemetery. (2)

### Sources

- (1) Monograph: Whitaker, J W. 1771. The History of Manchester. Book the First Containing the Roman and Roman-British Period. 32 & 60
- (2) Monograph: Watkins, W.T.. 1885. Roman Lancashire. 120-1

## Location

### National Grid Reference

SJ 8332 9759 (point)

SJ89NW

Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castle Street, Castlefield, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area - Castlefield Active DGM1554

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HER Number 415.3.0

Site Name Urns, Roman (part of cemetery) (area of Roman Manchester)

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.3.0

Site Name Urns, Roman (part of cemetery) (area of Roman Manchester)

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## Townscape

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## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 96; 76803

Active

Sites & Monuments Record - 415.3.0

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)  
Waste Ground, Castlefield Junction, Manchester

## Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Associated Finds

FGM3097 POT (AD 2nd Century - 100 AD to 199 AD) (FGM3097)

FGM5456 URN (Roman - 43 AD to 409 AD) (FGM5456)

POTTERY

FGM5927 COIN (Roman - 43 AD to 409 AD) (FGM5927)

METAL

FGM6095 HUMAN REMAINS (Roman - 43 AD to 409 AD) (FGM6095)

BONE

## Associated Events/Activities

EGM539 (Event - Intervention)

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.3.1

Site Name Roman burial (coffin) (area of Roman Manchester)

HER Number

Site Name

Record Type

415.3.1

Roman burial (coffin) (area of Roman Manchester)

Find Spot

## Monument Types and Dates

BURIAL (Roman - 43 AD to 409 AD)

COFFIN (Roman - 43 AD to 409 AD)

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

A coffin was found, in 1832, on digging on the south side of the river Medlock. It was enclosed within a casing of red earthenware, and appeared to have been made of oak, though it soon fell to dust. Bones were seen in it when it was opened, but they crumbled on exposure to air. The coffin was 6ft long. The reported earthenware was identified from a drawing as roofing tile. (1)

The tiles measured 20 x 16 inches by 2½ inches thick. (2)

Roeder notes this coffin, placing it close to Great Jackson Street "where many other Roman sepulchral stones have been secured". (3)

### Sources

- (1) Serial: Baines, E.. 1834. History of the County of Lancaster. Roman Manchester Re-studied. 159
- (2) Serial: Watkin, W.T.. 1883. Roman Lancashire. 120
- (3) Bibliographic reference: Roeder, C. 1899. Recent Roman Discoveries in Deansgate and on Hunt's Bank, and Roman Manchester Re-studied. 109

## Location

### National Grid Reference

SJ 8320 9745 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Great Jackson Street, south of River Medlock, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.3.1

Site Name Roman burial (coffin) (area of Roman Manchester)

led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.3.1

Site Name Roman burial (coffin) (area of Roman Manchester)

has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available.

After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 98

Active

Sites & Monuments Record - 415.3.1

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

## Other Land Classes

Landuse Built over

Landuse Built over

## Related Monuments - None Recorded

## Associated Finds

FGM5570 COFFIN (Roman - 43 AD to 409 AD) (FGM5570) WOOD

FGM5805 HUMAN REMAINS (Roman - 43 AD to 409 AD) (FGM5805) BONE

FGM6042 ROOF TILE (Roman - 43 AD to 409 AD) (FGM6042)

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.0

Site Name Roman pit and finds (area of Roman Manchester)

| HER Number | Site Name                                      | Record Type |
|------------|------------------------------------------------|-------------|
| 415.4.0    | Roman pit and finds (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

BOUNDARY (Roman - 43 AD to 409 AD)

FINDSPOT (Roman - 43 AD to 409 AD)

PIT (Rock-cut, Roman - 43 AD to 409 AD)

## Description and Sources

### Description

During the rebuilding of the Crown Inn, Deansgate, in 1904, pottery, charcoal, iron, piece of oak and coins, one of them gold, were found. The coins were sold off by the workmen (1). A Roman pit was also found, 6ft square, cut into rock, containing rubbish, 3 brass coins and a piece of thick gold wire (2)(3). See also HER 9894.1.0 & 415.4.23.

### Sources

- (1) Serial: Sutton, C.W.. 1905. Trans. Lancs. & Chesh. Antiq. Soc. The Beginnings of Manchester. Roeder, C.. 84
- (2) Serial: Sutton, C.W.. 1905. Trans. Lancs. & Chesh. Antiq. Soc.. Crofton, H.. 131
- (3) Bibliographic reference: Roeder, C. 1899. Recent Roman Discoveries in Deansgate and on Hunt's Bank, and Roman Manchester Re-studied. 108

## Location

### National Grid Reference

SJ 8341 9762 (point)

SJ89NW

Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Site of the Crown Inn (now The Deansgate), 321, Deansgate, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 66; 76766

Active

Sites & Monuments Record - 415.4.0

Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11603 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

321 to 327 (odd) Deansgate and 1 to 3 (odd) Bridgewater Street, Manchester

### Other Land Classes

Landuse Built over

Landuse In use as building

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.0

Site Name Roman pit and finds (area of Roman Manchester)

### Related Monuments

|          |                                                                                         |              |
|----------|-----------------------------------------------------------------------------------------|--------------|
| 415.4.1  | Coin hoard (Roman) at Knott Mill [Deansgate] railway station (area of Roman Manchester) | Hierarchical |
| 415.4.2  | Building stone (Roman) (area of Roman Manchester)                                       | Hierarchical |
| 415.4.3  | Inscribed Roman stone (antiquarian report) (area of Roman Manchester)                   | Hierarchical |
| 415.4.4  | Roman coins (antiquarian find)                                                          | Hierarchical |
| 415.4.5  | Roman coins at Quay Street (Area of Roman Manchester)                                   | Hierarchical |
| 415.4.6  | Coins (Roman) and statuette at New Goods Station (Area of Roman Manchester)             | Hierarchical |
| 415.4.7  | Centurial stones (Roman) (area of Roman Manchester)                                     | Hierarchical |
| 415.4.8  | Coin hoard (Roman) (area of Roman Manchester)                                           | Hierarchical |
| 415.4.9  | Roman altar (antiquarian find) (area of Roman Manchester)                               | Hierarchical |
| 415.4.10 | Statuette, ring and coin (Roman) (area of Roman Manchester)                             | Hierarchical |
| 415.4.11 | Coin hoard (Roman – Knott Mill Hoard No.3) (area of Roman Manchester)                   | Hierarchical |
| 415.4.12 | Roman coins (findspot)                                                                  | Hierarchical |
| 415.4.13 | Coins (Roman) (findspot)                                                                | Hierarchical |
| 415.4.14 | Inscribed tiles (Roman) (area of Roman Manchester)                                      | Hierarchical |
| 415.4.15 | Roman finds along railway arches (area of Roman Manchester)                             | Hierarchical |
| 415.4.16 | Sal ammoniac and coin (Roman) (area of Roman Manchester)                                | Hierarchical |
| 415.4.18 | Roman altar (findspot) (area of Roman Manchester)                                       | Hierarchical |
| 415.4.19 | Great Jackson Street coin hoard (area of Roman Manchester)                              | Hierarchical |
| 415.4.20 | Coins (Castlefield) (area of Roman Manchester)                                          | Hierarchical |
| 415.4.21 | Roman coins, River Irwell Bridge near Quay Street (antiquarian find)                    | Hierarchical |
| 415.4.22 | Coins from 1977–78 Tonman Street excavations (area of Roman Manchester)                 | Hierarchical |

### Associated Finds

|         |                                            |         |
|---------|--------------------------------------------|---------|
| FGM5532 | COIN (Roman - 43 AD to 409 AD) (FGM5532)   | GOLD    |
| FGM5921 | COIN (Roman - 43 AD to 409 AD) (FGM5921)   | BRASS   |
| FGM5993 | VESSEL (Roman - 43 AD to 409 AD) (FGM5993) | POTTERY |

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.0

**Site Name** Roman pit and finds (area of Roman Manchester)

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.1 **Site Name** Coin hoard (Roman) at Knott Mill [Deansgate] railway station (area of Roman Manchester)

| HER Number | Site Name                                                                               | Record Type |
|------------|-----------------------------------------------------------------------------------------|-------------|
| 415.4.1    | Coin hoard (Roman) at Knott Mill [Deansgate] railway station (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

This hoard of coins was found in digging the foundations of Knott Mill [now Deansgate] railway station, Castlefield, in 1852. Over 1600 in number ranging from Sabina (wife of Hadrian) AD 128 to 136 to Valens AD 364–378 (1). A great deal of pottery was found by Mr Roeder at this site (2). The coins are mainly from the House of Constantine in the 4th century, deposited probably between AD 375 and 380. Two coins were displayed in Manchester Museum, caption reads "Left (obverse) shows bust of Constantine II who died in 340 AD and shows how stylised coins had become. Right (reverse) is Constantine I who died in 337 AD. Shows 2 soldiers with standards, a common reverse type of House of Constantine".

### Sources

- (1) Monograph: Bruton, F. 1909. Roman Fort at Manchester - The Roman Coins of Manchester. Conway, R.S. & Brooke, G.C.. 41–76
- (2) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 8

## Location

### National Grid Reference

SJ 8345 9749 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Whitworth Street West, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations - None recorded

### Other Statutes and Cross-References

|                                                |        |
|------------------------------------------------|--------|
| National Monuments Record - SJ 89 NW 79; 76784 | Active |
| Sites & Monuments Record - 415.4.1             | Active |

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11611 Communications - Train Station (Type Code: CMC-CUTRA)  
Deansgate Station, Manchester

### Other Land Classes

|         |            |
|---------|------------|
| Landuse | Built over |
| Landuse | Built over |

## Related Monuments

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.1      **Site Name** Coin hoard (Roman) at Knott Mill [Deansgate] railway station (area of Roman Manchester)

415.4.0      Roman pit and finds (area of Roman Manchester)      Hierarchical

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### ***Associated Finds***

FGM5534    COIN (Roman - 43 AD to 409 AD) (FGM5534)      BRASS  
FGM656    COIN HOARD (AD 2nd Century to AD 4th Century - 128 AD to 378 AD) (FGM656)

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.2 Site Name Building stone (Roman) (area of Roman Manchester)

| HER Number | Site Name                                         | Record Type |
|------------|---------------------------------------------------|-------------|
| 415.4.2    | Building stone (Roman) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Roman building stone found in 1760, 200m east of the fort on the south side of the river Medlock. Now lost. (1)  
The site lies within the development area, although any in-situ remains are likely to have been disturbed or damaged by later development. (2)

### Sources

- (1) Monograph: Collingwood & Wright. 1965. The Roman Inscriptions of Britain. 193
- (2) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p25; Gazetteer ref. 01

## Location

### National Grid Reference

SJ 8336 9742 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Knott Mill, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

|                                         |        |
|-----------------------------------------|--------|
| National Monuments Record - SJ 89 NW 99 | Active |
| Sites & Monuments Record - 415.4.2      | Active |

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

|         |            |
|---------|------------|
| Landuse | Built over |
| Landuse | Built over |

## Related Monuments

|         |                                                |              |
|---------|------------------------------------------------|--------------|
| 415.4.0 | Roman pit and finds (area of Roman Manchester) | Hierarchical |
|---------|------------------------------------------------|--------------|

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.2

**Site Name** Building stone (Roman) (area of Roman Manchester)

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### ***Associated Finds***

FGM3621 CARVED OBJECT (Roman - 43 AD to 409 AD) (FGM3621) STONE

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### ***Associated Events/Activities***

EGM4210 Owen Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.7 Site Name Centurial stones (Roman) (area of Roman Manchester)

| HER Number | Site Name                                           | Record Type |
|------------|-----------------------------------------------------|-------------|
| 415.4.7    | Centurial stones (Roman) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

A centurial stone was found in 1796 on the site of the Roman fort at Castlefield. Measures 15"x11". In the possession of Dr Charles White until his death in 1813 but since lost. It was found in the area of the gateway. (1)  
4 centurial stones have been found at Castlefield, 3 of the 1st Cohort of Frisiarones and 1 unnamed Cohort. First one noted by Dr Dee, second found 1760 on S bank of river Medlock near Knott Mill, third in 1796 as above, and fourth one inscribed "CANDIDI P XX11" was mentioned by Camden: "In the neighbouring park of Lord Derby called Alpark, we saw the foundations of an ancient fortress of square shape, where the river Medlock flows in to the Irwell, it is called Mamcastle.....here I saw the following inscription on an ancient stone". (2)  
Found when removing rubbish which obstructed Praetorian gateway. Mapped from this source. (3)

### Sources

- (1) Monograph: Watkin, W.T.. 1883. Roman Lancashire. 100-1
- (2) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 31
- (3) Serial: Bryant, Morris and Walker. 1986. The Archaeology of Greater Manchester. Roman Manchester. Walker, J.S.F.. 2-3

## Location

### National Grid Reference

SJ 8326 9757 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.7

Site Name Centurial stones (Roman) (area of Roman Manchester)

employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.7

Site Name Centurial stones (Roman) (area of Roman Manchester)

between 1826 and 1828.

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## Townscape

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By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 75; 76781

Active

Sites & Monuments Record - 415.4.7

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11522 Communications - Canal (Type Code: CMC-CUCA)

Rochdale Canal, Castlefield Junction, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments

415.4.0

Roman pit and finds (area of Roman Manchester)

Hierarchical

## Associated Finds

FGM5217 CARVED OBJECT (Roman - 43 AD to 409 AD) (FGM5217)

STONE

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.8

Site Name Coin hoard (Roman) (area of Roman Manchester)

HER Number

Site Name

Record Type

415.4.8

Coin hoard (Roman) (area of Roman Manchester)

Find Spot

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

This hoard of 89 coins was found during the removal of soil on the Castlefield estate between May 1828 and June 1829. All but two of the coins form a continuous series from Nero (AD 54–68) to Antonius Pius (AD 138–161). Known as the Worsley collections. It was lent to the City of Manchester by the Earl of Ellesmere, Worsley Hall (1). Two coins in a small brown envelope held in Manchester Museum, one Arabic c.AD 900 and one Carolingian (possibly), may be the two odd ones noted above.

### Sources

- (1) Monograph: Bruton, F. 1909. Roman Fort at Manchester - The Roman Coins of Manchester. Conway, R.S. & Brooke, G.C.. 17-28

## Location

### National Grid Reference

SJ 8330 9759 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.8

Site Name Coin hoard (Roman) (area of Roman Manchester)

Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

Townscape

# Greater Manchester Archaeological Advisory Service Monument Full Report

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## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 74

Active

Sites & Monuments Record - 415.4.8

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)

Waste Ground, Castlefield Junction, Manchester

### Other Land Classes

Landuse

Built over

Landuse

Built over

## Related Monuments

415.4.0

Roman pit and finds (area of Roman Manchester)

Hierarchical

## Associated Finds

FGM3624 COIN (AD 10th Century - 900 AD? to 900 AD?) (FGM3624)

FGM657 COIN HOARD (Roman - 43 AD to 409 AD) (FGM657)

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.11 **Site Name** Coin hoard (Roman – Knott Mill Hoard No.3) (area of Roman Manchester)

| HER Number | Site Name                                                             | Record Type |
|------------|-----------------------------------------------------------------------|-------------|
| 415.4.11   | Coin hoard (Roman – Knott Mill Hoard No.3) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

[Roman] coin found during the digging of foundations of an arch for the Manchester South Junction and Altrincham railway at Knott Mill. 68 coins collected by an old lock keeper of the canal at Castlefield. 4th century in date. (1)

### Sources

(1) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 120

## Location

### National Grid Reference

SJ 8339 9759 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Manchester South Junction and Altrincham Railway Arch, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.11

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## Townscape

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.11      **Site Name** Coin hoard (Roman – Knott Mill Hoard No.3) (area of Roman Manchester)

courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

Sites & Monuments Record - 415.4.11

Active

## Ratings and Scorings

Condition                      Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)  
GMEX Station, Trafford Street, Manchester

## Other Land Classes

Landuse                              Built over  
Landuse                              Built over

## Related Monuments

415.4.0              Roman pit and finds (area of Roman Manchester)              Hierarchical

## Associated Finds

FGM5539    COIN (Roman - 43 AD to 409 AD) (FGM5539)              METAL

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.15 **Site Name** Roman finds along railway arches (area of Roman Manchester)

| HER Number | Site Name                                                   | Record Type |
|------------|-------------------------------------------------------------|-------------|
| 415.4.15   | Roman finds along railway arches (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Pottery, iron nails, charcoal, lead, broken tiles, fragments of glass found along railway arches of Manchester South Junction and Altrincham Railway, between Gilbert Street and Mount Street [Mount St is now named Bugle Street]. (1)

### Sources

- (1) Bibliographic reference: Roeder, C. 1899. Recent Roman Discoveries in Deansgate and on Hunt's Bank, and Roman Manchester Re-studied. 114

## Location

### National Grid Reference

SJ 8346 9750 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Hewitt Street, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 415.4.15 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11611 Communications - Train Station (Type Code: CMC-CUTRA)  
Deansgate Station, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments

|         |                                                |              |
|---------|------------------------------------------------|--------------|
| 415.4.0 | Roman pit and finds (area of Roman Manchester) | Hierarchical |
|---------|------------------------------------------------|--------------|

## Associated Finds

|         |                                                      |         |
|---------|------------------------------------------------------|---------|
| FGM3618 | SHERD (Roman - 43 AD to 409 AD) (FGM3618)            | POTTERY |
| FGM4603 | ORGANIC MATERIAL (Roman - 43 AD to 409 AD) (FGM4603) | WOOD    |

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.15      **Site Name** Roman finds along railway arches (area of Roman Manchester)

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|         |                                                   |       |
|---------|---------------------------------------------------|-------|
| FGM4803 | TILE (Roman - 43 AD to 409 AD) (FGM4803)          |       |
| FGM4913 | WORKED OBJECT (Roman - 43 AD to 409 AD) (FGM4913) | GLASS |
| FGM5850 | NAIL (Roman - 43 AD to 409 AD) (FGM5850)          | IRON  |
| FGM6015 | WORKED OBJECT (Roman - 43 AD to 409 AD) (FGM6015) | LEAD  |

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### ***Associated Events/Activities***

EGM457      Stray Find)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.16 **Site Name** Sal ammoniac and coin (Roman) (area of Roman Manchester)

| HER Number | Site Name                                                | Record Type |
|------------|----------------------------------------------------------|-------------|
| 415.4.16   | Sal ammoniac and coin (Roman) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Lump of Sal Ammoniac and coin of Tetricus (AD 267–72) found by Barrit 1788. Now lost. (1)

### Sources

- (1) Serial: Bryant, Morris and Walker. 1986. The Archaeology of Greater Manchester. Roman Manchester. Walker, J.S.F.. 2–3

## Location

### National Grid Reference

SJ 8344 9752 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

1750 to 1849  
Gaythorn Row  
Whitworth Street West (S side, near Deansgate Station), Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 415.4.16 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11601 Commercial - Warehousing (Type Code: COM-COWAR)  
2 to 12 Whitworth Street, Manchester

### Other Land Classes

Landuse Built over  
Landuse Built over

## Related Monuments

|         |                                                |              |
|---------|------------------------------------------------|--------------|
| 415.4.0 | Roman pit and finds (area of Roman Manchester) | Hierarchical |
|---------|------------------------------------------------|--------------|

## Associated Finds

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.16      **Site Name** Sal ammoniac and coin (Roman) (area of Roman Manchester)

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FGM3617   COIN (1) (AD 3rd Century - 267 AD to 272 AD) (FGM3617)      METAL

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### ***Associated Events/Activities***

EGM479      Stray Find)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.17 **Site Name** Roman pottery at site of police station (area of Roman Manchester)

| HER Number | Site Name                                                          | Record Type |
|------------|--------------------------------------------------------------------|-------------|
| 415.4.17   | Roman pottery at site of police station (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

POTTERY WORKSHOP (Pottery, Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Mr Charles Roeder had found substantial amounts of pottery at this site. (1)  
Now built over with the Deansgate branch sidings viaduct.

### Sources

(1) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 8

## Location

### National Grid Reference

SJ 8332 9762 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Bridgewater Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.17

Site Name Roman pottery at site of police station (area of Roman Manchester)

first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

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Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on

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HER Number 415.4.17

Site Name Roman pottery at site of police station (area of Roman Manchester)

elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 415.4.17

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11512 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Bridgewater Street, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Built over

## Related Monuments - None Recorded

## Associated Finds

FGM5050 SHERD (Roman - 43 AD to 409 AD) (FGM5050)

POTTERY

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.18 Site Name Roman altar (findspot) (area of Roman Manchester)

| HER Number | Site Name                                         | Record Type |
|------------|---------------------------------------------------|-------------|
| 415.4.18   | Roman altar (findspot) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Tiny altar now at Warrington Museum, plate 55. Projecting stone top and pedestal – height 4". Hachering [hachuring?] on sides of both and rough pattern inscribed on shaft. (1)

### Sources

(1) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 94

## Location

### National Grid Reference

SJ 8330 9759 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.18

Site Name Roman altar (findspot) (area of Roman Manchester)

concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

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Townscape

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HER Number 415.4.18

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time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

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## Other Statuses and Cross-References

Sites & Monuments Record - 415.4.18

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)

Waste Ground, Castlefield Junction, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments

415.4.0

Roman pit and finds (area of Roman Manchester)

Hierarchical

## Associated Finds

FGM3616 CARVED OBJECT (Roman - 43 AD to 409 AD) (FGM3616)

STONE

FGM5750 ALTAR (Roman - 43 AD to 409 AD) (FGM5750)

STONE

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.19 **Site Name** Great Jackson Street coin hoard (area of Roman Manchester)

| HER Number | Site Name                                                  | Record Type |
|------------|------------------------------------------------------------|-------------|
| 415.4.19   | Great Jackson Street coin hoard (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

26 coins found, c.1897, at No.26. Variety of coins including several from Alexandria, Egypt. Coin displayed – sestertius of Antoninus Pius, mid-C2nd AD. Some coins of Claudius Gothicus (AD 268–70) appears to be latest date. Coins with Keith Sugden in Manchester Museum. Probably part of Knott Mill coin hoards. Note by J Blackburn, Nov 1926: coins were found by some navvies working on sewer drains or demolition of cottage property in Great Jackson St, Hulme... brought by them during their dinner hour to Publican in Gt Jackson St & disposed of for a few shillings & pints of beer. Owned by JB since. 28 coins given to Manchester Museum 2 Mar 1927. Roman coins 1607 & 68 & 41 found c.1852 at Knott Mill Railway Station, Castlefield. 3 coins found in cutting c.1890. (1)

### Sources

(1) Bibliographic reference: Redhead, N., Mayer, A. 1993. Pers. Comm.

## Location

### National Grid Reference

SJ 8319 9739 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Hulme, Manchester, Greater Manchester

### Address/Historic Names

Great Jackson Street, Castlefield, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area - Castlefield Active DGM1554

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# Greater Manchester Archaeological Advisory Service Monument Full Report

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Site Name Great Jackson Street coin hoard (area of Roman Manchester)

## Townscape

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## Other Statuses and Cross-References

Sites & Monuments Record - 415.4.19

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments

415.4.0

Roman pit and finds (area of Roman Manchester)

Hierarchical

## Associated Finds

FGM5928 COIN (Roman - 43 AD to 409 AD) (FGM5928)

METAL

FGM658 COIN HOARD (Roman - 43 AD to 409 AD) (FGM658)

METAL

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.23      **Site Name** Coin hoard (Roman) (area of Roman Manchester)

| HER Number | Site Name                                     | Record Type |
|------------|-----------------------------------------------|-------------|
| 415.4.23   | Coin hoard (Roman) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

In 1840 a hoard of 200 coins was found. Now all lost. Mostly silver, 10 gold; only one brass Domitianus was saved. (1) (cf. (2))

### Sources

- (1) Article in serial: Roeder, C. 1900. Recent Roman Discoveries in Deansgate and on Hunt's Bank, and Roman Manchester Re-studied. Roeder, C. p177
- (2) Serial: L Tavave, Fred. 1898. Manchester Weekly Times: Notes & Queries: Roman Coins and Roman Stations. March 18th. No. 2, 227

## Location

### National Grid Reference

SJ 8343 9762 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Crown Inn (now The Deansgate), Trafford Street, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 415.4.23      Active

### Ratings and Scorings

Condition      Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11603 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
321 to 327 (odd) Deansgate and 1 to 3 (odd) Bridgewater Street, Manchester

### Other Land Classes

Landuse      Built over

## Related Monuments - None Recorded

### Associated Finds

|         |                                          |        |
|---------|------------------------------------------|--------|
| FGM5548 | COIN (Roman - 43 AD to 409 AD) (FGM5548) | GOLD   |
| FGM5926 | COIN (Roman - 43 AD to 409 AD) (FGM5926) | SILVER |
| FGM6084 | COIN (Roman - 43 AD to 409 AD) (FGM6084) | BRASS  |

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.23      **Site Name** Coin hoard (Roman) (area of Roman Manchester)

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FGM660      COIN HOARD (Roman - 43 AD to 409 AD) (FGM660)

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.24 **Site Name** Inscribed Roman altar (antiquarian find) (area of Roman Manchester)

| HER Number | Site Name                                                           | Record Type |
|------------|---------------------------------------------------------------------|-------------|
| 415.4.24   | Inscribed Roman altar (antiquarian find) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

In 1612, an inscribed altar without either capital or base was found under the roots of an oak tree on the bank of the river Medlock, near Knott Mill. The inscription reads "to fortune the preserver, Lucius Senecianus Martius, a centurion of the sixth legion, surnamed the Victorious". There is a Patera carved on the right side, and on the left a jug with handle for pouring liquid for the sacrifice. Probably not earlier than AD 120. Now in the Ashmolean Museum in Oxford. Measures 27 x 15 x 11 inches. (1,2)

### Sources

- (1) Serial: Sutton, C.W.. 1905. Trans. Lancs. & Chesh. Antiq. Soc. The Manchester Altar to Fortuna. Axon, W.E.A.. 66-67
- (2) Monograph: Bruton, F.. 1909. The Roman Fort at Manchester. 20

## Location

### National Grid Reference

SJ 8340 9740 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Near river Medlock (Knott Mill area), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

|                                         |        |
|-----------------------------------------|--------|
| National Monuments Record - SJ 89 NW 67 | Active |
| Sites & Monuments Record - 415.4.24     | Active |

### Ratings and Scorings

Condition Good

## Land Use

### Associated Historic Landscape Character Records - None recorded

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Associated Finds

|         |                                                   |       |
|---------|---------------------------------------------------|-------|
| FGM3596 | CARVED OBJECT (Roman - 43 AD to 409 AD) (FGM3596) | STONE |
| FGM5751 | ALTAR (Roman - 43 AD to 409 AD) (FGM5751)         | STONE |

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.24

**Site Name** Inscribed Roman altar (antiquarian find) (area of Roman Manchester)

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.25 **Site Name** Roman pottery and quern (antiquarian finds) (area of Roman Manchester)

| HER Number | Site Name                                                              | Record Type |
|------------|------------------------------------------------------------------------|-------------|
| 415.4.25   | Roman pottery and quern (antiquarian finds) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Roman pottery and a small hand quern found at Knott Mill around 1898. (1)

### Sources

(1) Serial: Sutton, C.W. 1898. Trans. Lancs. & Chesh. Antiq. Soc.. 139

## Location

### National Grid Reference

SJ 8335 9745 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Knott Mill, Deansgate, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

|                                         |        |
|-----------------------------------------|--------|
| National Monuments Record - SJ 89 NW 97 | Active |
| Sites & Monuments Record - 415.4.25     | Active |

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)  
Castle Quay and Castlegate, Manchester

### Other Land Classes

|         |            |
|---------|------------|
| Landuse | Built over |
| Landuse | Built over |

## Related Monuments - None Recorded

## Associated Finds

|         |                                           |         |
|---------|-------------------------------------------|---------|
| FGM3597 | POT (Roman - 43 AD to 409 AD) (FGM3597)   | POTTERY |
| FGM4600 | QUERN (Roman - 43 AD to 409 AD) (FGM4600) |         |

## Associated Events/Activities - None recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.25      **Site Name** Roman pottery and quern (antiquarian finds) (area of Roman Manchester)

**Associated Individuals/Organisations -** *None recorded*

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.27 **Site Name** Sculptured Mithraic stones (antiquarian find) (area of Roman Manchester)

| HER Number | Site Name                                                                | Record Type |
|------------|--------------------------------------------------------------------------|-------------|
| 415.4.27   | Sculptured Mithraic stones (antiquarian find) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Three sculptured stones were found at a depth of 6ft in gravel by workmen sinking a drain at Hulme in 1821. One has a figure of a man standing, the second with a head standing on a pedestal, the third is an image in a flowing dress. (1) From the sculpture of one of these stones they have been attributed to the worship of the deity Mithras. They are now in Peel Park Museum, Salford [now Salford Museum and Art Gallery]. (2) One was a cross-legged figure, the second a head with coarse features and hair turned backwards, standing on a pedestal, and the third has hands folded in front plus flowing robes. Found on line of Roman (Chester) road only a few hundred yards from the Roman fort at Castlefield. (3)

### Sources

- (1) Serial: Urban, S. 1821. Gentlemans Magazine, March 1821 Part 1. Antiquarian Researches. Roeder, C. 257
- (2) Serial: Sutton, C.W. 1899. Trans. Lancs. & Chesh. Antiq. Soc.. Bruton, F. 114-117
- (3) Monograph: 1909. The Roman Fort at Manchester. 34

## Location

### National Grid Reference

SJ 8320 9740 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Hulme, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                     |             |        |         |
|---------------------|-------------|--------|---------|
| Conservation Area - | Castlefield | Active | DGM1554 |
|---------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.27

Site Name Sculptured Mithraic stones (antiquarian find) (area of Roman Manchester)

the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.4.27

Site Name Sculptured Mithraic stones (antiquarian find) (area of Roman Manchester)

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 59

Active

Sites & Monuments Record - 415.4.27

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Built over

## Related Monuments - None Recorded

## Associated Finds

FGM3599 CARVED OBJECT (Roman - 43 AD to 409 AD) (FGM3599)

STONE

FGM4989 STATUE (Roman - 43 AD to 409 AD) (FGM4989)

STONE

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.28      **Site Name** Roman amphora neck (antiquarian findspot) (area of Roman Manchester)

| HER Number | Site Name                                                            | Record Type |
|------------|----------------------------------------------------------------------|-------------|
| 415.4.28   | Roman amphora neck (antiquarian findspot) (area of Roman Manchester) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

Neck of large amphora found at Trafford Street, Manchester. (1)

### Sources

(1) Serial: 1903. Trans. Lancs. and Chesh. Antiq. Soc.. 70

## Location

### National Grid Reference

SJ 8359 9758 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Trafford Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 415.4.28      Active

### Ratings and Scorings

Condition      Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)  
GMEX Station, Trafford Street, Manchester

### Other Land Classes

Landuse      Built over

## Related Monuments - None Recorded

## Associated Finds

|         |                                            |         |
|---------|--------------------------------------------|---------|
| FGM3601 | SHERD (Roman - 43 AD to 409 AD) (FGM3601)  | POTTERY |
| FGM4949 | VESSEL (Roman - 43 AD to 409 AD) (FGM4949) | POTTERY |

## Associated Events/Activities

EGM1119      OS Visit)

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.4.28

**Site Name** Roman amphora neck (antiquarian findspot) (area of Roman Manchester)

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.5.0      **Site Name** Boundary marker (site of) (area of Roman Manchester)

| HER Number | Site Name                                            | Record Type |
|------------|------------------------------------------------------|-------------|
| 415.5.0    | Boundary marker (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

BOUNDARY (Roman - 43 AD to 409 AD)

PIT (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

A "wooden box" formed of 4 upright parts driven into a bed of clay with sides and bottom made of roughly hewn logs 5" to 6" square was found in 1836, 12ft below field level. It was filled with boulder stones. It was near to the Bridgewater Canal; probably a boundary marker. (1,2)

### Sources

- (1) Serial: Stirrup, M. & Hollingworth, G.H.. 1888. Trans. Man. Geol. Soc. Remarks on the Oxford St. Section. Roeder, C.. 165
- (2) Serial: Sutton, C.W.. 1905. Trans. Lancs. & Chesh. Antiq. Soc.; Agrimensorial Remains Around Manchester. Crofton, H.T.. 130

## Location

### National Grid Reference

SJ 8329 9754 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castle Street/ Deansgate, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area      Castlefield      Active      DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.5.0

Site Name Boundary marker (site of) (area of Roman Manchester)

Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

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The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.5.0

Site Name Boundary marker (site of) (area of Roman Manchester)

curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

National Monuments Record - SJ 89 NW 56

Active

Sites & Monuments Record - 415.5.0

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11591 Communications - Canal (Type Code: CMC-CUCA)

Bridgewater Canal, Castlefield Coal Wharf, Manchester

## Other Land Classes

Landuse Built over

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 415.6.0 **Site Name** Roman road (section south of Central Station) (area of Roman Manchester)

| HER Number | Site Name                                                                | Record Type |
|------------|--------------------------------------------------------------------------|-------------|
| 415.6.0    | Roman road (section south of Central Station) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

ROAD (Roman - 43 AD to 409 AD)

## Description and Sources

### Description

The Roman road was seen in section to the south of Central Railway Station, consisting of "3in of stiff clay on the pre-Roman surface, covered by 5in of burnt brick, small stones, charcoal, fragments of pottery and nails, on which boulders were bedded, about 8in in thickness, and 8in of gravel with 2in of stone and clay over it, making a total of 26in. The road passed within 100yds of the Roman fort, which it entered by a short branch road, leading to the Eastgate. Considering that the road was seen to the south of Central Station, it has to mean that it was travelling eastwards from Castlefield fort. This means the road can be one of two:- Manchester to Oldham, or the Manchester to Buxton. I personally think it is the Buxton road." (1) Manchester Central Station is currently (2019) Manchester Central Convention Complex.

### Sources

Unpublished document: Civic Heritage. 2024. Viadux, Plot 2A and Plot 2B, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Ollie Cook.

(1) Monograph: Codrington, T. 1929. Roman Roads in Britain.

## Location

### National Grid Reference

SJ 8359 9759 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 415.6.0 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)  
GMEX Station, Trafford Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments

28.1.0 Manchester to Buxton Roman road Hierarchical

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 415.6.0

Site Name Roman road (section south of Central Station) (area of Roman Manchester)

(possible)

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***Finds - None recorded***

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### ***Associated Events/Activities***

EGM5645 Viadux Phase 2 (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1386.2.0

Site Name Rochdale Canal

| HER Number | Site Name      | Record Type |
|------------|----------------|-------------|
| 1386.2.0   | Rochdale Canal | Monument    |

## Monument Types and Dates

CANAL (AD 19th Century to 21st Century - 1804 AD to 2050 AD)

## Description and Sources

### Description

Linear SJ 8486 9834 to SJ 834 976. Urban canal section c.1.25 miles long, connected with the Ashton-under-Lyne Canal at Dale Street. Nine broad locks down to the Bridgewater Canal at Castlefield which gave it the name 'Rochdale Nines'. A third junction is formed with the Manchester & Salford Canal in Great Bridgewater Street area. Infilled canal arms. Part of the Cheshire Ring of canal navigations. Parliamentary approval of 1799, and 1800. Completed 1804. Now mainly used for pleasure craft. (1)(2)

Originally proposed in 1766, but not built until 30 years later, the 33-mile canal linked the Bridgewater Canal to the Calder and Hebble Navigation in Yorkshire. The Manchester section, over 8 miles long with 8 locks, opened in 1804. (3)

### Sources

- (1) Monograph: Stockley, S. 1994. Index Record for Industrial Sites.
- (2) Unpublished document: \* UMAU. 2000. Piccadilly Basin - Marina, Canal and Public Realm Works, Manchester. An Archaeological Watching Brief. Graham Mottershead.
- (3) Graphic material: heritagePD@aol.com. 2007. Castlefield Heritage Trail. Paul and Anna Dunkerley.

## Location

### National Grid Reference

Centred SJ 8422 9816 (2197m by 1246m) SJ89NW Line

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Between Castlefield and Dale Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                   |                  |        |         |
|-------------------|------------------|--------|---------|
| Conservation Area | Whitworth Street | Active | DGM1553 |
|-------------------|------------------|--------|---------|

Cotton is most easily worked in a place with high humidity. Manchester was ideally placed in this respect, and it was directly related to the growth of the city. The earliest cotton mills were in Ancoats, and the need for warehouses to store their products led to specially designed buildings being built nearer the centre of the city. By the middle of the nineteenth century, Manchester had become the largest textile centre in the world. As a result, the need for warehousing grew and it is these buildings, larger than before and built with considerable architectural characteristics that form the Whitworth Street/Princess Street conservation area.

The distinctive architecture which arose was both functional and expressive of the wealth of the owners. The front of the warehouses facing the main street was often used for offices whilst the rear of the building was used for storage space and for the inspection of the cotton goods in natural light. This led to six- or seven-storey buildings with opulent and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The building style reached its zenith in the early years of the twentieth century, and culminated in the grand Edwardian commercial architecture of Whitworth Street.

The architecture of textile marketing remains largely intact in the area around Princess Street and Whitworth Street, though its association with the industry has decreased since the cotton slumps of the 1920s.

# Greater Manchester Archaeological Advisory Service Monument Full Report

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Site Name Rochdale Canal

At the industry's height, vast quantities of cotton were being handled, in all its stages from the raw state to the finished product, and transport was of paramount importance. The Rochdale Canal had been planned in 1765 by James Brindley, but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the 1760 built Bridgewater Canal, to the south of the city centre. From then on it was possible to transport coal cheaply along the canal to power mill machinery, a vital influence in the sudden growth of the cotton industry. Once a major commercial thoroughfare, the canal is now used only by leisure traffic, although its presence is an important ingredient in the regeneration efforts in this part of the city.

Whitworth Street/Princess Street and its buildings today

The conservation area contains many of Manchester's most important buildings, and not only those related to the textile industry.

In the row of textile warehouses along Princess Street, No. 103 was the odd one out, having been designed by J. E. Gregan in 1854 as the Mechanics Institute. It has been altered internally during its change first to a College of Commerce and later to the first Museum of Labour History. The exterior, however, is still Gregan's masterpiece in the Italian Palazzo style and the top floor and roof structure is an innovative piece of structural engineering by the celebrated Victorian engineer William Fairbairn. The first Trade Union Congress was held here as well as the first meeting of the Co-operative Insurance Society.

Further down Princess Street, on the north bank of the Rochdale Canal, is the conservation area's oldest building, the New Union Hotel public house. It was opened around 1800 for the benefit of the 'navvies' who dug the canal, and is a simple red-brick Georgian- style building, now rendered and painted.

Across the street and canal from the New Union is Central House, Manchester's only building in the Scottish Baronial style. It is distinguished by its large corner tourelles and steeply-pitched slate roof. It was renovated in 1989, and together with Dominion House has been incorporated into a hotel. Use has been made of the street between them to create a glass and metal entrance lobby.

Lancaster House, on the Whitworth Street and Princess Street junction, has a most distinctive corner tower with a cupola. It rises in several stages above the general height of the building. The corner entrance below currently provides access to a public house.

Like Lancaster House, two other imposing buildings - India House and the former Refuge offices - have been converted to other uses. On the site of the former Africa House, another cotton warehouse, a multi-storey car park has been designed in a manner which attempts to fit in with the character of the area. It is of especial benefit to patrons of the Palace Theatre, itself upgraded in recent years.

The Police/Fire Station on London Road is arguably the world's most important building of its type. It once accommodated a complete community of forty fire-fighters, policemen and their families, with all the necessary facilities for comfortable living and for training. Balconies are located all round the internal courtyard where visitors could view fire-control demonstrations. Fires were reported from 200 Gamewell fire alarm boxes, which were established in streets throughout the city. It was the largest fire alarm network in the country when it became operational in 1911, and was superseded by telephone kiosks in 1959. The control room where the alarms terminated was elaborately finished in polished marble and wood.

Some of the cotton warehouses have been given a new lease of life by being converted into flats in the 1980s and '90s, thus providing more opportunity for people to live in the city centre.

The development known as Granby Village, in the area of Bombay Street and Granby Row, is a composite of new buildings and converted warehouses.

Canal Street and the immediate area is known as 'the Gay Village'. This is now a vibrant area, with many cafe bars, public houses and restaurants bringing former vacant buildings back into active use.

Townscape

Manchester is situated on a large plain which stretches from the west coast to the Pennines. Changes in topography tend to be only small undulations. Consequently even minor rivers are capable of shaping the land into valleys. Part of the conservation area lies in the valley of the River Medlock, and this is marked by a distinct southerly slope and by large bends in the course of the river creating contrasting spaces within the overlying street grid system. The Rochdale Canal traverses the area from north-east to south-west, and although not contributing to the slope it nevertheless flows gently downhill through a series of nine locks, two of which are in the conservation area.

The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere. The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height, and the technology for constructing buildings with a steel or reinforced

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Site Name Rochdale Canal

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concrete frame enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration.

Generally, slate is used to roof the buildings, though many are too high, or their roofs are too gently pitched, for this to be seen from ground level.

Windows, like those in most Manchester buildings of this period, are predominantly of the vertical sliding-sash type. They occur singly, but are more often seen in pairs, threes, or occasionally in groups of four.

Entrance doors are very frequently located on the corners of buildings, and this is often associated with the further emphasis of a corner by means of elaborate detail, or by means of an extended roofline embellished with a tower or cupola.

Property boundaries are marked by the building itself. One of the interesting characteristics of city centre construction of this period is that buildings covered the entire site, right up to the back of the pavement. Access for servicing and delivery vehicles was by means of a loading bay within the building itself on the ground floor. These often passed right through the building from one street to another. They were protected by large, decorative iron gates extending up to the top of the opening.

Although streets are arranged on a rectilinear grid, so that sites are more or less rectangular, no street runs straight for any great distance before changing direction. This creates subtle changes and interest, with views along a street being modified or foreshortened by the elevations of buildings on the outer side of a bend or curve. It also gives even greater emphasis to the corners of buildings.

The roads were originally paved with stone or timber setts. These have either been replaced by or covered with tarmacadam, but in some minor streets the setts are still exposed. Manchester was famed for the quality of its setts and the care with which they were laid. Most footpaths have been repaved in tarmacadam but some, notably on Princess Street, have been reinstated with new stone paving flags. Few kerbs are original. Most were of granite, subsequently replaced with concrete, but a few, particularly on less-used back streets, may be seen in their original cast-iron form, much worn by the passage of time and cart wheels.

Street lighting was originally provided by gas lamps, which would have been installed at the time the area was first developed. None of the original cast-iron lamp standards now remain, and all present day street lighting is provided by a range of electrical fittings on steel or concrete poles.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1386.2.0

Site Name Rochdale Canal

Conservation Area

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1386.2.0

Site Name Rochdale Canal

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in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1386.2.0

Site Name Rochdale Canal

## Conservation Area

## Ancoats

Active

DGM1611

The streets of Ancoats were laid out during the latter part of the 18th century, with little development taking place other than small houses and shops along Great Ancoats Street and Oldham Road. Survey work for the Rochdale Canal was carried out by James Brindley in 1765. The knowledge that its construction would make the transport of raw materials and finished goods more convenient gave industrialists the confidence to build their cotton mills. The first mills were built in Ancoats as early as 1790. From the opening of the Rochdale Canal in 1804 through to 1912, the development of mills continued on a much larger scale, and enough of these buildings remain to enable the progress of mill design to be appreciated today.

The first single-class housing area in the country was built in 1889 to provide homes for mill workers in Ancoats. This block, called Victoria Square, was the first example of municipal housing in Manchester, which was followed shortly by the development of model housing in adjacent Anita Street (originally known as Sanitary Street).

The substantial economic activity generated by such a concentration of mills was halted by the slump in the cotton industry in the 1930's. Thereafter, the prosperity of the mills declined steadily, and the only new industry to establish itself in Ancoats was newspaper printing. In 1939, the Daily Express newspaper company opened new premises, which were built in the "functional" style, using new curtain-wall technology identical to that of the company's buildings in London and Glasgow.

Ancoats and its buildings today

Ancoats, with its concentration of mill buildings, is an important landmark in the history of the Industrial Revolution. Old Mill, which is probably the oldest surviving in Manchester, was built in two phases in 1798 and 1801. It is one of the group of Murray's Mills and was constructed around a courtyard, with a canal basin and tunnel under one of the mills and Redhill Street, connecting it with the Rochdale Canal. The firm of McConnel and Kennedy, whose group of mills was the largest cotton employer with 1500 workers, claimed to be the first to run spinning mules by steam power. Sedgwick Mill, dating from 1818-1820, is the oldest of the group still standing, and it is believed to be the oldest surviving iron-framed, fireproof factory in Greater Manchester.

Beehive Mill, completed in 1824, has internal timber construction with rare cast-iron roof trusses, whilst the warehouse part has stone flag floors supported on cast-iron T-beams. The roof is a very early cast-iron spaceframe structure, unique in the area. These three groups of buildings, together with Brownsfield Mill on the other side of Great Ancoats Street, represent the chronological development of cotton mill architecture from 1800 to the 1920's. Together they constitute the first industrial estate in the world.

Although the area is dominated by the massive mill buildings, it also contains other listed buildings of differing character. The Victoria Square housing, noted earlier, is a five-storey block of flats dating from 1889. Built in red brick with a pitched slate roof and in the form of an enclosed courtyard, it may fairly claim to be one of the most successful local authority housing schemes in Manchester, due in part to its enclosure of shared inner space.

Modern printing technology has meant that the original Daily Express building is not now used for that purpose, although it is still in commercial use. Printing now takes place in new premises to the rear of the original building. The church of St. Peter in Blossom Street, built of brick in the Romanesque style, dates from 1860. It is hoped that the building will be converted to a new use, as the religious use has now ceased following the steady decline in the population of the Ancoats area.

The Crown and Kettle public house on the corner of Oldham Road and Great Ancoats Street, is a late 19th Century buff brick, Gothic-style building with stone traceried windows.

These latter buildings, together with the older non-listed buildings in the area, provide a contrast of architectural styles with the surviving massive mill buildings. The character of the area remains largely industrial, therefore any new development must ensure retention of that character through detailing and the use of compatible materials. The maintenance of road surfaces, kerbstones and street lighting, together with vacant site enclosures and "hard and soft" landscaped areas will also be essential.

## Other Statutes and Cross-References

National Monuments Record - 1035098

Active

Sites & Monuments Record - 1386.2.0

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1386.2.0

Site Name Rochdale Canal

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## Associated Historic Landscape Character Records - None recorded

### Other Land Classes

|         |                     |
|---------|---------------------|
| Landuse | Built over          |
| Landuse | Running fresh water |
| Landuse | Throughfare         |

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### Related Monuments

|           |                                                                           |              |
|-----------|---------------------------------------------------------------------------|--------------|
| 16505.1.0 | Rochdale Canal – part of wall forming original northern bank (remains of) | Hierarchical |
| 16925.1.0 | Rochdale Canal Arm (site of)                                              | Hierarchical |

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### Finds - None recorded

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### Associated Events/Activities

|         |                                   |
|---------|-----------------------------------|
| EGM3151 | Piccadilly Basin (Watching Brief) |
|---------|-----------------------------------|

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### Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 1716.1.0

**Site Name** Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

**HER Number**

**Site Name**

**Record Type**

1716.1.0

Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

Building

The original Listed Building entry for this structure has been revoked. However, the structure has been incorporated into a consolidated list entry for the length of the viaduct from west of Knott Mill/ Deansgate Station to Piccadilly Station. See 11681.1.0.

## Monument Types and Dates

RAILWAY (AD 19th Century to 21st Century - 1850 AD to 2050 AD)

Main Building CAST IRON  
Material

RAILWAY BRIDGE (AD 19th Century to 21st Century - 1850 AD to 2050 AD)

Main Building CAST IRON  
Material

RAILWAY VIADUCT (AD 19th Century to 21st Century - 1850 AD to 2050 AD)

Main Building CAST IRON  
Material

## Description and Sources

### Description

Railway viaduct running west from Knott Mill and Deansgate Station dividing into two at Castlefield. Circa 1850. Red brick. Segmental arches and brick piers with stone capitals and brick parapet. Gothic style cast-iron bridge over Deansgate, Rochdale Canal and River Medlock. The northern branch terminates with the Irwell Bridge (half in the City of Salford) it has a segmental arch with rusticated sandstone voussoirs and rusticated pilasters; the southern branch terminates at the bridge over Dawson Street. Part in the City of Salford (1).

This part of the viaduct was de-listed in February 2013 and was then incorporated into a consolidated List Entry for the length of the viaduct from west of Knott Mill and Deansgate Station to Piccadilly Station (2) [see HER 11681.1.0].

### Sources

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Unpublished document: English Heritage. 2013. Case Name: Railway Viaduct, Gloucester Street. English Heritage Advice Report.

## Location

### National Grid Reference

SJ 8329 9756 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

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Site Name Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

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HER Number 1716.1.0

Site Name Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1716.1.0

Site Name Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

Listed Building (II) - 1200837

Manchester South Junction and Altrincham Railway Viaduct Active DGM839

## Summary

Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.

## Reasons for Designation

The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

- \* Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;
- \* Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;
- \* Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;
- \* Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

## History

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

The MSJ&AR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London & North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne & Manchester Railway (later the Manchester, Sheffield & Lincolnshire Railway, MS&LR) which operated London Road Station (known as Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction & Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJ&AR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 3/4 mile (2 3/4 km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

## Details

**LOCATION:** The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

**ARCHITECTURE:** The viaduct is approximately 1 3/4 mile (2 3/4 km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 1716.1.0

Site Name Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

## Sources

### Books and journals

Dixon, F, The Manchester South Junction and Altrincham Railway, (1994 edition)

Hartwell, C, Pevsner Architectural Guides: Manchester, (2001), 215-217

### Websites

A Guide To Civil Engineering in Manchester. Manchester South Junction & Altrincham Railway, accessed from <http://maceserv.mace.man.ac.uk/apache2-default/trail/xml/Features/msjar.html>

Listed Building (N/G) - 1200855

Viaduct Running West from Knott Mill and Deansgate Station (that part in Manchester) Revoked DGM814

Viaduct running west from Knott Mill and Deansgate Station, dividing into 2 at Castlefield, the northern branch terminating on west side of River Irwell, the southern on the east side of Dawson Street. c.1850. Red brick. Segmental arches and brick piers with stone capitals and brick parapet. Gothic style cast-iron bridge over Deansgate, the Rochdale Canal and the River Medlock. Viaduct branches into 2 at Castlefield; the northern branch terminating with the Irwell Bridge (half in City of Salford) which has a segmental arch with rusticated sandstone voussoirs and rusticated pilasters; the southern branch terminating at bridge over Dawson Street. Part in the City of Salford.

## Other Statutes and Cross-References

Sites & Monuments Record - 1716.1.0

Active

## Ratings and Scorings

Condition Fair

## Land Use

### Associated Historic Landscape Character Records

HGM11523 Communications - Railway Line (Type Code: CMC-CURAI)

Castlefield Junction, Manchester

## Other Land Classes

|         |             |
|---------|-------------|
| Landuse | Built over  |
| Landuse | Throughfare |

## Related Monuments

|           |                                                          |              |
|-----------|----------------------------------------------------------|--------------|
| 11681.1.0 | Manchester South Junction and Altrincham Railway Viaduct | Hierarchical |
|-----------|----------------------------------------------------------|--------------|

## Finds - None recorded

## Associated Events/Activities - None recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 1716.1.0      **Site Name** Viaduct, west from Knott Mill and Deansgate Station to Dawson Street

***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 8330.1.0

Site Name 2-4 Chester Road (manager's house) (site of)

| HER Number | Site Name                                    | Record Type |
|------------|----------------------------------------------|-------------|
| 8330.1.0   | 2-4 Chester Road (manager's house) (site of) | Monument    |

## Monument Types and Dates

MANAGERS HOUSE (AD 18th Century to 21st Century - 1700 AD? to 2005 AD)

TOWN HOUSE (AD 18th Century to 21st Century - 1700 AD? to 2005 AD)

## Description and Sources

### Description

Pair of small townhouses, now in one. Probably later C18; restored and remodelled late C20. Red brick in Flemish bond, slate roof. Double-depth plan, each former house single fronted. Two storeys, a 4-window façade, with stone modillion eaves cornice; round-headed doorway in doorcase of engaged Tuscan columns with fluted caps, with plain frieze and moulded cornice; one window to the left and two to the right (one of these replacing a former similar doorway), 4 windows at 1st floor, all segmental-headed with raised sills and keystones, and now furnished with 12-pane glazing. Rear and interior not inspected. (1)

Circa 1800. Brick. 2 storey. 4 sash windows (no glazing bars) in plain reveals with keyblocks. Each has a moulded stone Tuscan pilaster doorcase with cornice and plain semi-circular fanlight. Stone modillion eaves, slates. Built for the manager of the Castlefield Basin. To the south-west side of this house there were extensive stables and a blacksmith workshop. (2) This was a 2-storey brick building with stone quoining and detail, and a slate roof. There is evidence that the building was in existence before 1793, since it can be discerned on a 19th-century reproduction of a map which accompanied a trade directory of 1788. The manager's office is the south-east corner of a complex of buildings flanked by formal gardens on the east and west sides. (3)

Possibility of Romano-British activity within this area as located next to Roman road, close to Roman river crossing and in area in which funerary remains and sculptural fragments have been recovered. (4)

An English Heritage report of March 2013 notes that the building was damaged by an explosion and a subsequent fire on 2nd October 2001. It was demolished on 3rd October 2001. The building was de-listed on 16th April 2013. (5)

Buried remains may survive in situ. However, the building did not incorporate a cellar, and any surviving foundations may be fragmentary. (6)

### Sources

- (1) Monograph: Manchester CC. 1994. List of Buildings of Special Hist/Arch Interest. Secretary of State. 24
- (2) Bibliographic reference: Association for Industrial Archaeology. 2000. Guide To The Industrial Archaeology Of Greater Manchester. R. McNeil & M. Nevell.
- (3) Unpublished document: Gifford and Partners. 2005. An Archaeological Desk Based Assessment at 2-4 Chester Road, Manchester. Andy Towle.
- (4) Unpublished document: Gifford and Partners. 2005. An Archaeological Desk Based Assessment at 2-4 Chester Road, Manchester. Andy Towle.
- (5) Unpublished document: English Heritage. 2013. Case Name: 2 and 4 Chester Road, Manchester. English Heritage Advice Report. English Heritage.
- (6) Unpublished document: Oxford Archaeology North. 2015. 2-4 Chester Road, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p22; Gazetteer ref. 01

## Location

### National Grid Reference

SJ 8323 9743 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 8330.1.0

Site Name 2-4 Chester Road (manager's house) (site of)

Chester Road (N side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |        |         |
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| Conservation Area -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Castlefield | Active | DGM1554 |
| <p>Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.</p> <p>In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.</p> <p>The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.</p> <p>The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.</p> <p>A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.</p> <p>The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.</p> <p>Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.</p> <p>Castlefield and its buildings today</p> <p>The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.</p> <p>Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into</p> |             |        |         |

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 8330.1.0

Site Name 2-4 Chester Road (manager's house) (site of)

trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

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## Townscape

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Listed Building (N/G) - 1197788      No name for this Entry [2 & 4 Chester Road]    Revoked    DGM1011

Pair of small town houses, now in one. Probably later C18; restored and remodelled late C20. Red brick in Flemish bond, slate roof. Double-depth plan, each former house single-fronted. Two storeys, a 4-window facade, with stone modillion eaves cornice; round-headed doorway in doorcase of engaged Tuscan columns with fluted caps, with plain frieze and moulded cornice; one window to the left and 2 to the right (one of these replacing a former similar doorway), 4 windows at 1st floor, all segmental-headed with raised sills and keystones, and now furnished with 12-pane glazing. Rear and interior not inspected.

## Other Statuses and Cross-References

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8330.1.0

**Site Name** 2–4 Chester Road (manager's house) (site of)

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National Monuments Record - 520893

Active

Sites & Monuments Record - 8330.1.0

Active

## Ratings and Scorings

Condition

Destroyed

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## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

## Other Land Classes

Landuse

Built over

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3657 2–4 Chester Road (Desk Based Assessment)

EGM4205 2–4 Chester Road (Desk Based Assessment)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8379.1.0 **Site Name** 378–380 Deansgate – former Congregational chapel (formerly Artingstalls Auctioneers; formerly described as 'Independent Chapel')

| HER Number | Site Name                                                                                                                        | Record Type     |
|------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 8379.1.0   | 378–380 Deansgate – former Congregational chapel (formerly Artingstalls Auctioneers; formerly described as 'Independent Chapel') | Listed Building |

## Monument Types and Dates

TOWER (AD 19th Century to 21st Century - 1858 AD to 2050 AD)

AUCTION HOUSE (Late 20th Century - 1980 AD? to 1999 AD?)

OFFICE (AD 21st Century to 21st Century - 2000 AD? to 2050 AD)

(Former Type) CHAPEL (AD 19th Century to 21st Century - 1858 AD to 2050 AD)

(Former Type) CONGREGATIONAL CHAPEL (AD 19th Century to 21st Century - 1858 AD to 2050 AD)  
1858 AD - 2050 AD

## Description and Sources

### Description

Former Independent chapel, now auctioneers, 1858. Designed by Edward Walters. Italianate, red brick, slate low-pitched roof. Nave, aisles, north-west tower. Pedimented west end with 3 bay pilastered centre and lower bays to each side with round-headed entrances and panelled doors with oculi over. Round-headed windows, paired to lower part of façade and single above. Oculus to pediment. Square, pilastered, tower with blind pilastered arched openings, cornice, and subsidiary cornice. Square slated spire. Triplet arched openings, cornice and subsidiary cornice. Triplet-arched clerestory windows. Arched aisle windows. Interior not inspected. (SUMMARY)(1)

Former Congregational chapel, subsequently auctioneer's premises. 1858, by Edward Walters; altered. Red brick (part of façade now painted blue), slate roofs. Italianate style. Gable to road. Nave and aisles which incorporate porches at the front ends, with tall square tower rising from south aisle behind porch, all over a basement storey (probably originally the schoolroom). (EXTRACT)(2,3)

Former Congregational Chapel. 1858, by Edward Walters; altered. (EXTRACT)(4,5)

### Sources

- (1) Bibliographic reference: DoE. 1988. List of Buildings of Arch/Hist Interest.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 21/05/2014
- (3) Website: Historic England. 2018. The National Heritage List for England: <https://www.historicengland.org.uk/listing/the-list>. Accessed 05/06/2018
- (4) Website: Historic England. 2022. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 11/01/2022
- (5) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

SJ 8333 9752 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

378–380, Deansgate, Manchester, Greater Manchester, M3 4LY

## Designations, Statuses and Scorings

### Associated Legal Designations

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8379.1.0      **Site Name** 378–380 Deansgate – former Congregational chapel (formerly Artingstalls Auctioneers; formerly described as 'Independent Chapel')

Conservation Area -      Castlefield      Active      DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

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The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

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The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8379.1.0

**Site Name** 378–380 Deansgate – former Congregational chapel (formerly Artingstalls Auctioneers; formerly described as 'Independent Chapel')

in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

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By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8379.1.0      **Site Name** 378–380 Deansgate – former Congregational chapel (formerly Artingstalls Auctioneers; formerly described as 'Independent Chapel')

Listed Building (II) - 1292311      Former Congregational Chapel      Active      DGM808

Former Congregational Chapel. 1858, by Edward Walters; altered. Red brick (part of facade now painted blue), slate roofs. Italianate style. Gable to road. Nave and aisles which incorporate porches at the front ends, with tall square tower rising from south aisle behind porch, all over a basement storey (probably originally the schoolroom).

The gabled east front has a three bay pedimented centre with pilasters, coupled round-headed windows at the lower level and tall round-headed recessed windows above, with carved imposts and glazing with coloured margin panes, a saw-tooth band above the windows, and bracketed cornice to the pediment which contains a crude wheel window. The flanking porches have round-headed doorways with elaborate moulded surrounds including panelled pilasters with carved capitals, and round-headed panelled double doors with glazed top panels; and panels above the doors with oculi in wreath surrounds.

Campanile tower with pilasters making two very tall blank arches in each side, a prominent cornice, square belfry of stone with coupled round-headed openings, and short slated spire with lucarnes, the roof swept over the eaves. South side has five round-headed windows on each floor, all with margin panes and the upper with stone surrounds to the heads, and a clerestory window of three small stepped round-headed lights. Interior not inspected.

## Other Statuses and Cross-References

National Monuments Record - 1327364      Active  
Sites & Monuments Record - 8379.1.0      Active

## Ratings and Scorings

Condition      Uncertain

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## Land Use

### Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)  
Around Little Peter Street and Commercial Street, Manchester

## Other Land Classes

Landuse      Built over  
Landuse      Extant building

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities - None recorded

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 8586.1.0 **Site Name** Lock-Keeper's Cottage at Lock No.91 next to Gaythorn Tunnel

| HER Number | Site Name                                                   | Record Type     |
|------------|-------------------------------------------------------------|-----------------|
| 8586.1.0   | Lock-Keeper's Cottage at Lock No.91 next to Gaythorn Tunnel | Listed Building |

## Monument Types and Dates

HOUSE (AD 19th Century to 21st Century - 1805 AD? to 2050 AD)

(Former Type) LOCK KEEPERS COTTAGE (AD 19th Century to 21st Century - 1805 AD? to 2050 AD)  
1805 AD - 2050 AD

## Description and Sources

### Description

Lock-keeper's cottage and lock c.1800. Cottage of Flemish bond brick, stone sills, parapet. Welsh slate hipped roof. Lock has coursed ashlar sides and double timber gates. Cottage rectangular, 2 storeys, basement to canal side. 3-bay symmetrical front to canal has central round-headed entrance in recessed square jambs with simple moulded capitals and 5-pane segmental fanlight set in segmental brick arch with keystone, modern door. All fenestration 4-pane sashes except basement storey at gable end which has 15-pane fixed light. Interior not inspected. Lock and cottage form a group. (1) Lock keeper's cottage, now derelict. c.1805, altered. Red brick in Flemish bond, with sandstone dressings and now painted white above basement level, with slate roof. Rectangular single-depth double-fronted plan. Three storeys and 3 windows, the first storey being a full-height basement and the 2nd effectively the "ground floor" at street level. The basement wall is projected in the centre and to the left, providing an access deck from the street to the doorway (protected by remains of cast-iron railings); the doorway is round-headed, with imposts and keystone and recessed inner surround with imposts; the windows are large, with raised sills and flat-arched heads, all either blocked or damaged (at time of survey); stone parapet and hipped roof. Forms group with Lock No.91 (q.v.) [HER 12089.9.0]. (2,3,4)

### Sources

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 30/05/2024
- (4) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

SJ 8344 9757 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

9, Century Street (adj. to Rochdale Canal), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                                |                                                                                |        |        |
|--------------------------------|--------------------------------------------------------------------------------|--------|--------|
| Listed Building (II) - 1247597 | Rochdale Canal Lock Keepers Cottage at Lock Number 91, Next to Gaythorn Tunnel | Active | DGM763 |
|--------------------------------|--------------------------------------------------------------------------------|--------|--------|

Also known as: No.6 [sic] CENTURY STREET. Lock keeper's cottage, now derelict. c.1805, altered. Red brick in Flemish bond, with sandstone dressings and now painted white above basement level, with slate roof. Rectangular single-depth double-fronted plan. Three storeys and 3 windows, the first storey being a full-height basement and the 2nd effectively the "ground floor" at street level. The basement wall is projected in the centre and to the left, providing an access deck from the street to the doorway

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 8586.1.0

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## Other Statutes and Cross-References

Sites & Monuments Record - 8586.1.0

Active

## Ratings and Scorings

Condition Good

## Land Use

### Associated Historic Landscape Character Records

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)

Deansgate Lock, Whitworth Street West, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Extant building

**Related Monuments - None Recorded**

**Finds - None recorded**

**Associated Events/Activities - None recorded**

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9848.1.0 Site Name Grocers' Warehouse (Henshall Gilbert & Co) (site of)

| HER Number | Site Name                                            | Record Type |
|------------|------------------------------------------------------|-------------|
| 9848.1.0   | Grocers' Warehouse (Henshall Gilbert & Co) (site of) | Monument    |

## Monument Types and Dates

CANAL WAREHOUSE (AD 18th Century to Mid 20th Century - 1789 AD to 1960 AD)

WAREHOUSE (AD 18th Century to Mid 20th Century - 1789 AD to 1960 AD)

WATER WHEEL (AD 18th Century to Mid 20th Century - 1789 AD to 1960 AD)

## Description and Sources

### Description

Oldest warehouse on canal, demolished 1960; survey showed difference in height between street level and quayside. Original building extended to north and east. Castle Street façade rebuilt above street level – 5 storeys from quay to eaves. Canalside elevation had some decorative detail. Plan awkward because it was built over canal arm – window symmetry on Castle Street unbalanced. Central shipping hole over canal added on east end pre-1807. West side 3 chambers cut into rock. Foundations on rock. H Henshall was the brother-in-law of Brindley; probably 1st private carrier on Manchester–Liverpool canal (Dir ref 1781)(1). Also TLCAS LXV 91-103 (2). Long rectangular building [aligned] west–east with loading bay extending to south-west side and porch on north-east side. Loading bay off river Medlock to south-west side (3). Roman foundations found when building warehouse (4). Remains of warehouse conserved and presented to public (NR Nov. 1993). (5)

This 5-storey brick warehouse was fully inspected by Mr VI Tomlinson before it was demolished. It was in many ways a prototype for subsequent construction, with two shipping holes running through for loading and unloading boats under cover. An underground waterwheel drove a crane to lift coal boxes up to the level of Castle Street. The Grocers' Warehouse had timber beams, joists and floors and brick dividing walls. (6)

Built before 1789. (7)

### Sources

- (1) Serial: 1961. Trans. Lancs. & Chesh. Antiq. Soc.. 144-147
- (2) Serial: 1960. Trans. Lancs. & Chesh. Antiq. Soc.. 91-103
- (3) Cartographic materials: Green. 1794. Survey of Manchester.
- (4) Monograph: Watkin. 1881. Roman Lancashire. 92
- (5) Bibliographic reference: Association for Industrial Archaeology. 2000. Guide To The Industrial Archaeology Of Greater Manchester. R. McNeil & M. Nevell.
- (6) Monograph: Ashmore, O. 1969. The Industrial Archaeology of Lancashire. p177
- (7) Monograph: Ashmore, O. 1982. The industrial archaeology of North-west England and where to find it. Owen Ashmore. p107

## Location

### National Grid Reference

SJ 8328 9753 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castle Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9848.1.0

Site Name Grocers' Warehouse (Henshall Gilbert & Co) (site of)

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9848.1.0

Site Name Grocers' Warehouse (Henshall Gilbert & Co) (site of)

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## Other Statutes and Cross-References

Sites & Monuments Record - 9848.1.0

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11591 Communications - Canal (Type Code: CMC-CUCA)

Bridgewater Canal, Castlefield Coal Wharf, Manchester

## Other Land Classes

Landuse Built over

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 9848.1.0      **Site Name** Grocers' Warehouse (Henshall Gilbert & Co) (site of)

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities***

EGM2227      Site Visit (Site Visit)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9849.1.0 Site Name Duke's Warehouse (site of)

| HER Number | Site Name                  | Record Type |
|------------|----------------------------|-------------|
| 9849.1.0   | Duke's Warehouse (site of) | Monument    |

## Monument Types and Dates

WAREHOUSE (AD 18th Century to Late 20th Century - 1766 AD? to 1995 AD?)  
1766 AD - 1995 AD

## Description and Sources

### Description

By 1789 a second warehouse [had been built] at the Castlefield terminus of the Bridgewater Canal. This was built across the Knott Mill canal end next to the road and was called Knott Mill Warehouse, then Old Warehouse. Probably older than Grocers' [HER 9848.1.0]. Existed on site which in 1789 was reported burnt down. 1795 spanned head of canal at Knott Mill Bridge. Probably 1st warehouse was gable end on to quay and road. Vast improvement made by spanning water and making basement loading dock. Warehouse always appeared to be controlled by Duke of Bridgewater – the Trustees and Bridgewater Navigation Company. (1)  
Only the basement of the warehouse survives. An office block is to be built on the site (N Redhead, Nov. 1993).  
The first major warehouse to be erected in association with the canal was the Duke's Warehouse, which was built soon after 1765. Situated at the Castlefield terminus of the Bridgewater Canal. (2)

### Sources

- (1) Serial: Tomlinson, V.I.. 1961. Trans. Lancs. & Chesh. Antiq. Soc. Early Warehouses on Manchester Waterways. 143
- (2) Unpublished document: Oxford Archaeology North. 2005. Brazil Mill, Knott Mill, Castlefield, Manchester, Greater Manchester: Archaeological Desk-Based Assessment. Ian Miller. p9; p11; gazetteer ref. 9

## Location

### National Grid Reference

SJ 8336 9746 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Knott Mill Bridge, south end of Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 9849.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)  
Castle Quay and Castlegate, Manchester

### Other Land Classes

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9849.1.0

Site Name Duke's Warehouse (site of)

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Landuse

Built over

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities***

EGM2217 Site Visit (Site Visit)

EGM3654 Brazil Mill, Knott Mill (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9865.1.0

Site Name Corn Mill, Brazil Mill (site of)

| HER Number | Site Name                        | Record Type |
|------------|----------------------------------|-------------|
| 9865.1.0   | Corn Mill, Brazil Mill (site of) | Monument    |

## Monument Types and Dates

CORN MILL (AD 18th Century to AD 19th Century - 1700 AD? to 1800 AD?)

Evidence DOCUMENTARY EVIDENCE

TEXTILE MILL (AD 19th Century to Mid 20th Century - 1800 AD? to 1950 AD?)

STEAM ENGINE (AD 19th Century to Mid 20th Century - 1819 AD? to 1950 AD)

RAG MILL (AD 20th Century to 21st Century - 1900 AD? to 2005 AD?)

## Description and Sources

### Description

Shown as a medium-sized rectangular block on the east bank of the river Medlock, with a small porch projection to the front (north) side and extensions to the rear. Described as a corn mill. (1)

Site may be seen on both the 1st and 2nd edition OS maps but they are not labelled. (2)(3)

The corn mill appears to have originated during the late 18th century. This mill is likely to have been water powered and whilst there is no supporting evidence within the available archival sources, the waterwheel may have been internal to the building. The corn mill was supplanted by a textile mill during the C19. The nature of the original power system employed within this factory remains uncertain, although the possibility of it having utilised the existing waterwheel cannot be discounted. However, an expansion of the textile complex prior to 1819 appears to have included the installation of a steam engine. The mill complex was remodelled during the late C19 in response to a change in function, and was completely rebuilt during the mid-C20. (4)

Archaeological monitoring was undertaken during removal of the concrete floor slab and excavation of a deep pit for installation of a lift shaft in 2007. Natural geology overlain with a thick deposit of C20 material was observed; the conclusion is that there is no historic fabric surviving intact along the Deansgate frontage. (5)

### Sources

- (1) Cartographic materials: 1794. Green's Map of Manchester & Salford.
- (2) Cartographic materials: OS. 1848. OS 6" to 1 mile. 1st Edition, Sheet 104.9.
- (3) Cartographic materials: OS. 1896. OS 6" to 1 mile. 2nd Edition, Sheet 104.9.
- (4) Unpublished document: Oxford Archaeology North. 2005. Brazil Mill, Knott Mill, Castlefield, Manchester, Greater Manchester: Archaeological Desk-Based Assessment. Ian Miller.
- (5) Unpublished document: Oxford Archaeology North. 2007. Brazil Mill, Knott Mill, Manchester, Greater Manchester: Archaeological Watching Brief. Ian Miller & Alan Lupton.

## Location

### National Grid Reference

SJ 8339 9744 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

junction of Commercial Street with Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 9865.1.0

Active

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9865.1.0

Site Name Corn Mill, Brazil Mill (site of)

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## Ratings and Scorings

Condition Destroyed

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## Land Use

### Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)  
Around Little Peter Street and Commercial Street, Manchester

## Other Land Classes

Landuse Built over

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3654 Brazil Mill, Knott Mill (Desk Based Assessment)  
EGM3759 Brazil Mill, Knott Mill (Watching Brief)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9866.1.0

Site Name Watermill, mill culvert (water leat) (site of)

| HER Number | Site Name                                      | Record Type |
|------------|------------------------------------------------|-------------|
| 9866.1.0   | Watermill, mill culvert (water leat) (site of) | Monument    |

## Monument Types and Dates

LEAT (Post Medieval to AD 18th Century - 1540 AD? to 1750 AD?)

1540 AD - 1750 AD

MILL (Post Medieval to AD 18th Century - 1540 AD? to 1750 AD?)

1540 AD - 1750 AD

WATERMILL (Post Medieval to AD 18th Century - 1540 AD? to 1750 AD?)

1540 AD - 1750 AD

## Description and Sources

### Description

Quoting Whitaker, on the discovery of a sluice of a mill c.1747 "...a little above the ancient ford of the Medlock". On the margin of Dyers Croft and opposite Mr Markland Constructions (supposed to be No.35 Deansgate), the north bank of the Medlock collapsed and showed a tunnel. Exposed by Whitaker c.1760s, about a metre wide by one metre, uncapped and hand picked. The watermill was at the top of Jackson's Lane to the left side of Chester Road. (1)

### Sources

(1) Serial: Roeder, C. Trans. Lancs. & Chesh. Antiq. Soc.. 110, 116

## Location

### National Grid Reference

SJ 8320 9740 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9866.1.0

Site Name Watermill, mill culvert (water leat) (site of)

the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9866.1.0

Site Name Watermill, mill culvert (water leat) (site of)

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 9866.1.0

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

## Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9868.1.0

Site Name Spinning mill (Cheethams, Gaythorn) (site of)

| HER Number | Site Name                                     | Record Type |
|------------|-----------------------------------------------|-------------|
| 9868.1.0   | Spinning mill (Cheethams, Gaythorn) (site of) | Monument    |

## Monument Types and Dates

SPINNING MILL (AD 18th Century to AD 19th Century - 1750 AD? to 1870 AD?)

TEXTILE MILL (AD 18th Century to AD 19th Century - 1750 AD? to 1870 AD?)

BUTTON MILL (AD 19th Century - 1852 AD? to 1870 AD?)

## Description and Sources

### Description

Mill present with star symbol on this site (1). The building is shown as rectangular with the "wheel" at the eastern end and the long end of the mill parallel with the river. This map and Green's (2) make it clear that the mill drew water from a basin to the north-east of the site, apparently on the course of the river Tib. The mill is not named but occurs in a parcel of land seemingly owned by Messrs Cheethams (2). Baines map shows the mill in existence (or a building of similar plan), with a new road (since 1794) called Medlock Street passing the west end of the building (3). Gaythorn Mills to the north-east of here is a finishing works (No.12144, Mills Archive). (4)

A c.1822 book of plans of factories in Manchester township shows that this was a 4-storey spinning mill, steam powered, with an engine house at its western end. This engine house seems to have been an addition post-dating Green's survey, leaving it uncertain as to whether this building was originally supplied with power and by what means. The owner of the site is given in the c.1822 survey as Samuel Gratrix. This name suggests that the site was originally run in conjunction with the dyeworks (HER 13692.1.0) on the opposite side of the river. Bancks & Co's map of 1831 shows that the north elevation included a projection to either end and to the centre. It is named as Gaythorn Small Ware Manufactory on the 1849 OS map, which shows that the north-west projection included a covered vehicle entrance from the street. The site is named on Adshead's map of 1850 as Hope & Co's Smallwares Mill, and on a plan of 1861 as a 'Bone Button Factory'. OS mapping of 1888 shows that the mill had been demolished and its site incorporated within the Gaythorn gasworks. (5)

### Sources

- (1) Cartographic materials: Charles Laurent. 1793. Laurent's Topographical Plan of Manchester and Salford, with the Adjacent Parts. Charles Laurent.
- (2) Cartographic materials: 1794. Green's Map of Manchester & Salford.
- (3) Cartographic materials: 1833. Baines Map of Manchester & Salford.
- (4) Monograph: 1989. Textile Mills Survey Archive.
- (5) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU.

## Location

### National Grid Reference

SJ 8363 9741 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Albion Street (near junction with City Road East), Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 9868.1.0

Active

## Ratings and Scorings

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9868.1.0

Site Name Spinning mill (Cheethams, Gaythorn) (site of)

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Condition

Destroyed

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### **Land Use**

#### **Associated Historic Landscape Character Records**

HGM12036 Commercial - Offices (Type Code: COM-COOFF)

Grand Island, Medlock Street, Manchester

#### **Other Land Classes**

Landuse

Built over

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#### **Related Monuments - None Recorded**

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#### **Finds - None recorded**

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#### **Associated Events/Activities**

EGM3653 Central Spine – Media Zone (Desk Based Assessment)

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#### **Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 9894.1.0 **Site Name** Crown Hotel (now The Deansgate) (area of Roman Manchester)

| HER Number | Site Name                                                  | Record Type |
|------------|------------------------------------------------------------|-------------|
| 9894.1.0   | Crown Hotel (now The Deansgate) (area of Roman Manchester) | Building    |

## Monument Types and Dates

WELL (AD 18th Century - 1700 AD to 1799 AD)

HOTEL (AD 18th Century to 21st Century - 1700 AD to 2050 AD)

PUBLIC HOUSE (AD 18th Century to 21st Century - 1700 AD to 2050 AD)

## Description and Sources

### Description

Appears on Green's map of 1794 as "The Crown Inn", the end building on a block, then on Alport Street. (1)  
Some Roman finds were discovered in the garden of the pub [see HER 415.4.0]. A well was discovered cut into the rock when making the foundations. Also, by the Buxton Road in Alport Field (18th century) a "...long line of disjointed foundations, commencing nearly from the well extending 1 yard in breadth, 14 yards long and 2 yards in depth, consisting of unhewn stone, broken bricks and adhering mortar", found 1776 (2).

### Sources

- (1) Cartographic materials: 1794. Green's Map of Manchester.
- (2) Serial: Roeder, C. Trans. Lancs. & Chesh. Antiq. Soc.. 110

## Location

### National Grid Reference

Centred SJ 8342 9762 (23m by 17m) SJ89NW Area

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

321, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 9894.1.0 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

HGM11603 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
321 to 327 (odd) Deansgate and 1 to 3 (odd) Bridgewater Street, Manchester

### Other Land Classes

Landuse Built over  
Landuse Extant building

## Related Monuments - None Recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 9894.1.0

**Site Name** Crown Hotel (now The Deansgate) (area of Roman Manchester)

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9916.1.0 Site Name Ring (Anglo-Saxon) (findspot)

| HER Number | Site Name                     | Record Type |
|------------|-------------------------------|-------------|
| 9916.1.0   | Ring (Anglo-Saxon) (findspot) | Find Spot   |

## Monument Types and Dates

FINDSPOT (Saxon - 410 AD to 1065 AD)

## Description and Sources

### Description

Provenance traced to Castlefield by BJN Edwards; now in British Museum. Gold finger ring has raised inscription against a niello background translated to "Aedred owns me, Eanred engraved me" (cf. BM No.SL 64, Ring cat. No.181). First recorded by Stukeley in a note "Remains of a Roman Temple at Borow hill (Vero metu) Castle field Manchester as big as Lincolns Inn Square...Coyns found frequently and not long agoe a large gold Roman Ring". A marginal note reads "Now cal'd Knoc-Castle", "The Ring is in the possession of Sir Hans Sloan has a Saxon Inscription described in Dr. Hicks Large Saxon Grammar. RMM" RMM probable initials of Richard Middleton Massey in the FSA in 1718. Ring in the museum was in the ownership of Sloane, with the catalogue of the Sloane Collection recording its provenance as "Lancashire". (1)

### Sources

(1) Monograph: Morris, M. 1983. Medieval Manchester – A Regional Study. Morris, M. 8

## Location

### National Grid Reference

SJ 832 975 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

| Conservation Area | Castlefield | Active | DGM1554 |
|-------------------|-------------|--------|---------|
|-------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9916.1.0

Site Name Ring (Anglo-Saxon) (findspot)

Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

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Townscape

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 9916.1.0

Site Name Ring (Anglo-Saxon) (findspot)

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

Sites & Monuments Record - 9916.1.0

Active

## Ratings and Scorings

Condition

Uncertain

## Land Use

**Associated Historic Landscape Character Records - None recorded**

## Other Land Classes

Landuse

Built over

## Related Monuments - None Recorded

## Associated Finds

FGM5436 FINGER RING (Saxon - 410 AD to 1065 AD) (FGM5436)

GOLD

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 10503.1.0 Site Name Knott Mill Bridge (evaluation at)

| HER Number | Site Name                         | Record Type |
|------------|-----------------------------------|-------------|
| 10503.1.0  | Knott Mill Bridge (evaluation at) | Monument    |

## Monument Types and Dates

POST HOLE (Roman - 43 AD? to 409 AD?)

WELL (Post Medieval - 1540 AD to 1900 AD)

FULLING MILL (AD 18th Century - 1700 AD to 1799 AD)

WHEEL PIT (AD 18th Century - 1700 AD to 1799 AD)

CANAL WAREHOUSE (AD 18th Century to AD 19th Century - 1789 AD? to 1850 AD?)

WAREHOUSE (AD 18th Century to AD 19th Century - 1789 AD? to 1850 AD?)

## Description and Sources

### Description

An evaluation found fragmentary evidence of Roman remains and foundation walls for the west end of the Duke of Bridgewater's warehouse. Also, possible wall remains of an early fulling mill which may have had a wheel pit as curvilinear blocks had been reused. It is possible that these blocks came from an arched window or door surround. A possible Roman post-hole, pottery and ground surface were located in Trench 2. The area had been culverted and Trench 3 revealed a brick domed feature which proved to be a well c.5m below the excavated surface. (1)

### Sources

- (1) Unpublished document: UMAU. 1998. Knott Mill Bridge, Manchester. An Archaeological Evaluation. Lloyd, D.

## Location

### National Grid Reference

SJ 8337 9747 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Knott Mill Bridge, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 10503.1.0 Active

Ratings and Scorings - None recorded

## Land Use

### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

### Other Land Classes

Geology gravel

Geology sandstone

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 10503.1.0      **Site Name** Knott Mill Bridge (evaluation at)

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Landuse

Built over

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## ***Related Monuments - None Recorded***

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## ***Associated Finds***

FGM6142   POT (Roman - 43 AD to 409 AD) (FGM6142)      POTTERY

FGM6143   POT (AD 19th Century - 1800 AD to 1899 AD) (FGM6143)      POTTERY

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## ***Associated Events/Activities***

EGM2743      Knott Mill Bridge (Evaluation)

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## ***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11190.1.0 Site Name River Medlock sluice (Knott Mill)

| HER Number | Site Name                         | Record Type |
|------------|-----------------------------------|-------------|
| 11190.1.0  | River Medlock sluice (Knott Mill) | Monument    |

## Monument Types and Dates

SLUICE (AD 18th Century to 21st Century - 1765 AD to 2050 AD)

WATER CHANNEL (AD 18th Century to 21st Century - 1765 AD to 2050 AD)

## Description and Sources

### Description

Built next to the original line of Deansgate (reputed to be on the site of Roman ford), this self-acting sluice diverts surplus water from the river Medlock away from the basin. It eventually discharges into the Medlock downstream of the weir in the Giant's Basin. Present structure under control of the Manchester Ship Canal Co. (1). See also HER 11638.1.0.

In 2001 a planning application was accepted by Manchester City Council for the creation of a pedestrian area and the refurbishment of the existing lock structure (planning ref. 063038/FO/CITY3/01).

### Sources

- (1) Bibliographic reference: Association for Industrial Archaeology. 2000. Guide To The Industrial Archaeology Of Greater Manchester. R. McNeil & M. Nevell. p11

## Location

### National Grid Reference

SJ 8335 9743 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Knott Mill Bridge, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 11190.1.0 Active

### Ratings and Scorings

Condition Good 01/05/2001

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)  
Castle Quay and Castlegate, Manchester

### Other Land Classes

Landuse Built over  
Landuse Throughfare

## Related Monuments - None Recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 11190.1.0      **Site Name** River Medlock sluice (Knott Mill)

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11191.1.0 Site Name Bridgewater/ Chester Road Viaduct

| HER Number | Site Name                         | Record Type |
|------------|-----------------------------------|-------------|
| 11191.1.0  | Bridgewater/ Chester Road Viaduct | Building    |

## Monument Types and Dates

ROAD VIADUCT (AD 19th Century to 21st Century - 1843 AD to 2050 AD)

## Description and Sources

### Description

Built over Castlefield Basin in 1843; six-arched bridge 154m in length. Crosses former valley of the river Medlock and the terminal arm of the Bridgewater Canal. Built to bypass original Chester Road/ Deansgate river crossing at Knott Mill. (1)

### Sources

- (1) Bibliographic reference: Association for Industrial Archaeology. 2000. Guide To The Industrial Archaeology Of Greater Manchester. R. McNeil & M. Nevell. p11

## Location

### National Grid Reference

SJ 8332 9749 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Chester Road, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area - Castlefield Active DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11191.1.0

Site Name Bridgewater/ Chester Road Viaduct

the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11191.1.0

Site Name Bridgewater/ Chester Road Viaduct

courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 11191.1.0

Active

## Ratings and Scorings - None recorded

## Land Use

### Associated Historic Landscape Character Records

HGM11591 Communications - Canal (Type Code: CMC-CUCA)

Bridgewater Canal, Castlefield Coal Wharf, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Throughfare

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11638.1.0 Site Name Floodgate on east side of Knott Mill Bridge

| HER Number | Site Name                                   | Record Type     |
|------------|---------------------------------------------|-----------------|
| 11638.1.0  | Floodgate on east side of Knott Mill Bridge | Listed Building |

## Monument Types and Dates

FLOOD LOCK (AD 18th Century to 21st Century - 1765 AD to 2050 AD)

Main Building STONE  
Material

## Description and Sources

### Description

Floodgate. Probably 1765, by James Brindley, for Duke of Bridgewater, altered in C19 and C20. Stone. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the river Medlock, which was diverted through a culvert running from this position to Potato Wharf, and the canal overflow was returned to the river via a weir known as the Giant's Basin. Simple structure of national historical importance. See also culvert arches, New Elm Road, and the Giant's Basin, Potato Wharf. (1,2,3,5)

During the construction of the Bridgewater Canal, a channel was cut from the river Medlock to allow water to flow through the industrial complex at Knott Mill via a mill leat. A secondary channel, directed through a brick-built culvert system, was cut to supply water to the power features and unloading dock at the Grocers' Warehouse. As the Medlock is fed by the Pennines and was subject to rapid and heavy flooding, this channel was fitted with an overflow tunnel in 1838. This was built adjacent to Brazil Mill, a short distance to the east of the development area, but took a route across the north-eastern part of the proposed development area. The route of the tunnel survives intact at depth. The proposed development will not impact on the tunnel, which will remain in situ. (4)

### Sources

Unpublished document: Oxford Archaeology North. 2005. Brazil Mill, Knott Mill, Castlefield, Manchester, Greater Manchester: Archaeological Desk-Based Assessment. Ian Miller.

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 30/05/2024
- (4) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. pp27-8; Gazetteer ref. 08
- (5) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

Centred SJ 8337 9743 (1m by 0m) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate (E side), Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11638.1.0

Site Name Floodgate on east side of Knott Mill Bridge

Listed Building (II) - 1210156 Floodgate on East Side of Knott Mill Bridge Active DGM812

Floodgate. Probably 1765, by James Brindley, for Duke of Bridgewater, altered in C19 and C20. Stone. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock, which was diverted through a culvert running from this position to Potato Wharf, and the canal overflow was returned to the river via weir known as the Giant's Basin. Simple structure of national historical importance. See also culvert arches, New Elm Road, and the Giant's Basin, Potato Wharf.

## Other Statutes and Cross-References

Sites & Monuments Record - 11638.1.0

Active

## Ratings and Scorings

Condition Good

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

## Other Land Classes

Landuse Built over

Landuse Running fresh water

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

EGM3654 Brazil Mill, Knott Mill (Desk Based Assessment)

EGM4210 Owen Street (Desk Based Assessment)

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11671.1.0 Site Name Boundary stone on Knott Mill Bridge

| HER Number | Site Name                           | Record Type     |
|------------|-------------------------------------|-----------------|
| 11671.1.0  | Boundary stone on Knott Mill Bridge | Listed Building |

## Monument Types and Dates

BOUNDARY STONE (AD 18th Century to 21st Century - 1700 AD? to 2050 AD)

1700 AD - 2050 AD

Main Building SANDSTONE  
Material

## Description and Sources

### Description

Township boundary stone. Probably C18. Sandstone. A low round-headed slab with very slightly canted face, inscribed lettering "TOWNSHIP" round the head and remains of lettering on each side of centre line (so much eroded as to be mostly illegible, but probably "MANCHESTER" and "HULME"). (1,2,3,4)

### Sources

Unpublished document: Oxford Archaeology North. 2005. Brazil Mill, Knott Mill, Castlefield, Manchester, Greater Manchester: Archaeological Desk-Based Assessment. Ian Miller.

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 29/05/2024
- (4) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

SJ 8337 9743 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate (E side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Listed Building (II) - 1282975 Boundary Stone on Knott Mill Bridge Active DGM809

Township boundary stone. Probably C18. Sandstone. A low round-headed slab with very slightly canted face, inscribed lettering "TOWNSHIP" round the head and remains of lettering on each side of centre line (so much eroded as to be mostly illegible, but probably "MANCHESTER" and "HULME").

### Other Statuses and Cross-References

Sites & Monuments Record - 11671.1.0 Active

### Ratings and Scorings

Condition Fair

## Land Use

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 11671.1.0      **Site Name** Boundary stone on Knott Mill Bridge

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## Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

## Other Land Classes

|         |                  |
|---------|------------------|
| Landuse | Built over       |
| Landuse | Monument display |
| Landuse | Throughfare      |

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11681.1.0 Site Name Manchester South Junction and Altrincham Railway Viaduct

| HER Number | Site Name                                                | Record Type     |
|------------|----------------------------------------------------------|-----------------|
| 11681.1.0  | Manchester South Junction and Altrincham Railway Viaduct | Listed Building |

## Monument Types and Dates

RAILWAY VIADUCT (AD 19th Century to 21st Century - 1846 AD to 2050 AD)

Main Building CAST IRON  
Material

Main Building WROUGHT IRON  
Material

VIADUCT (AD 19th Century to 21st Century - 1846 AD to 2050 AD)

1846 AD - 2050 AD

## Description and Sources

### Description

Railway viaduct over street. Later C19. Wrought iron and cast iron. Segmental arch with latticed spandrels; Greek key frieze, pilastered and panelled parapet. (1)

Manchester South Junction & Altrincham Railway viaduct was built in brick in 1848–49. (2)

The List Entry for the viaduct was expanded considerably in February 2013. Two sections of the viaduct and a brick bridge had previously all been Listed separately at Grade II in 1998. These structures, along with previously unlisted sections of the viaduct, were included in a single amended List Entry for the length of the viaduct from west of Knott Mill and Deansgate Station to Piccadilly Station. (3)(4,5)

Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846–49, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges. (SUMMARY)(5). See associated Designation record for full details [HER DGM839].

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2025. Sister Plot C, Manchester: Heritage Statement. Sarah Stirling.

Unpublished document: BWB Consulting. 2025. ID Manchester, Manchester: Archaeological Assessment. Graeme Attwood.

Unpublished document: Purcell. 2024. 1892 Castlefield Viaduct Heritage Impact Assessment. Olivia Morrill.

Unpublished document: Purcell. 2021. 1892 Castlefield Viaduct Statement of Heritage Significance.

Unpublished document: Purcell. 2021. 1892 Castlefield Viaduct Heritage Impact Assessment. Mark Clifford.

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Unpublished document: UMAU. 2001. Granada/Left Bank, Manchester. An Archaeological Desk-Based Assessment of Part of the Castlefield, Manchester Quay and River Irwell Area. Dr M Nevell. p16; gazetteer ref. 1
- (3) Unpublished document: English Heritage. 2013. Case Name: Railway Viaduct, Gloucester Street. English Heritage Advice Report.
- (4) Website: English Heritage. 2013. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 22/04/2013
- (5) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 22/08/2024

## Location

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11681.1.0

Site Name Manchester South Junction and Altrincham Railway Viaduct

## National Grid Reference

Centred SJ 8382 9770 (2031m by 487m)

SJ89NW

Area

## Administrative Areas

District Manchester, Greater Manchester

District Salford, Greater Manchester

Township Manchester, Manchester, Greater Manchester

Township Salford, Salford, Greater Manchester

## Address/Historic Names

from Piccadilly Station to Water Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                   |                  |        |         |
|-------------------|------------------|--------|---------|
| Conservation Area | Whitworth Street | Active | DGM1553 |
|-------------------|------------------|--------|---------|

Cotton is most easily worked in a place with high humidity. Manchester was ideally placed in this respect, and it was directly related to the growth of the city. The earliest cotton mills were in Ancoats, and the need for warehouses to store their products led to specially designed buildings being built nearer the centre of the city. By the middle of the nineteenth century, Manchester had become the largest textile centre in the world. As a result, the need for warehousing grew and it is these buildings, larger than before and built with considerable architectural characteristics that form the Whitworth Street/Princess Street conservation area.

The distinctive architecture which arose was both functional and expressive of the wealth of the owners. The front of the warehouses facing the main street was often used for offices whilst the rear of the building was used for storage space and for the inspection of the cotton goods in natural light. This led to six- or seven-storey buildings with opulent and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The building style reached its zenith in the early years of the twentieth century, and culminated in the grand Edwardian commercial architecture of Whitworth Street.

The architecture of textile marketing remains largely intact in the area around Princess Street and Whitworth Street, though its association with the industry has decreased since the cotton slumps of the 1920s.

At the industry's height, vast quantities of cotton were being handled, in all its stages from the raw state to the finished product, and transport was of paramount importance. The Rochdale Canal had been planned in 1765 by James Brindley, but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the 1760 built Bridgewater Canal, to the south of the city centre. From then on it was possible to transport coal cheaply along the canal to power mill machinery, a vital influence in the sudden growth of the cotton industry. Once a major commercial thoroughfare, the canal is now used only by leisure traffic, although its presence is an important ingredient in the regeneration efforts in this part of the city.

Whitworth Street/Princess Street and its buildings today

The conservation area contains many of Manchester's most important buildings, and not only those related to the textile industry.

In the row of textile warehouses along Princess Street, No. 103 was the odd one out, having been designed by J. E. Grogan in 1854 as the Mechanics Institute. It has been altered internally during its change first to a College of Commerce and later to the first Museum of Labour History. The exterior, however, is still Grogan's masterpiece in the Italian Palazzo style and the top floor and roof structure is an innovative piece of structural engineering by the celebrated Victorian engineer William Fairbairn. The first Trade Union Congress was held here as well as the first meeting of the Co-operative Insurance Society.

Further down Princess Street, on the north bank of the Rochdale Canal, is the conservation area's oldest building, the New Union Hotel public house. It was opened around 1800 for the benefit of the 'navvies' who dug the canal, and is a simple red-brick Georgian- style building, now rendered and painted.

Across the street and canal from the New Union is Central House, Manchester's only building in the Scottish Baronial style. It is distinguished by its large corner tourelles and steeply-pitched slate roof. It was renovated in 1989, and together with Dominion House has been incorporated into a hotel. Use has

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11681.1.0

Site Name Manchester South Junction and Altrincham Railway Viaduct

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been made of the street between them to create a glass and metal entrance lobby.

Lancaster House, on the Whitworth Street and Princess Street junction, has a most distinctive corner tower with a cupola. It rises in several stages above the general height of the building. The corner entrance below currently provides access to a public house.

Like Lancaster House, two other imposing buildings - India House and the former Refuge offices - have been converted to other uses. On the site of the former Africa House, another cotton warehouse, a multi-storey car park has been designed in a manner which attempts to fit in with the character of the area. It is of especial benefit to patrons of the Palace Theatre, itself upgraded in recent years.

The Police/Fire Station on London Road is arguably the world's most important building of its type. It once accommodated a complete community of forty fire-fighters, policemen and their families, with all the necessary facilities for comfortable living and for training. Balconies are located all round the internal courtyard where visitors could view fire-control demonstrations. Fires were reported from 200 Gamewell fire alarm boxes, which were established in streets throughout the city. It was the largest fire alarm network in the country when it became operational in 1911, and was superseded by telephone kiosks in 1959. The control room where the alarms terminated was elaborately finished in polished marble and wood.

Some of the cotton warehouses have been given a new lease of life by being converted into flats in the 1980s and '90s, thus providing more opportunity for people to live in the city centre.

The development known as Granby Village, in the area of Bombay Street and Granby Row, is a composite of new buildings and converted warehouses.

Canal Street and the immediate area is known as 'the Gay Village'. This is now a vibrant area, with many cafe bars, public houses and restaurants bringing former vacant buildings back into active use. Townscape

Manchester is situated on a large plain which stretches from the west coast to the Pennines. Changes in topography tend to be only small undulations. Consequently even minor rivers are capable of shaping the land into valleys. Part of the conservation area lies in the valley of the River Medlock, and this is marked by a distinct southerly slope and by large bends in the course of the river creating contrasting spaces within the overlying street grid system. The Rochdale Canal traverses the area from north-east to south-west, and although not contributing to the slope it nevertheless flows gently downhill through a series of nine locks, two of which are in the conservation area.

The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere. The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height, and the technology for constructing buildings with a steel or reinforced concrete frame enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration.

Generally, slate is used to roof the buildings, though many are too high, or their roofs are too gently pitched, for this to be seen from ground level.

Windows, like those in most Manchester buildings of this period, are predominantly of the vertical sliding-sash type. They occur singly, but are more often seen in pairs, threes, or occasionally in groups of four.

Entrance doors are very frequently located on the corners of buildings, and this is often associated with the further emphasis of a corner by means of elaborate detail, or by means of an extended roofline embellished with a tower or cupola.

Property boundaries are marked by the building itself. One of the interesting characteristics of city centre construction of this period is that buildings covered the entire site, right up to the back of the pavement. Access for servicing and delivery vehicles was by means of a loading bay within the building itself on the ground floor. These often passed right through the building from one street to another. They were protected by large, decorative iron gates extending up to the top of the opening.

Although streets are arranged on a rectilinear grid, so that sites are more or less rectangular, no street runs straight for any great distance before changing direction. This creates subtle changes and interest, with views along a street being modified or foreshortened by the elevations of buildings on the outer side of a bend or curve. It also gives even greater emphasis to the corners of buildings.

The roads were originally paved with stone or timber setts. These have either been replaced by or covered with tarmacadam, but in some minor streets the setts are still exposed. Manchester was famed for the quality of its setts and the care with which they were laid. Most footpaths have been repaved in tarmacadam but some, notably on Princess Street, have been reinstated with new stone paving flags. Few kerbs are original. Most were of granite, subsequently replaced with concrete, but a few,

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 11681.1.0

**Site Name** Manchester South Junction and Altrincham Railway Viaduct

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particularly on less-used back streets, may be seen in their original cast-iron form, much worn by the passage of time and cart wheels.

Street lighting was originally provided by gas lamps, which would have been installed at the time the area was first developed. None of the original cast-iron lamp standards now remain, and all present day street lighting is provided by a range of electrical fittings on steel or concrete poles.

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Site Name Manchester South Junction and Altrincham Railway Viaduct

Conservation Area

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished

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Site Name Manchester South Junction and Altrincham Railway Viaduct

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in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11681.1.0

Site Name Manchester South Junction and Altrincham Railway Viaduct

Listed Building (II) - 1200837

Manchester South Junction and Altrincham  
Railway Viaduct

Active

DGM839

## Summary

Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.

## Reasons for Designation

The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

- \* Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;
- \* Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;
- \* Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;
- \* Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

## History

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

The MSJ&AR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London & North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne & Manchester Railway (later the Manchester, Sheffield & Lincolnshire Railway, MS&LR) which operated London Road Station (known as Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction & Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJ&AR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 3/4 mile (2 3/4 km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

## Details

**LOCATION:** The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

**ARCHITECTURE:** The viaduct is approximately 1 3/4 mile (2 3/4 km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 11681.1.0

Site Name Manchester South Junction and Altrincham Railway Viaduct

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

## Sources

### Books and journals

Dixon, F, The Manchester South Junction and Altrincham Railway, (1994 edition)

Hartwell, C, Pevsner Architectural Guides: Manchester, (2001), 215-217

### Websites

A Guide To Civil Engineering in Manchester. Manchester South Junction & Altrincham Railway, accessed from <http://maceserv.mace.man.ac.uk/apache2-default/trail/xml/Features/msjar.html>

## Other Statutes and Cross-References

National Monuments Record - 1371583

Active

Sites & Monuments Record - 11681.1.0

Active

## Ratings and Scorings

Condition Good

## Land Use

### Associated Historic Landscape Character Records

HGM12861 Communications - Railway Line (Type Code: CMC-CURAI)

Railway Line, Whitworth Street West, Manchester Deansgate

## Other Land Classes

Landuse

Built over

Landuse

Throughfare

## Related Monuments

1716.1.0 Viaduct, west from Knott Mill and Deansgate Station to Dawson Street Hierarchical

3081.1.0 Railway viaduct over river Irwell Hierarchical

## Finds - None recorded

## Associated Events/Activities

EGM5713 Castlefield Viaduct (Heritage Statement)

EGM5712 Castlefield Viaduct (Heritage Impact Assessment)

EGM5745 Castlefield Viaduct (Heritage Impact Assessment)

EGM6182 ID Manchester (Desk Based Assessment)

EGM6183 Sister Plot C (Heritage Statement)

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 11681.1.0      **Site Name** Manchester South Junction and Altrincham Railway Viaduct

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 12089.8.0      **Site Name** Rochdale Canal Lock No.90, west of Albion Bridge

| HER Number | Site Name                                        | Record Type     |
|------------|--------------------------------------------------|-----------------|
| 12089.8.0  | Rochdale Canal Lock No.90, west of Albion Bridge | Listed Building |

## Monument Types and Dates

CANAL LOCK (AD 19th Century to 21st Century - 1804 AD to 2050 AD)

Main Building      SANDSTONE  
Material

Main Building      WOOD  
Material

## Description and Sources

### Description

Canal lock. 1804–05, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber 14-foot width with pairs of gates at both ends, ladder in centre of north side. Seventh in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of group with Lock No.91 and Lock Keeper's Cottage to west (q.v.), and Albion Street Bridge to east (q.v.). (1,2,3,4)

### Sources

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2023. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 06/09/2023
- (4) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/05/2025

## Location

### National Grid Reference

SJ 8359 9755 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Rochdale Canal, Whitworth Street West, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

|                                |                                                                                    |        |        |
|--------------------------------|------------------------------------------------------------------------------------|--------|--------|
| Listed Building (II) - 1247482 | Rochdale Canal Lock Number 90,<br>Approximately 30 Metres West of Albion<br>Bridge | Active | DGM762 |
|--------------------------------|------------------------------------------------------------------------------------|--------|--------|

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Seventh in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of group with Lock No.91 and Lock Keeper's Cottage to west (q.v.), and Albion Street Bridge to east (q.v.).

### Other Statutes and Cross-References

Sites & Monuments Record - 12089.8.0      Active

### Ratings and Scorings

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 12089.8.0      **Site Name** Rochdale Canal Lock No.90, west of Albion Bridge

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Condition                      Good

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## **Land Use**

### **Associated Historic Landscape Character Records**

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)  
Deansgate Lock, Whitworth Street West, Manchester

### **Other Land Classes**

|         |                     |
|---------|---------------------|
| Landuse | Built over          |
| Landuse | Running fresh water |
| Landuse | Throughfare         |

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### **Related Monuments - None Recorded**

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### **Finds - None recorded**

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### **Associated Events/Activities - None recorded**

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### **Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 12089.9.0      **Site Name** Rochdale Canal Lock No.91 (Tunnel Lock), at east end of Gaythorn Tunnel

| HER Number | Site Name                                                               | Record Type     |
|------------|-------------------------------------------------------------------------|-----------------|
| 12089.9.0  | Rochdale Canal Lock No.91 (Tunnel Lock), at east end of Gaythorn Tunnel | Listed Building |

## Monument Types and Dates

CANAL LOCK (AD 19th Century to 21st Century - 1804 AD to 2050 AD)

Main Building      SANDSTONE  
Material

Main Building      WOOD  
Material

## Description and Sources

### Description

Canal lock. 1804–05, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side, towpath "island" on south side with curved stone staircase at lower end. Eighth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Lock Keeper's Cottage on north side (q.v.). (1,2,3,4)

### Sources

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 29/05/2024
- (4) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

SJ 8345 9756 (point)      SJ89NW      Point

### Administrative Areas

District      Manchester, Greater Manchester  
Township      Manchester, Manchester, Greater Manchester

### Address/Historic Names

Rochdale Canal, Whitworth Street West (N side, at junction with Century Street), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

|                                |                                                              |        |        |
|--------------------------------|--------------------------------------------------------------|--------|--------|
| Listed Building (II) - 1247483 | Rochdale Canal Lock Number 91 at East End of Gaythorn Tunnel | Active | DGM764 |
|--------------------------------|--------------------------------------------------------------|--------|--------|

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side, towpath "island" on south side with curved stone staircase at lower end. Eighth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Lock Keeper's Cottage on north side (q.v.).

### Other Statuses and Cross-References

|                                      |        |
|--------------------------------------|--------|
| National Monuments Record - 1553892  | Active |
| Sites & Monuments Record - 12089.9.0 | Active |

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 12089.9.0      **Site Name** Rochdale Canal Lock No.91 (Tunnel Lock), at east end of Gaythorn Tunnel

### Ratings and Scorings

Condition                      Good

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### Land Use

#### Associated Historic Landscape Character Records

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)  
Deansgate Lock, Whitworth Street West, Manchester

### Other Land Classes

|         |                     |
|---------|---------------------|
| Landuse | Built over          |
| Landuse | Running fresh water |
| Landuse | Throughfare         |

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**Related Monuments - None Recorded**

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**Finds - None recorded**

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**Associated Events/Activities - None recorded**

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**Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 12233.1.0 Site Name Smithy and ball-pot house (site of)

| HER Number | Site Name                           | Record Type |
|------------|-------------------------------------|-------------|
| 12233.1.0  | Smithy and ball-pot house (site of) | Monument    |

## Monument Types and Dates

BLACKSMITHS WORKSHOP (AD 18th Century to Mid 20th Century - 1750 AD to 1948 AD?)

Evidence DOCUMENTARY EVIDENCE

PUBLIC HOUSE (AD 18th Century to Mid 20th Century - 1750 AD to 1948 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

The Roman road from Manchester to Chester is believed to have crossed the river at Knott Mill, just to the east of this site, and may have continued along the line of the present Chester Road or crossed or encroached upon the site itself [see HER 14.1.0]. By 1771 a range of buildings lay along the southern edge of the site. This is named as 'the smithy and Ball pot-house' (public house). These had been demolished by the early 19th century but other buildings were erected on the site in the late 18th and 19th centuries. All had been demolished by the 1950s when a petrol station was constructed. The site has some potential to contain remains of high regional or local significance, and these would require recording should they be directly affected by development. The areas in which such remains may have survived are likely to have been limited by later development, including the installation of petrol tanks in the southern part of the site. (1)

[Site of] a building shown on C18 plans to have comprised a rectangular range described as 'smithy and ball-pot house'. The eastern part of the building had been demolished by the 1820s, possibly to allow the road to be widened. The footprint of the reduced building appears on subsequent mapping up to an edition published in 1932, but had been demolished by 1948. (2)

### Sources

- (1) Unpublished document: UMAU. 2001. Land at Bridgewater Viaduct, Manchester: An Archaeological Desk-Based Assessment. Dr Peter Arrowsmith.
- (2) Unpublished document: Oxford Archaeology North. 2015. Bridgewater Point, Deansgate, Manchester: Archaeological Desk-based Assessment. Rachel Street & Ian Miller. p25; gazetteer ref. 01

## Location

### National Grid Reference

SJ 8328 9742 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Land at junction of Deansgate with Bridgewater Viaduct, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 12233.1.0 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

### Associated Historic Landscape Character Records

**HER Number** 12233.1.0      **Site Name** Smithy and ball-pot house (site of)

## Other Land Classes

Landuse Built over

**Related Monuments - None Recorded**

***Finds - None recorded***

### ***Associated Events/Activities***

|         |                                                     |
|---------|-----------------------------------------------------|
| EGM3864 | Land at Bridgewater Viaduct (Desk Based Assessment) |
| EGM4204 | Bridgewater Point (Desk Based Assessment)           |

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 12406.1.0 Site Name Little Peter Street/ Albion Street redevelopment area

| HER Number | Site Name                                             | Record Type |
|------------|-------------------------------------------------------|-------------|
| 12406.1.0  | Little Peter Street/ Albion Street redevelopment area | Monument    |

## Monument Types and Dates

HOUSE (AD 18th Century - 1700 AD to 1799 AD)

HOUSE (AD 19th Century - 1800 AD to 1899 AD)

INDUSTRIAL BUILDING (AD 19th Century - 1800 AD to 1899 AD)

MILL (AD 19th Century - 1800 AD to 1899 AD)

## Description and Sources

### Description

An archaeological watching brief was conducted during the ground reduction phase of works at a redevelopment site. The site was partly of interest due to the late 18th- and early 19th-century housing that had occupied it before the area was used as an industrial zone in the mid- to late 19th century. These industrial buildings had gone out of use and were demolished prior to the commencement of building works but were the most recent structures to have been built on the site. The redevelopment site lies close to the site of the Roman fort at Castlefield to the north-west, and in close proximity to several Roman roads and several findspots of Roman coins which occurred at Knott Mill in the late 19th century. Over the last 150 years, during various stages of growth and development, past evidence for human occupation and industrial activity has been found in the area, significantly during the construction of the railway system which lies only 10m from the northern side of the redevelopment. Four features were found in the basement curtain walls of the mill and works buildings that led into subterranean tunnels. The exact nature of the function of the brick tunnels with their semi-circular-arched entrances is not clear but it is probable that these were used to supply the buildings with fuel, as a dump of coal was located at the west side entrances. It is also feasible to suggest that the tunnels were used to carry goods down to the canal at the nearby Albion Lock. The existing cellars exhibited features typical of 19th-century industrial or commercial buildings with double-thickness solidly constructed walling, ceramic tiles in wash areas, ceramic service pipes and stone-stepped brick-built stairwells. All the existing modern building material lay directly on top of the natural sandstone bedrock and did not display any penetrative evidence through this material in the form of foundation trenches. This is understandable as the bedrock provides a good foundation base with little reason to deep trench. (1)

### Sources

- (1) Unpublished document: UMAU. 2002. Little Peter Street/ Albion Street Redevelopment Area, Manchester. An Archaeological Watching Brief. David Lloyd.

## Location

### National Grid Reference

SJ 8355 9747 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Little Peter Street/ Albion Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 12406.1.0 Active

### Ratings and Scorings

Condition Uncertain

## Land Use

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 12406.1.0 Site Name Little Peter Street/ Albion Street redevelopment area

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## Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)  
Around Little Peter Street and Commercial Street, Manchester

## Other Land Classes

|         |            |
|---------|------------|
| Geology | sandstone  |
| Landuse | Built over |

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3383 Little Peter Street/ Albion Street Redevelopment Area (Watching Brief)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 12416.1.0 Site Name Medlock Street Glass Works (site of)

| HER Number | Site Name                            | Record Type |
|------------|--------------------------------------|-------------|
| 12416.1.0  | Medlock Street Glass Works (site of) | Monument    |

## Monument Types and Dates

GLASS WORKS (AD 19th Century - 1832 AD to 1886 AD)

## Description and Sources

### Description

William Robinson (1832–86). This was a small glass works with a single kiln. It was constructed as an L-shaped block 25m by 40m with a central chimney. Access to the site from Shortcroft Street was shared with a brewery. The site was redeveloped in the 1890s as Victoria Iron Works. Site recently completely redeveloped by modern apartment block with basement car park. (1)(2)(3)

### Sources

- (1) Unpublished document: Bone, PW. 2004. A Preliminary Survey of the 19th and 20th Century Glass Works of Manchester and Salford. Bone, PW.
- (2) Cartographic materials: Ordnance Survey Old Edition. 1844. Manchester (Hulme) Sheet 38.
- (3) Cartographic materials: Ordnance Survey. 1893. Lancashire Series Sheet 104.

## Location

### National Grid Reference

SJ 835 972 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

River Street/ Shortcroft Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 12416.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12041 Residential - Low Rise Flats (Type Code: SET-RELOW)  
City South Apartments, River Street and Shortcroft Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 12416.1.0      **Site Name** Medlock Street Glass Works (site of)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15504.1.0 Site Name Medlock Bridge Mill (site of)

| HER Number | Site Name                     | Record Type |
|------------|-------------------------------|-------------|
| 15504.1.0  | Medlock Bridge Mill (site of) | Monument    |

## Monument Types and Dates

COTTON MILL (AD 19th Century - 1800 AD? to 1865 AD?)

TEXTILE MILL (AD 19th Century - 1800 AD? to 1865 AD?)

1800 AD - 1865 AD

## Description and Sources

### Description

Site vacant on Green's map of 1787–94 and Laurent's map of 1793. A building is shown on Johnson's map of 1818–19. Swire's map of 1824 shows that this had either been replaced or extended westwards so that it extended to Gratrix Street, now Albion Street. Bancks & Co's map of 1831 suggests that the building had also been extended to the east and shows it as forming part of a cotton mill (see HER 9868.1.0). The 1845 OS map shows that a wing had been added on the north-west and another on the north-east, creating two sides of a yard. The site is named on the 1849 OS map as 'Medlock Bridge Mill (Cotton)' and as 'Wood, Penny & Bro Cotton Mill' on Adshead's map of 1850. OS mapping of 1888 shows that the mill had been demolished and its site incorporated within the Gaythorn gas works. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. Gazetteer ref. 5

## Location

### National Grid Reference

SJ 83632 97439 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Albion Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15504.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12036 Commercial - Offices (Type Code: COM-COOFF)  
Grand Island, Medlock Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15504.1.0      **Site Name** Medlock Bridge Mill (site of)

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***Finds - None recorded***

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## ***Associated Events/Activities***

EGM3653      Central Spine – Media Zone (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15505.1.0 Site Name Tannery (site of)

| HER Number | Site Name         | Record Type |
|------------|-------------------|-------------|
| 15505.1.0  | Tannery (site of) | Monument    |

## Monument Types and Dates

TANNERY (AD 19th Century - 1800 AD to 1880 AD?)

## Description and Sources

### Description

Site vacant on Green's map of 1787–94 and Laurent's map of 1793. An L-shaped range is indicated on Johnson's map of 1818–19. Swire's map of 1824 shows that a small T-shaped building had been added on the north. On Bancks & Co's map of 1831 the southern wing of the main block is no longer shown but this is indicated again on the OS map of 1849, which also shows tenters at its southern end; the map names the site as Gaythorn Tannery. On Adshead's map of 1850 it is named as 'J Webster's Skin Yard'. A drawing of the river Tib made in 1873 shows a 2-storey block along the east bank of the river with a taller northern range to its rear; both parts were lit by extensive multi-pane windows. OS mapping of 1888 shows that the tannery had been demolished and its site incorporated within the Gaythorn gas works. Trade directories list John & Joseph Webster, gluemakers, Gaythorn in 1841; Joseph Webster, glue manufacturer and tanner, 78 Hewitt Street, in 1850; J & G Webster, fellmongers & size makers, Hewitt Street, 1861; and Joshua Webster, fellmonger, leather dresser & woolstapler, Hewitt Street, Gaythorn in 1869. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. Gazetteer ref. 7

## Location

### National Grid Reference

SJ 83675 97441 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

1818 to 1870  
Hewitt Street, Manchester  
Whitworth Street West, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15505.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12036 Commercial - Offices (Type Code: COM-COOFF)  
Grand Island, Medlock Street, Manchester

### Other Land Classes

Landuse Built over

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15505.1.0 Site Name Tannery (site of)

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities***

EGM3653 Central Spine – Media Zone (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15506.1.0 Site Name Size works (site of)

| HER Number | Site Name            | Record Type |
|------------|----------------------|-------------|
| 15506.1.0  | Size works (site of) | Monument    |

## Monument Types and Dates

CHEMICAL WORKS (Size Works, AD 19th Century - 1800 AD to 1870 AD?)

TEXTILE MILL (size works, AD 19th Century - 1818 AD to 1850 AD?)

## Description and Sources

### Description

Site vacant on Green's map of 1787–94 and Laurent's map of 1793. A rectangular range is shown on Johnson's map of 1818–19, on the southern side of the confluence of the rivers Medlock and Tib, but the site is shown as vacant on Swire's map of 1824 and Bancks & Co's map of 1831. The 1845 OS map shows a number of small structures in the northern part of the site. The 1849 OS map names one of these as a tank, and identifies the whole site as 'Finch Street Size Works'. The site is named as 'M Bakewell's Chemical Works' on Adshead's map of 1850. OS mapping of 1888 shows that the works had been demolished and the site incorporated within the Gaythorn gasworks. Trade directories of 1841 and 1850 list Mary Bakewell, size maker, Finch Street, Gaythorn. By 1855 the site does not appear to be listed. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. Gazetteer ref. 8

## Location

### National Grid Reference

SJ 83677 97409 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Medlock Street, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations - None recorded

### Other Statutes and Cross-References

Sites & Monuments Record - 15506.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12036 Commercial - Offices (Type Code: COM-COOFF)  
Grand Island, Medlock Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15506.1.0      **Site Name** Size works (site of)

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### ***Associated Events/Activities***

EGM3653      Central Spine – Media Zone (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15513.1.0 Site Name Gaythorn Mill, Albion Street (site of)

| HER Number | Site Name                              | Record Type |
|------------|----------------------------------------|-------------|
| 15513.1.0  | Gaythorn Mill, Albion Street (site of) | Monument    |

## Monument Types and Dates

COTTON MILL (AD 19th Century to Late 20th Century - 1824 AD to 1970 AD?)

FINISHING WORKS (AD 19th Century to Late 20th Century - 1824 AD? to 1970 AD?)

TEXTILE MILL (AD 19th Century to Late 20th Century - 1824 AD to 1970 AD?)

FACTORY (Electric Cable, AD 20th Century to Late 20th Century - 1900 AD? to 1970 AD?)

WIRE MILL (AD 20th Century to Late 20th Century - 1900 AD? to 1970 AD?)

## Description and Sources

### Description

Site vacant on Johnson's map of 1818–19. A rectangular block is shown on Swire's map of 1824, aligned north–south, with a projection at the north-east corner. The site is named as Gaythorn Mill on Bancks & Co's map of 1831 which shows the north–south block without the north-eastern projection but with a larger projection on the south-west, giving an L-shaped plan. The 1844 OS map shows that an extension had been added to the south side of this south-west wing, running to the river Medlock. The site is named as 'Gaythorn Mill (Cotton)' on the 1849 OS map, and as 'Brown and Fairweather Gaythorn Cotton Mill' on Adshead's map of 1850, which may show a northern extension to the south-west wing. This is more clearly shown on the 1888 OS map which also shows further additions to the southern and northern ends of the building with other smaller buildings surrounding it on the west, north and east, forming three sides of a yard. The 1888 map names the site as 'Gaythorn Mills (Finishing)' and indicates a chimney set on the west side of the main north–south block and a projecting turret against its elevation. The site is again named as 'Gaythorn Mills (Finishing)' on the 1911 and 1915 maps. The 1928–30 Goad's insurance plan shows the main north–south block as being of 5½ storeys with a basement, built with cast-iron columns and brick-arched floors. Its southern part included, on the east, stone stairs set in a square well adjacent to the external turret. To the west of this, extending to the west wall of the block, was a rectangular area shown as having concrete floors, which on the south-west lay immediately adjacent to the mill chimney. Its size and position suggests that this was originally the mill's engine house. The Goad's insurance plan shows the adjoining south-west wing to have comprised, on the south, a 2-storey building with a louvred roof; the north-east corner of this build also abutted against this mill chimney, suggesting this to have originally been the boiler house. The northern extension to this wing is named as a 'tank room'. The mid- to late 19th-century additions at the north end of the main mill block are shown to have been of 1 storey; the additions at the south end are shown as being of 2 storeys with a 1-storey smithy at their south-west corner, adjacent to the river. The surrounding buildings on the west, north and east are shown as being of 1 or 2 storeys. The Goad's insurance plan names the site as 'British Driver-Harris Co Ltd Electric Cable Factory (Gaythorn Mill)'. Similarly, on the 1932 OS map it is named as 'Gaythorn Mills (Wire and Cable)'. A photograph of 1954 includes the southern end of the eastern elevation of the mill and shows the windows to have had stone sills; it also shows that the external turret included a window on each floor and had been extended on the north in the mid-20th century. The buildings are still shown on the 1965 map, which again indicates the mill chimney. A photograph of 1973 shows that the mill had been demolished and the site had become a car park. Trade directories name the firm of James Massey & Son, cotton spinners & manufacturers, Gaythorn Mill, in 1832 and continue to list this firm here until 1845. The site is bounded on the east by a boundary wall built of handmade brick with flat stone coping. This rises about 2m above Albion Street and on the east continues downward for a further c.3m as revetment. On the east this wall abuts against the fabric of Medlock Bridge. The boundary wall on Little Peter Street also includes more fragmentary remains of handmade brick. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. Gazetteer ref. 13

## Location

### National Grid Reference

SJ 83582 97415 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15513.1.0      **Site Name** Gaythorn Mill, Albion Street (site of)

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Albion Street, Manchester, Greater Manchester

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## ***Designations, Statuses and Scorings***

**Associated Legal Designations - None recorded**

## **Other Statuses and Cross-References**

Sites & Monuments Record - 15513.1.0      Active

## **Ratings and Scorings**

Condition      Destroyed

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## ***Land Use***

### **Associated Historic Landscape Character Records**

HGM11581 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Little Peter Street, Manchester

## **Other Land Classes**

Landuse      Built over

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## ***Related Monuments - None Recorded***

## ***Finds - None recorded***

## ***Associated Events/Activities***

EGM3653      Central Spine – Media Zone (Desk Based Assessment)

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## ***Associated Individuals/Organisations - None recorded***

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15514.1.0 Site Name Gaythorn Vaults public house and workers' housing (site of)

| HER Number | Site Name                                                   | Record Type |
|------------|-------------------------------------------------------------|-------------|
| 15514.1.0  | Gaythorn Vaults public house and workers' housing (site of) | Monument    |

## Monument Types and Dates

BACK TO BACK TERRACE (AD 19th Century to Edwardian - 1824 AD to 1905 AD?)

BLIND BACK HOUSE (AD 19th Century to Edwardian - 1824 AD to 1905 AD)

PUBLIC HOUSE (AD 19th Century to AD 20th Century - 1849 AD to 1999 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Site vacant on Johnson's map of 1818–19. Swire's map of 1824 shows a block aligned east–west, with splayed ends. On Bancks & Co's map of 1831 this is shown as composed of back-to-backs, with a blind-back at the eastern end. On the OS map of 1849 the western end is now shown as a public house, the Gaythorn Vaults. This map also shows external lightwells and steps, pointing to the buildings being cellared. It also shows an additional building, on the south side of the Gaythorn Vaults, which seems to have been added since the OS survey of 1845. Adshead's map of 1850 names the pub as the Gaythorn Tavern. The 1888 OS map shows that roughly half this site had been demolished, leaving the pub and adjoining properties which included a new build on its south side; map names the pub as the Gaythorn Vaults. By 1905 the last of the workers' houses on the east side of the pub had been demolished. The pub is shown unchanged on mapping of 1932. The OS map of 1965 shows that it had been extended on the east and names it as the Gaythorn Hotel. A photograph of the western elevation of the pub taken in 1971 shows it to have been of 3 storeys and 3 bays; the ground floor had been modified, possibly in the early 20th century, with a large inserted central window; the upper two floors retained tall windows with stone sills. The photograph shows the mid- to late 19th-century build on the south side of the pub to have also been of 3 storeys, with a shop frontage to the ground floor. The large-scale OS mapping shows probable lightwells against the north elevation of the pub and the two adjoining houses on the east, suggesting that these were cellared. The Gaythorn Tavern, Albion Street, is documented in 1825. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. Gazetteer ref. 14

## Location

### National Grid Reference

SJ 83648 97480 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Albion Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15514.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

**HER Number** 15514.1.0      **Site Name** Gaythorn Vaults public house and workers' housing (site of)

## Other Land Classes

Landuse Built over

***Related Monuments - None Recorded***

***Finds - None recorded***

### ***Associated Events/Activities***

EGM3653 Central Spine – Media Zone (Desk Based Assessment)

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15520.1.0 Site Name Chemical works, Little Peter Street (site of)

| HER Number | Site Name                                     | Record Type |
|------------|-----------------------------------------------|-------------|
| 15520.1.0  | Chemical works, Little Peter Street (site of) | Monument    |

## Monument Types and Dates

TIMBER YARD (AD 19th Century - 1850 AD to 1888 AD?)

Evidence DOCUMENTARY EVIDENCE

CHEMICAL WORKS (AD 19th Century to Late 20th Century - 1888 AD to 1973 AD)

Evidence DOCUMENTARY EVIDENCE

STARCH MILL (AD 19th Century to Late 20th Century - 1888 AD to 1973 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Site vacant on the 1849 OS map. Adshead's map of 1850 shows a narrow range of buildings along the north-west side of the site, with a smaller [range] fronting Little Peter Street, and names the site as a timber yard. The 1888 OS map shows the site built over with an irregular group of buildings, which are named on the 1905 and 1915 maps as 'Gum and Starch Works'. The Goad's insurance plan of 1928–30 shows the buildings as being of 1 or 2 storeys. This plan names the westernmost range as a 'Colour and Chemical Warehouse'; the other buildings are shown as occupied by 'Austin Walters & Son Ltd, Electrical Engineers'. On the 1932 OS map the site is named as 'Joinery'. The 1965 map shows that some additional building had been carried out on the site, which is named as 'Mill'. Photographs of 1973 show that the 'mill' had been demolished and the site had become a car park. Trade directories do not appear to list the site in 1861 but in 1863 James Higgin & Co, manufacturing chemists, are listed here, with the address given as 22 Little Peter Street. In 1879 the firm is listed as Higgin, Lloyd and Co, stearine and oil manufacturers and manufacturing chemists, 22 Little Peter Street. This firm is still listed here in 1915, but by 1930 the site was subdivided between several businesses: J Lowlas Ltd, oil lamp manufacturers, Ernest Goss & Co, aniline colour manufacturers, Whitehead & Hay, joiners, and Lewis & Crabtree Motors Ltd, service depot, all listed under 22 Little Peter Street; and Wallbank Mayer Jn, joiner, and Austin Walters & Son Ltd, sign specialists, both listed under 24 Little Peter Street. In the riverside wall the extent of the chemical works site appears to be defined by brick walling capped with stone coping, with a modern parapet of machine-made brick above this. (1)

### Sources

- (1) Unpublished document: Arrowsmith, P. 2006. Central Spine – Media Zone, Manchester. An Archaeological Desk-Based Assessment. UMAU. pp25–6; Gazetteer ref. 20

## Location

### National Grid Reference

SJ 83536 97415 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Little Peter Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15520.1.0 Active

### Ratings and Scorings

Condition Destroyed

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15520.1.0

Site Name Chemical works, Little Peter Street (site of)

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## **Land Use**

### **Associated Historic Landscape Character Records**

HGM11581 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Little Peter Street, Manchester

### **Other Land Classes**

Landuse

Built over

Landuse

Other landuse

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### **Related Monuments - None Recorded**

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### **Finds - None recorded**

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### **Associated Events/Activities**

EGM3653 Central Spine – Media Zone (Desk Based Assessment)

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### **Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15574.1.0

Site Name Deansgate Station (formerly Knott Mill Station)

| HER Number | Site Name                                       | Record Type     |
|------------|-------------------------------------------------|-----------------|
| 15574.1.0  | Deansgate Station (formerly Knott Mill Station) | Listed Building |

## Monument Types and Dates

DATE STONE (AD 19th Century - 1896 AD)

1896 AD

RAILWAY STATION (AD 19th Century to 21st Century - 1896 AD to 2050 AD)

Main Building BRICK

Material

## Description and Sources

### Description

Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular site with the entrance at the sharply curved corner. Two stories [sic] in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors. Blue brick base with stone banding, band at first floor cill level, machicolated band at eaves level, parapet stepped up and down as mock battlements. Shield with date 1896 and stone scroll carved with the original name KNOTT MILL STATION. The first floor has a paired window over the doors and single ones on either side, all 1-over-1 plate-glass sashes with carved stone heads. A turret pilaster frames this central feature on either side. The left return has a single and a tripartite cross-framed casement below and similar 2-over-2 sashes above. The right return has two original framed shopfronts with later windows, and sashes above as before.

Interior: Opened as Knott Mill in 1849 on the Manchester South Junction and Altrincham Railway. The line was owned jointly by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway from the start of operations. This was one of the first truly suburban railways and was instrumental in the development of its hinterland.... The line was electrified in 1931 and the station was renamed Deansgate in 1974. Reference: Gordon Biddle, Victorian Stations, 1978, p.198. (1,2,3,4)

It was rebuilt at street level in 1896 by Robert Neill and Son at the cost of £20,000. (EXTRACT)(1,2,3)

It was rebuilt at street level in 1896 by Robert Neill and Son at the cost of £2,000. (EXTRACT)(4,5)

### Sources

- (1) Monograph: Manchester CC. List of Buildings of Special Hist/Arch Interest. Secretary of State.
- (2) Website: English Heritage. 2014. The National Heritage List for England: <http://list.english-heritage.org.uk/>. Accessed 23/05/2014
- (3) Website: Historic England. 2016. The National Heritage List for England: <https://www.historicengland.org.uk/listing/the-list>. Accessed 16/11/2016
- (4) Website: Historic England. 2022. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 05/12/2022
- (5) Website: Historic England. 2025. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 09/06/2025

## Location

### National Grid Reference

SJ 8342 9752 (point)

SJ89NW

Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Whitworth Street West (S side), Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15574.1.0

Site Name Deansgate Station (formerly Knott Mill Station)

Listed Building (II) - 1376146

Deansgate Station

Active

DGM1280

Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular site with the entrance at the sharply curved corner. Two stories in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors. Blue brick base with stone banding, band at first floor cill level, machicolated band at eaves level, parapet stepped up and down as mock battlements. Shield with date 1896 and stone scroll carved with the original name KNOTT MILL STATION. The first floor has a paired window over the doors and single ones on either side, all 1-over-1 plate-glass sashes with carved stone heads. A turret pilaster frames this central feature on either side. The left return has a single and a tripartite cross-framed casement below and similar 2-over-2 sashes above. The right return has two original framed shopfronts with later windows, and sashes above as before.

INTERIOR: Opened as Knott Mill in 1849 on the Manchester South Junction and Altrincham Railway. The line was owned jointly by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway from the start of operations. This was one of the first truly suburban railways and was instrumental in the development of its hinterland. It was rebuilt at street level in 1896 by Robert Neill and Son at the cost of £2,000. The line was electrified in 1931 and the station was renamed Deansgate in 1974. Reference: Gordon Biddle, Victorian Stations, 1978, p.198.

## Sources

Books and journals

Biddle, G, Victorian Stations, (1973), 198

## Other Statutes and Cross-References

National Monuments Record - 499189

Active

Sites & Monuments Record - 15574.1.0

Active

## Ratings and Scorings

Condition

Fair

## Land Use

### Associated Historic Landscape Character Records

HGM11611 Communications - Train Station (Type Code: CMC-CUTRA)

Deansgate Station, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Extant building

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15831.1.0 Site Name Weighing machine (site of)

| HER Number | Site Name                  | Record Type |
|------------|----------------------------|-------------|
| 15831.1.0  | Weighing machine (site of) | Monument    |

## Monument Types and Dates

WEIGHING MACHINE (AD 19th Century - 1800 AD to 1888 AD)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

The 1845 OS map shows a small building, named 'Weighing Machine' on the 1849 OS map. By 1888–89 the weighing machine had been demolished. (1)

### Sources

- (1) Unpublished document: UMAU. 2007. Land Adjacent to Albion Street, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83598 97566 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Albion Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15831.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)  
Deansgate Lock, Whitworth Street West, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

EGM3809 Land Adjacent to Albion Street (Desk Based Assessment)

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15831.1.0      **Site Name** Weighing machine (site of)

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15832.1.0 Site Name Building, Trafford Street (site of)

| HER Number | Site Name                           | Record Type |
|------------|-------------------------------------|-------------|
| 15832.1.0  | Building, Trafford Street (site of) | Monument    |

## Monument Types and Dates

BUILDING (AD 19th Century - 1830 AD? to 1888 AD)

1830 AD - 1888 AD

Evidence DOCUMENTARY EVIDENCE

WHARF (AD 19th Century - 1830 AD? to 1888 AD)

1830 AD - 1888 AD

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

The building had been constructed by the time of the 1845 OS map. It was L-shaped in plan. The 1849 large-scale OS map indicates that this building contained a covered passage, allowing access to an area which is denoted as a 'Coal Wharf' on Adshead's 1850 map. By the time of the 1888–89 map the building had been demolished, or partially demolished and modified. A 1900 Goad's Insurance plan indicates that this new, or modified, building was of 4 storeys and had a tank constructed on top of its roof. (1)

### Sources

- (1) Unpublished document: UMAU. 2007. Land Adjacent to Albion Street, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83582 97566 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Trafford Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 15832.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11607 Communications - Train Station (Type Code: CMC-CUTRA)  
GMEX Station, Trafford Street, Manchester

### Other Land Classes

Landuse Built over

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15832.1.0      **Site Name** Building, Trafford Street (site of)

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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### ***Associated Events/Activities***

EGM3809      Land Adjacent to Albion Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15833.1.0 **Site Name** Industrial building, Trafford Street (site of)

| HER Number | Site Name                                      | Record Type |
|------------|------------------------------------------------|-------------|
| 15833.1.0  | Industrial building, Trafford Street (site of) | Monument    |

## Monument Types and Dates

INDUSTRIAL BUILDING (AD 19th Century to Late 20th Century - 1850 AD? to 1980 AD?)

1850 AD - 1980 AD

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Three joining industrial/ commercial buildings are depicted on the 1888–89 OS map. The Goad's Insurance plan indicates that all of the buildings were one-storeyed and were the premises of 'Smith & Co.' in 1900. Later OS mapping indicates that these buildings were extant until at least 1965 but have since been demolished. (1)

### Sources

- (1) Unpublished document: UMAU. 2007. Land Adjacent to Albion Street, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83608 97564 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Trafford Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 15833.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11610 Communications - Canal Lock (Type Code: CMC-CULOC)  
Deansgate Lock, Whitworth Street West, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

EGM3809 Land Adjacent to Albion Street (Desk Based Assessment)

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15833.1.0      **Site Name** Industrial building, Trafford Street (site of)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13904.1.0 **Site Name** Building (former iron foundry?) (site of) (area of Roman Manchester)

| HER Number | Site Name                                                            | Record Type |
|------------|----------------------------------------------------------------------|-------------|
| 13904.1.0  | Building (former iron foundry?) (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

IRON FOUNDRY? (AD 19th Century to Mid 20th Century - 1820 AD? to 1965 AD?)

Evidence DOCUMENTARY EVIDENCE

BUILDING (AD 19th Century to 21st Century - 1820 AD? to 2010 AD)

## Description and Sources

### Description

Commercial building fronting Constance Street [previously named Greaves Street], present on 1831 map (Bancks & Co), possibly an iron foundry on Greaves Street referred to in a trade directory of 1853 (Whellan), which survives extant. The remainder of the site was subject to small piecemeal development, although some parts were only developed as yards. The site has potential to retain buried remains of archaeological interest as it possibly lies within an area which formed part of the Roman cemetery. (1)

No longer extant. The building was still present in 2008 but by August 2012 the site had been cleared and was in use as a car park. (2)

### Sources

- (1) Unpublished document: Oxford Archaeology North. 2008. Commercial Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Kathryn Blythe. 1
- (2) Website: Google. 2018. [www.google.co.uk/maps/](http://www.google.co.uk/maps/). Accessed 05/06/2018; images captured July 2008 & Aug 2012

## Location

### National Grid Reference

Centred SJ 83437 97428 (7m by 33m) SJ89NW Area

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Constance Street (W side), Castlefield, Manchester, Greater Manchester

1750 to 1980

Greaves Street

## Designations, Statutes and Scorings

**Associated Legal Designations - None recorded**

### Other Statutes and Cross-References

Sites & Monuments Record - 13904.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)  
Around Little Peter Street and Commercial Street, Manchester

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13904.1.0      **Site Name** Building (former iron foundry?) (site of) (area of Roman Manchester)

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### Other Land Classes

|         |               |
|---------|---------------|
| Landuse | Built over    |
| Landuse | Other landuse |

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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### ***Associated Events/Activities***

EGM3858      Commercial Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13905.1.0 **Site Name** Buildings on Commercial Street (site of) (area of Roman Manchester)

| HER Number | Site Name                                                           | Record Type |
|------------|---------------------------------------------------------------------|-------------|
| 13905.1.0  | Buildings on Commercial Street (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

BLIND BACK HOUSE (AD 19th Century to AD 20th Century - 1820 AD? to 1900 AD?)

1820 AD - 1900 AD

BLIND BACK TERRACE (AD 19th Century to AD 20th Century - 1820 AD? to 1900 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Building range aligned east-west, almost certainly domestic properties and shown on 1831 map (Bancks & Co) and subsequent mapping as blind-back houses, demolished by the late C19. The remainder of the site was subject to small piecemeal development, although some parts were only developed as yards. The site has potential to retain buried remains of archaeological interest as it possibly lies within an area which formed part of the Roman cemetery. (1)

### Sources

- (1) Unpublished document: Oxford Archaeology North. 2008. Commercial Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Kathryn Blythe. 2

## Location

### National Grid Reference

SJ 83425 97441 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Commercial Street, Castlefield, Manchester, Greater Manchester

## Designations, Statutes and Scorings

**Associated Legal Designations - None recorded**

### Other Statutes and Cross-References

Sites & Monuments Record - 13905.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)  
Around Little Peter Street and Commercial Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13905.1.0      **Site Name** Buildings on Commercial Street (site of) (area of Roman Manchester)

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### ***Associated Events/Activities***

EGM3858      Commercial Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13924.1.0 **Site Name** Brodie & Co/ Galloway's Knott Mill Iron Foundry (site of) (area of Roman Manchester)

| HER Number | Site Name                                                                            | Record Type |
|------------|--------------------------------------------------------------------------------------|-------------|
| 13924.1.0  | Brodie & Co/ Galloway's Knott Mill Iron Foundry (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

KILN (AD 18th Century - 1700 AD to 1799 AD)

Evidence DOCUMENTARY EVIDENCE

DYE HOUSE (AD 18th Century to AD 19th Century - 1794 AD to 1899 AD)

Evidence DOCUMENTARY EVIDENCE

IRON FOUNDRY (AD 18th Century to Early 20th Century - 1794 AD to 1930 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Site area first recorded as being developed in the late 18th century, initially with a kiln building associated with Knott Mill, on the opposite side of the road within the site boundary. By 1794 the Brodie and Co Iron Foundry had been constructed on the northern half of the site area with a dye works to the south. This foundry was demolished some time after 1815 and replaced by Galloway's Knott Mill Iron Foundry by 1843. The dye works remained at the site until the late 19th century when the foundry expanded southwards. In the early 1930s Galloways closed and was replaced by the Area of Olympia [HER 13926.1.0] in 1938. (1)

Site developed initially in the late 18th century as Brodie & Co's Iron Foundry, although this appears to have closed around 1815 and had been demolished by the early 1820s. The site was redeveloped as Galloway's Knott Mill Iron Foundry in 1835, and rapidly developed a reputation as one of Manchester's leading engineering works. The works expanded in the second half of the C19, subsuming the site of the Knott Mill Dye Works (HER 16025.1.0) and buildings (HER 16847.1.0) along the Chester Road frontage. Galloways closed in the early 1930s, and was replaced by the Olympia Garage engineering works in 1938. (2)

The footprint of Brodie & Co's Iron Foundry and the Knott Mill Iron Works lies within the development area. There is considerable potential for buried remains of the industrial buildings to survive in situ, and these may be damaged or destroyed during the proposed development. (2)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

- (1) Unpublished document: WSP. 2007. An Archaeological Desk-based Assessment of land at Owen Street, Manchester. James Meek.
- (2) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p26; Gazetteer ref 04

## Location

### National Grid Reference

SJ 83359 97372 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Owen Street (east of Great Jackson Street), Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

## Other Statuses and Cross-References

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13924.1.0      **Site Name** Brodie & Co/ Galloway's Knott Mill Iron Foundry (site of) (area of Roman Manchester)

Sites & Monuments Record - 13924.1.0

Active

### Ratings and Scorings

Condition                      Uncertain

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### Land Use

#### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

Landuse                                      Built over

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### Related Monuments - None Recorded

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### Finds - None recorded

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### Associated Events/Activities

EGM3866      Land at Owen Street (Desk Based Assessment)  
EGM4210      Owen Street (Desk Based Assessment)  
EGM6220      Owen Street site (Heritage Statement)

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### Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13925.1.0 Site Name Housing at Owen Street (site of)

| HER Number | Site Name                        | Record Type |
|------------|----------------------------------|-------------|
| 13925.1.0  | Housing at Owen Street (site of) | Monument    |

## Monument Types and Dates

BACK TO BACK TERRACE (AD 19th Century to Early 20th Century - 1800 AD? to 1930 AD)

1800 AD - 1930 AD

Evidence DOCUMENTARY EVIDENCE

TERRACE (AD 19th Century to Mid 20th Century - 1800 AD? to 1934 AD)

1800 AD - 1934 AD

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Terraced buildings with yards of early and late 19th-century date were present along the north-eastern side of Owen Street. Back-to-back workers' housing of early 19th-century date was present at Owen Court and small terraced buildings along the southern side of Ferneley Street, within the proposed development area. Late 19th-century housing was present in the southern part on either side of Pond Place. All of the housing had been replaced by industrial buildings by the mid-20th century. Potential for remains of this housing is considered to be high. (1)

A terrace of double-depth workers' houses (at SJ 83331 97360) with outshuts and small yards to the rear depicted on Johnson's map of 1819, and shown in detail on Bancks & Co's map 1831. Site redeveloped in the C20 as the Olympia Garage, which incorporated a basement structure along the Owen Street frontage as far as Ferneley Street. Buried remains are likely to have been damaged or destroyed by C20 redevelopment. (2)

A block of eight back-to-back houses (at SJ 83346 97340) erected at the junction of Owen Street and Ferneley Street in the early C19, shown as Owen's Court on 1851 map. The absence of pavement lights shown on the detailed OS map of 1851 implies that the houses did not have cellars. Subsumed by an expansion of the Knott Mill Iron Works (HER 13924.1.0) during the second half of the C19, and subject to further redevelopment as the Olympia Garage in the C20. Buried remains are likely to have been damaged or destroyed by C20 redevelopment. (3)

A terrace of workers' houses fronting onto the eastern side of Owen Street (at SJ 83377 97280), with outshuts and small yards to the rear. Not shown on Bancks & Co's map of 1831, but depicted on the detailed OS map of 1851. This map also seems to show that each house was served by a set of steps from Owen Street, suggesting that the ground floor was raised above street level, although there is no evidence to indicate that the houses contained cellars. The houses forming the north-western end of the terrace had been demolished by 1908, and the remainder were cleared between 1932 and 1950-51 as part of the Olympia Garage development. Buried remains are likely to be fragmentary due to damage caused by C20 redevelopment. (4)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

- (1) Unpublished document: WSP. 2007. An Archaeological Desk-based Assessment of land at Owen Street, Manchester. James Meek.
- (2) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p27; Gazetteer ref 06
- (3) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p27; Gazetteer ref 07
- (4) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p28; Gazetteer ref 09

## Location

### National Grid Reference

SJ 83382 97272 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13925.1.0

Site Name Housing at Owen Street (site of)

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## Address/Historic Names

Owen Street (north of Great Jackson Street), Manchester, Greater Manchester

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## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

## Other Statuses and Cross-References

Sites & Monuments Record - 13925.1.0

Active

## Ratings and Scorings

Condition

Destroyed

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## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

## Other Land Classes

Landuse

Built over

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3866 Land at Owen Street (Desk Based Assessment)

EGM4210 Owen Street (Desk Based Assessment)

EGM6220 Owen Street site (Heritage Statement)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13926.1.0 **Site Name** Area of Olympia (site of), Owen Street

| HER Number | Site Name                              | Record Type |
|------------|----------------------------------------|-------------|
| 13926.1.0  | Area of Olympia (site of), Owen Street | Monument    |

## Monument Types and Dates

ENGINEERING WORKSHOP? (Mid 20th Century to Late 20th Century - 1934 AD to 1980 AD)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

In the early 1930s Galloways Knott Mill Iron Foundry on this site [HER 13924.1.0] was demolished. It was replaced by the Area of Olympia in 1938, a mix of numerous small businesses that were mostly automobile related. The site had been cleared by the early 1980s and has since been used as a car park. (1)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

- (1) Unpublished document: WSP. 2007. An Archaeological Desk-based Assessment of land at Owen Street, Manchester. James Meek.

## Location

### National Grid Reference

SJ 83416 97298 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Owen Street (north of Great Jackson Street), Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 13926.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13926.1.0      **Site Name** Area of Olympia (site of), Owen Street

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EGM3866      Land at Owen Street (Desk Based Assessment)

EGM6220      Owen Street site (Heritage Statement)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13927.1.0 **Site Name** Blue Ball Inn (site of) (area of Roman Manchester)

| HER Number | Site Name                                          | Record Type |
|------------|----------------------------------------------------|-------------|
| 13927.1.0  | Blue Ball Inn (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

PUBLIC HOUSE (AD 19th Century to Mid 20th Century - 1800 AD? to 1965 AD)

1800 AD - 1965 AD

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Blue Ball Inn present on 1831 map and listed in trade directories of 1841 and 1850. Still listed in 1936 trade directory. No longer indicated on 1965 OS map. (1)

The footprint of the Blue Ball Inn is present on Johnson's survey of 1819, and it is annotated on Bancks & Co's map of 1831. The detailed Ordnance Survey map of 1851 shows a pavement light against the northern elevation of the building, suggesting that it incorporated at least a partial basement. The inn is listed in trade directories throughout the 19th and early 20th centuries, and is annotated on Ordnance Survey mapping of 1950–51. However, the building is no longer shown on the 1965 OS map. (2)

There is some potential for buried remains of the building to survive in situ, and these may be damaged during the proposed development. (2)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

- (1) Unpublished document: WSP. 2007. An Archaeological Desk-based Assessment of land at Owen Street, Manchester. James Meek.
- (2) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p26; Gazetteer ref. 05

## Location

### National Grid Reference

SJ 83311 97397 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Land at Owen Street (south of Deansgate near junction with Chester Road), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 13927.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13927.1.0

Site Name Blue Ball Inn (site of) (area of Roman Manchester)

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## Other Land Classes

Landuse

Built over

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## ***Related Monuments - None Recorded***

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## ***Finds - None recorded***

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## ***Associated Events/Activities***

EGM3866 Land at Owen Street (Desk Based Assessment)

EGM4210 Owen Street (Desk Based Assessment)

EGM6220 Owen Street site (Heritage Statement)

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## ***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13928.1.0 **Site Name** Buildings on Chester Road (site of) (area of Roman Manchester)

| HER Number | Site Name                                                      | Record Type |
|------------|----------------------------------------------------------------|-------------|
| 13928.1.0  | Buildings on Chester Road (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

TERRACE (AD 19th Century to Late 20th Century - 1819 AD to 1985 AD?)

Evidence DOCUMENTARY EVIDENCE

TIMBER YARD (AD 19th Century to Mid 20th Century - 1844 AD to 1948 AD?)

Evidence DOCUMENTARY EVIDENCE

PUBLIC HOUSE (AD 19th Century to Mid 20th Century - 1844 AD to 1959 AD?)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Area is to the south of the Roman fort and thought to lie within or on the southern boundary of the vicus. Green's map of 1787–94 shows agricultural land adjacent to small farm buildings and a NE–SW-aligned field boundary, faint evidence of other similar features. By 1819 north–south road Arthur Street separated the site into two areas, with a concentration of buildings fronting Jacksons Lane and modern Chester Road. The buildings probably represented dwellings associated with Manchester's massive population explosion at the beginning of the 19th century. The 1844 OS map shows buildings fronting the roads and courtyards and yard areas behind, Slater's Directory listing various artisans and professional people such as schoolteachers, wheelwright and silk merchant. Large timber yard to NW with cistern present on east side. One of the larger buildings is listed as Van Tavern. To rear of buildings on Great Jackson Street frontage stood smaller structures known as Roebucks buildings, accessed through narrow alleys similar to buildings in the "Little Ireland" area to the east of the site, with undrained courts and alleys, and multiple occupancy. OS map of 1948 shows changes in land use with large areas unoccupied and a "ruin". Replacing some of the old houses are a Boatman's House, Engineering Works and Plastic Moulding Works. The OS survey of 1968 suggests the site was largely unoccupied by this date. By 1985 all evidence that roads once divided the site had disappeared and the site was occupied by one large building. The site is currently occupied by garages and open land associated with current use as a car sales room. (1)

Archaeological evaluation comprising 9 trenches demonstrated remains of significance within the central portion of the site. No evidence for Roman roadside activity was found in this area and only fragmentary post-medieval structures. Significant Roman remains within and to west of standing building. Two features which might represent Roman buildings and fragments of Roman pottery sherds suggest the site was directly occupied in the Roman period, rather than lying simply on the periphery. (2)

### Sources

- (1) Unpublished document: Pre-Construct. 2006. Chester Road, Manchester. Archaeological Desk Top Assessment. Joanna Taylor.
- (2) Unpublished document: Pre-Construct Archaeology. 2007. An Archaeological Evaluation at Chester Road/Great Jackson Street, Manchester, Greater Manchester.

## Location

### National Grid Reference

SJ 83252 97362 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Chester Road, Manchester, Greater Manchester

## Designations, Statutes and Scorings

**Associated Legal Designations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13928.1.0      **Site Name** Buildings on Chester Road (site of) (area of Roman Manchester)

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## Other Statuses and Cross-References

Sites & Monuments Record - 13928.1.0

Active

**Ratings and Scorings - None recorded**

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## Land Use

### Associated Historic Landscape Character Records

HGM11587 Commercial - Business Park (Type Code: COM-COBUS)  
Great Jackson Street and Melbourne Street, Manchester

## Other Land Classes

Landuse

Built over

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**Related Monuments - None Recorded**

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## Associated Finds

FGM6650 SHERD (Small quantity) (Roman - 43 AD to 409 AD)  
(FGM6650)

CERAMIC

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## Associated Events/Activities

EGM3788 Chester Road (Desk Based Assessment)

EGM3912 Chester Road/ Great Jackson Street (Evaluation)

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**Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13938.1.0

Site Name Beetham Tower site (area of Roman Manchester)

| HER Number | Site Name                                     | Record Type |
|------------|-----------------------------------------------|-------------|
| 13938.1.0  | Beetham Tower site (area of Roman Manchester) | Monument    |

## Monument Types and Dates

PIT (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD)

Evidence EXCAVATED FEATURE

ROAD (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD)

Evidence EXCAVATED FEATURE

TIMBER FRAMED HOUSE (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD)

Evidence EXCAVATED FEATURE

VICUS (AD 2nd Century to AD 3rd Century - 100 AD? to 299 AD?)

RAILWAY VIADUCT (AD 20th Century to 21st Century - 1900 AD to 2005 AD)

Evidence EXCAVATED FEATURE

## Description and Sources

### Description

Excavation undertaken in advance of a 47-storey tower development, located in the Castlefield area at the junction of Deansgate, Great Bridgewater Street and Trafford Street. The site was formerly occupied by the Great Northern Railway viaduct, demolished immediately prior to archaeological investigation. The viaduct ran south-west to north-east across the western portion of the site, feeding into the Great Northern Warehouse to the north, whilst the remainder of the site was used as a car park. Due to the high level of impact from the railway viaduct and earlier terraced housing it was thought unlikely that pre-19th-century archaeological remains would survive at the site. However, important remains dating from the Roman period were identified in three of the evaluation trenches and it was therefore decided to abandon the evaluation and proceed straight to open-area 'rescue excavation'. The remains were interpreted as being associated with the vicus or civilian settlement attached to the Roman fort of Mamucium, situated 120m to the south-west. Archaeological remains of significance survived only in the western portion of the development site. Two areas of remains were identified, a larger area within the south-west corner of the site and a smaller area in the west. The latter lay beyond the limit of development, and the archaeological remains were therefore preserved in situ. The earliest phase of Roman activity was characterised by a group of substantial gravel pits, likely to have been associated with construction of roads in the vicus. The site seems to have been incorporated into the vicus in an organised and planned manner, represented by tree clearance, boundary ditches, timber-framed structures and refuse pits. The area seems to have had a period of abandonment in AD 120–160. A subsequent phase of activity saw the most intense occupation in the Roman period with structures built on a grid-like layout fronting onto a road or street, with commercial premises, possibly roadside shops. The final phase of activity recorded at the site comprised a single substantial pit from which pottery dating to AD 200–250 was recovered. An absence of any later third- or fourth-century ceramic material indicates that the vicus may have contracted in size. Artefactual material recovered included a relatively large assemblage of around 200 small finds considered worthy of further research and also bulk soil samples which may add to the palaeoenvironmental record of Roman Manchester. The report contains detailed descriptions of the archaeological remains representing each of the main phases of occupation. (1)

### Sources

- (1) Unpublished document: Pre-Construct Archaeology. 2005. An Archaeological Excavation at the Beetham Tower Site, Deansgate, Manchester. Post-Excavation Assessment Report. Jennifer Proctor.

## Location

### National Grid Reference

SJ 83444 97644 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13938.1.0

Site Name Beetham Tower site (area of Roman Manchester)

Deansgate (E side, south of Great Bridgewater Street), Manchester, Greater Manchester

## ***Designations, Statuses and Scorings***

**Associated Legal Designations - None recorded**

## **Other Statuses and Cross-References**

Sites & Monuments Record - 13938.1.0

Active

## **Ratings and Scorings**

Condition Destroyed

## ***Land Use***

### **Associated Historic Landscape Character Records**

HGM11494 Commercial - Hotel Complex (Type Code: COM-COHOT)  
Beetham Tower, Deansgate, Manchester

## **Other Land Classes**

Landuse Built over

## ***Related Monuments - None Recorded***

## ***Associated Finds***

FGM6609 ASSEMBLAGE (Large quantity) (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD) (FGM6609)

FGM6610 SAMPLE (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD) (FGM6610)

FGM6611 ASSEMBLAGE (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD) (FGM6611) CERAMIC

## ***Associated Events/Activities***

EGM3733 Beetham Tower Site (Excavation)

## ***Associated Individuals/Organisations - None recorded***

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13942.1.0 **Site Name** Roman ditch on Barton Street (site of) (area of Roman Manchester)

| HER Number | Site Name                                                         | Record Type |
|------------|-------------------------------------------------------------------|-------------|
| 13942.1.0  | Roman ditch on Barton Street (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

DITCH (AD 1st Century to AD 2nd Century - 0 AD to 199 AD)

Evidence EXCAVATED FEATURE

EXTRACTIVE PIT (AD 1st Century to AD 2nd Century - 0 AD to 199 AD)

Evidence EXCAVATED FEATURE

RAMPART (Roman - 43 AD to 409 AD)

Evidence EXCAVATED FEATURE

## Description and Sources

### Description

An archaeological excavation at Barton Street was one of the largest and most significant within Roman Manchester, allowing the first detailed analysis of a large Roman artefact assemblage and significant insights into the development and demise of the garrison settlement or vicus. The earliest Roman feature at Barton Street was a ditch c.4m wide, aligned NW–SE across the complete span of the site with two associated pits. One section indicated a shallow V-shaped profile with a clearly defined sump or 'ankle breaker' at its base. Excavated sections suggest a depth of 1.3m. Based on evidence at this site and at nearby Bridgewater Street, it seems a series of defensive ditches probably defined the boundary of a military annexe. There was a period of deliberate backfilling at the close of the 1st century. Following backfilling a series of gravel extraction pits were dug in the northern half of the site. By the third century evidence for activity was sporadic, suggesting this area of the vicus had been abandoned by the mid-third century. (1)

Two Roman ditches were backfilled during the early second century. Position and form indicate that these were probably linked with a comparable ditch system at Barton Street and formed part of an early military annexe which surrounded the earliest Roman fort at Manchester. (2)

A large V-shaped ditch and associated smaller U-shaped gully may correspond with two similar features excavated during the White Lion Street excavations in the 1970s. These have been interpreted as an early temporary or baggage enclosure which may have been constructed to defend military personnel whilst the fort was being built. (3)

### Sources

Unpublished document: Dr Arrowsmith, P.. 2016. Roman Gardens, Castlefield, Manchester: Archaeological Assessment. Dr Arrowsmith, P..

- (1) Unpublished document: UMAU. 2002. Land bounded by Barton Street, Bridgewater Street, Southern Street and Liverpool Road, Castlefield, Manchester. An Archaeological Desk-Based Assessment. Dr Peter Arrowsmith.
- (2) Unpublished document: UMAU. 2006. Bridgewater Street, Castlefield, An Archaeological Evaluation within the Roman vicus. Gregory, R.
- (3) Unpublished document: UMAU. 2002. 73/83 Liverpool Road, Manchester. An Archaeological Excavation Within the Roman Vicus. Excavation Report. Peter Connelly.

## Location

### National Grid Reference

Centred SJ 83254 97713 (175m by 109m) SJ89NW Dispersed

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Barton Street, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13942.1.0

Site Name Roman ditch on Barton Street (site of) (area of Roman Manchester)

## Associated Legal Designations

Conservation Area -

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13942.1.0 Site Name Roman ditch on Barton Street (site of) (area of Roman Manchester)

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The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 13942.1.0

Active

## Ratings and Scorings

Condition

Uncertain

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## Land Use

### Associated Historic Landscape Character Records

HGM11504 Ornamental, Parkland and Recreational - Public Park (Type Code: OPR-OPPUB)

Roman Gardens, Liverpool Road, Manchester

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13942.1.0      **Site Name** Roman ditch on Barton Street (site of) (area of Roman Manchester)

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HGM11530 Residential - High Rise Flats (Type Code: SET-REHIG)

73 to 93 Liverpool Road, Manchester

HGM11536 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Around the Junction of Bridgewater Street and Duke Street, Manchester

HGM11544 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Barton Place, Barton Street and Liverpool Road, Manchester

### Other Land Classes

Landuse

Built over

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### ***Related Monuments - None Recorded***

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### ***Associated Finds***

FGM6618 JAR (1) (Roman - 43 AD to 409 AD) (FGM6618)

CERAMIC

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### ***Associated Events/Activities***

EGM3818 Bridgewater Street (Evaluation)

EGM3877 Barton Street (Excavation)

EGM6201 Roman Gardens (Desk Based Assessment)

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### ***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13951.1.0 Site Name Possible site of Mithraeum (area of Roman Manchester)

| HER Number | Site Name                                             | Record Type |
|------------|-------------------------------------------------------|-------------|
| 13951.1.0  | Possible site of Mithraeum (area of Roman Manchester) | Monument    |

## Monument Types and Dates

MITHRAEUM? (Roman - 43 AD to 409 AD)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

The site lies on the opposite side of the river Medlock to the Roman fort and the suggested area of the northern vicus, but there is some evidence for Roman activity in this area: Chester Road, immediately to the north, is believed to follow the line of the Roman road between Manchester and Chester; a number of finds have also been recorded in the vicinity, as reported by Charles Roeder in the 19th century "close to the Roman road to Chester, where many other sepulchral stones have been secured", which appears to suggest that a Roman cemetery existed in the vicinity of the study area. "Three sculptured stones" reported to have been found by workmen sinking a drain during groundworks on Great Jackson Street include one identified with Cautpoates, a figure associated with the worship of Mithras, from which it is inferred that a Mithraeum or building used for the worship of the god stood within the locality – see HER 415.4.27. (1)

### Sources

- (1) Unpublished document: UMAU. 2005. Crowngate, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83261 97281 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Hulme, Manchester, Greater Manchester

### Address/Historic Names

Hulme, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 13951.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

Associated Historic Landscape Character Records - None recorded

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13951.1.0      **Site Name** Possible site of Mithraeum (area of Roman Manchester)

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EGM3878      Crowngate (Desk Based Assessment)

EGM5533      Crown Street, Phase 3 (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13952.1.0 Site Name Mr Jackson's Farm (site of)

| HER Number | Site Name                   | Record Type |
|------------|-----------------------------|-------------|
| 13952.1.0  | Mr Jackson's Farm (site of) | Monument    |

## Monument Types and Dates

FARM (AD 18th Century to AD 19th Century - 1700 AD? to 1845 AD?)

1700 AD - 1845 AD

FARMHOUSE (AD 18th Century to AD 19th Century - 1700 AD? to 1845 AD?)

1700 AD - 1845 AD

Evidence DOCUMENTARY EVIDENCE

FARMSTEAD (AD 18th Century to AD 19th Century - 1700 AD? to 1845 AD?)

1700 AD - 1845 AD

TERRACE (AD 19th Century - 1845 AD? to 1895 AD?)

1845 AD - 1895 AD

TERRACED HOUSE (AD 19th Century - 1845 AD? to 1895 AD?)

1845 AD - 1895 AD

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Prior to the industrial expansion of Manchester in the late 18th century, the study area appears to have fallen within an area of farmland associated with 'Mr Jackson's' farmhouse. (1, p7)

The northern wing of a large farmhouse was once found in the south-east corner of the study area. This farmhouse is first plotted on Yates's 1786 map of Lancashire and is denoted on Green's 1787–94 map as 'Mr Jackson's Farm'. This farm was originally accessed from Chester Road along 'Jackson's Lane' (as denoted on Swire's 1824 map), which later became Great Jackson Street. The farmhouse was certainly still extant in 1831, as it appears on Banks & Co's map of Manchester, but had been demolished and replaced by housing by the time of the 1845 OS survey of the area. (1, p12)

A farm depicted on William Green's map of 1787–94. Jackson's Farm was named after its occupant in the late 18th century, George Jackson, who was listed in Scholes directories of 1794 and 1797 as a cow keeper. The farm had been demolished by the mid-19th century and the site redeveloped. (2)

### Sources

- (1) Unpublished document: UMAU. 2005. Crowngate, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory. p7; p12, Gazetteer ref. 11
- (2) Unpublished document: Salford Archaeology. 2021. Archaeological Desk-based Assessment: Plot F, Great Jackson Street, Manchester. Ashley Brogan.

## Location

### National Grid Reference

SJ 83291 97254 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Hulme, Manchester, Greater Manchester

### Address/Historic Names

Great Jackson Street (at junction with Melbourne Street), Hulme, Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

## Other Statuses and Cross-References

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13952.1.0 Site Name Mr Jackson's Farm (site of)

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Sites & Monuments Record - 13952.1.0

Active

## Ratings and Scorings

Condition Destroyed

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## Land Use

### Associated Historic Landscape Character Records

HGM11587 Commercial - Business Park (Type Code: COM-COBUS)  
Great Jackson Street and Melbourne Street, Manchester

## Other Land Classes

Landuse Built over

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3878 Crowngate (Desk Based Assessment)  
EGM4778 Plot F, Great Jackson Street (Desk Based Assessment)  
EGM5533 Crown Street, Phase 3 (Desk Based Assessment)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13954.1.0 Site Name Brewery (site of) on former Hulme Place

| HER Number | Site Name                               | Record Type |
|------------|-----------------------------------------|-------------|
| 13954.1.0  | Brewery (site of) on former Hulme Place | Monument    |

## Monument Types and Dates

BREWERY (AD 18th Century to AD 19th Century - 1750 AD to 1800 AD)

1750 AD - 1800 AD

Evidence DOCUMENTARY EVIDENCE

TERRACE (AD 19th Century to Mid 20th Century - 1820 AD? to 1965 AD?)

1820 AD - 1965 AD

Evidence DOCUMENTARY EVIDENCE

TERRACED HOUSE (AD 19th Century to Mid 20th Century - 1820 AD? to 1965 AD?)

1820 AD - 1965 AD

## Description and Sources

### Description

Large square building with two protruding wings which is denoted on Green's map of 1787–94 as a 'Brewery', fronting Hulme Place (later renamed as Silver Street). Johnson's map indicates that this had been demolished by 1818–19 and replaced by housing. (1)

### Sources

- (1) Unpublished document: UMAU. 2005. Crowngate, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory. Gazetteer ref. 12

## Location

### National Grid Reference

SJ 83235 97295 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Hulme, Manchester, Greater Manchester

### Address/Historic Names

Great Jackson Street (W of), Hulme, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 13954.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11587 Commercial - Business Park (Type Code: COM-COBUS)  
Great Jackson Street and Melbourne Street, Manchester

### Other Land Classes

Landuse Built over

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13954.1.0

Site Name Brewery (site of) on former Hulme Place

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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## ***Associated Events/Activities***

EGM3878 Crowngate (Desk Based Assessment)

EGM5533 Crown Street, Phase 3 (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 13960.1.0 Site Name Silver Street Methodist Chapel, Crowngate (site of)

| HER Number | Site Name                                           | Record Type |
|------------|-----------------------------------------------------|-------------|
| 13960.1.0  | Silver Street Methodist Chapel, Crowngate (site of) | Monument    |

## Monument Types and Dates

METHODIST CHAPEL (AD 19th Century to Mid 20th Century - 1820 AD? to 1965 AD)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Site of a chapel positioned at the junction of Silver Street and Great Jackson Street, first plotted on Swire's map of 1824. It is quite possible that the chapel replaced an area of housing that is depicted on Johnson's 1818–19 map, although it is equally possible due to the comparatively crude nature of this map that the building represented is in fact this chapel. On Bancks & Co's map of 1831 it is denoted "Independents Chapel" and is shown within a walled enclosure which runs parallel with Great Jackson Street and "Crown Court". A small square ancillary building is also located within this enclosure. By the time of the 1849 OS map the site is denoted as a "Welsh Independent Chapel" and the earlier ancillary building had been replaced by a school built directly against the southern wall of the chapel. This map also depicts a small square building, perhaps a privy, to the east of the school. The 1888 map denotes the site as a "Methodist Church (Free United)" and indicates that by this date the adjoining school had been demolished. An additional southern wing for the chapel and a square ancillary building were constructed in its place. This map also suggests that the chapel was provisioned with a cellar. Although the building was still extant until at least 1965, it is only denoted as a chapel up until the time of the 1915–16 OS survey. (1)

### Sources

- (1) Unpublished document: UMAU. 2005. Crowngate, Manchester. An Archaeological Desk-Based Assessment. Dr R A Gregory. Gazetteer ref. 13

## Location

### National Grid Reference

SJ 83237 97309 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Hulme, Manchester, Greater Manchester

### Address/Historic Names

Great Jackson Street (W side), Hulme, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations - None recorded

### Other Statutes and Cross-References

Sites & Monuments Record - 13960.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11587 Commercial - Business Park (Type Code: COM-COBUS)  
Great Jackson Street and Melbourne Street, Manchester

### Other Land Classes

Landuse Built over

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13960.1.0      **Site Name** Silver Street Methodist Chapel, Crowngate (site of)

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities***

EGM3878      Crowngate (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13973.1.0 **Site Name** Roman remains at 340 Deansgate (area of Roman Manchester)

| HER Number | Site Name                                                 | Record Type |
|------------|-----------------------------------------------------------|-------------|
| 13973.1.0  | Roman remains at 340 Deansgate (area of Roman Manchester) | Monument    |

## Monument Types and Dates

BANK (EARTHWORK) (AD 1st Century - 0 AD to 99 AD)

Evidence EXCAVATED FEATURE

DITCH (AD 1st Century to AD 2nd Century - 0 AD to 199 AD)

Evidence EXCAVATED FEATURE

PALISADE (AD 1st Century to AD 2nd Century - 0 AD to 199 AD)

Evidence EXCAVATED FEATURE

BUILDING (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD?)

Evidence EXCAVATED FEATURE

RUBBISH PIT (AD 2nd Century to AD 3rd Century - 100 AD to 299 AD?)

Evidence EXCAVATED FEATURE

## Description and Sources

### Description

Roman remains were uncovered during an excavation at this site, which falls within the boundary of the Roman settlement or vicus. These could be chronologically divided into two periods, dating between the late first and late second centuries AD, and covered six main phases of activity. In the earliest phase a possible earth bank was constructed and a number of large extraction pits were dug, presumably relating to road construction within the vicus. A large ditch was then placed across the area, associated with a palisade. During the early to mid-second century three buildings were constructed. Two of these were of timber whilst the third was more substantial and constructed of both timber and stone. Associated with the buildings were numerous pits and a possible smithing hearth, set within a four-post structure. (1)

### Sources

- (1) Unpublished document: UMAU. 2006. 340 Deansgate, Castlefield, Manchester. Archaeological Excavation within the Roman vicus. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83391 97674 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

340, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

Conservation Area - Castlefield Active DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is

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now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market,

# Greater Manchester Archaeological Advisory Service Monument Full Report

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from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

Sites & Monuments Record - 13973.1.0

Active

## Ratings and Scorings

Condition

Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11544 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Barton Place, Barton Street and Liverpool Road, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments - None Recorded

## Associated Finds

FGM6626 SHERD (Medium quantity) (Roman - 43 AD to 409 AD)  
(FGM6626)

CERAMIC

## Associated Events/Activities

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13973.1.0      **Site Name** Roman remains at 340 Deansgate (area of Roman Manchester)

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EGM3817      340 Deansgate (Excavation)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13974.1.0 **Site Name** Remains of C18 properties at 340 Deansgate (site of)

| HER Number | Site Name                                            | Record Type |
|------------|------------------------------------------------------|-------------|
| 13974.1.0  | Remains of C18 properties at 340 Deansgate (site of) | Monument    |

## Monument Types and Dates

HOUSE (AD 18th Century to AD 20th Century - 1700 AD to 1999 AD)

Evidence EXCAVATED FEATURE

CELLAR DWELLING? (AD 19th Century - 1800 AD? to 1850 AD?)

## Description and Sources

### Description

Industrial-period remains at this excavation site included the basements of two adjacent late 18th-century properties which potentially functioned as cellar dwellings during the early 19th century. (1)

### Sources

- (1) Unpublished document: UMAU. 2006. 340 Deansgate, Castlefield, Manchester. Archaeological Excavation within the Roman vicus. Dr R A Gregory.

## Location

### National Grid Reference

SJ 83391 97672 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

340, Deansgate, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area - Castlefield Active DGM1554

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HER Number 13974.1.0

Site Name Remains of C18 properties at 340 Deansgate (site of)

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

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HER Number 13974.1.0

Site Name Remains of C18 properties at 340 Deansgate (site of)

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## Townscape

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By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statuses and Cross-References

Sites & Monuments Record - 13974.1.0

Active

## Ratings and Scorings

Condition

Destroyed

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## Land Use

### Associated Historic Landscape Character Records

HGM11544 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Barton Place, Barton Street and Liverpool Road, Manchester

## Other Land Classes

Landuse

Built over

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## Related Monuments - None Recorded

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## Finds - None recorded

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## Associated Events/Activities

EGM3817 340 Deansgate (Excavation)

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## Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 13976.1.0 **Site Name** Roman remains on Bridgewater Street (site of) (area of Roman Manchester)

| HER Number | Site Name                                                                | Record Type |
|------------|--------------------------------------------------------------------------|-------------|
| 13976.1.0  | Roman remains on Bridgewater Street (site of) (area of Roman Manchester) | Monument    |

## Monument Types and Dates

DITCH (Roman to AD 2nd Century - 43 AD to 150 AD)

FORT ANNEXE? (Roman to AD 2nd Century - 43 AD to 150 AD)

Evidence EXCAVATED FEATURE

BUILDING (Roman - 43 AD to 409 AD)

Evidence EXCAVATED FEATURE

## Description and Sources

### Description

Evaluation indicated that Roman archaeology had survived within the yard area to the rear of the properties which originally fronted Barton Street and Southern Street. These remains included a series of timber buildings, probably dating to the Hadrianic–early Antonine period, and two Roman ditches which had been backfilled during the early second century. The position and form of these ditches indicate that they probably linked with a comparable ditch system found at Barton Street and formed part of an early military annexe which surrounded the earliest Roman fort at Manchester. The depth of the remains lay at 1.5m below present street level. (1)

### Sources

- (1) Unpublished document: UMAU. 2006. Bridgewater Street, Castlefield, An Archaeological Evaluation within the Roman vicus. Gregory, R.

## Location

### National Grid Reference

SJ 83345 97665 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Bridgewater Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

| Conservation Area -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Castlefield | Active | DGM1554 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------|---------|
| <p>Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.</p> <p>In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.</p> <p>The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.</p> <p>The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like</p> |             |        |         |

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## Other Statuses and Cross-References

Sites & Monuments Record - 13976.1.0

Active

## Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11544 Commercial - Commercial Core-Urban (Type Code: COM-COURB)  
Barton Place, Barton Street and Liverpool Road, Manchester

## Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Associated Finds

FGM6627 SHERD (Small quantity) (Roman - 43 AD to 409 AD) CERAMIC  
(FGM6627)

## Associated Events/Activities

EGM3818 Bridgewater Street (Evaluation)

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 15990.1.0 **Site Name** Workers' housing (site of) and later warehouse building, 10–12 Whitworth Street West

| HER Number | Site Name                                                                            | Record Type |
|------------|--------------------------------------------------------------------------------------|-------------|
| 15990.1.0  | Workers' housing (site of) and later warehouse building, 10–12 Whitworth Street West | Monument    |

## Monument Types and Dates

BACK TO BACK HOUSE (AD 19th Century - 1818 AD to 1899 AD)

Evidence DOCUMENTARY EVIDENCE

IRON WORKS (Edwardian to Early 20th Century - 1902 AD to 1911 AD)

Evidence DOCUMENTARY EVIDENCE

WAREHOUSE (Edwardian to 21st Century - 1902 AD to 2016 AD)

NAIL FACTORY (Early 20th Century to Late 20th Century - 1911 AD to 1992 AD)

Evidence DOCUMENTARY EVIDENCE

## Description and Sources

### Description

Green's map of 1794 shows that at this time the area was undeveloped, lying within an area enclosed as a field owned by Mssrs Cheetham. Development first occurred between 1818 and 1824 during the huge development of Manchester as a commercial and manufacturing centre. Smith Street was laid out on an east–west alignment across the site and workers' housing was built along the northern side and part of the southern side. Further double-depth and back-to-back houses were built on the south side between 1831 and 1845. These houses were demolished in 1899 when Whitworth Street was built to provide a broad thoroughfare between Oxford Road and Deansgate.

Warehouse building on irregular footprint erected 1902 for Tatham & Co, Iron and Steel merchants, modified 1926, 1960 and 1990–92. Original building designed by JW Beaumont. Frontage embellished and containing salesroom area. 3 storeys high; main storage area originally comprised single space open to roof and vehicle entrance to west. Rare type of building, but key elements of the original design have been removed by later modifications. Upper floors used 1902 as 'workrooms let to tenants' (blouse factory and apron and skirt manufacturers listed on Goad's insurance plan). B Gibbons & Son, nail manufacturers and Edmondsons & Co, grindstone manufacturers took over the building in 1911. No remains anticipated other than the present building, therefore no further archaeological work recommended. Building abandoned 1992 during phase of renovation and still unoccupied in 2009. (1)

The warehouse was still extant in 2015 but had been demolished by September 2017. (2)

### Sources

- (1) Unpublished document: UMAU. 2009. Pillo Hotel, 10-12 Whitworth Street, Manchester. An Archaeological Desk-Based Assessment and Building Appraisal. Dr P Arrowsmith.
- (2) Website: Google. 2018. [www.google.co.uk/maps/](http://www.google.co.uk/maps/). Accessed 06/06/2018; images captured June 2015 & Sept 2017

## Location

### National Grid Reference

SJ 83574 97517 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

10–12, Whitworth Street West (S side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 15990.1.0 Active

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 15990.1.0

Site Name Workers' housing (site of) and later warehouse building, 10–12 Whitworth Street West

### Ratings and Scorings

Condition Destroyed

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### Land Use

#### Associated Historic Landscape Character Records

HGM11601 Commercial - Warehousing (Type Code: COM-COWAR)  
2 to 12 Whitworth Street, Manchester

### Other Land Classes

Landuse Built over

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### Related Monuments - None Recorded

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### Finds - None recorded

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### Associated Events/Activities

EGM3916 Pillo Hotel (Desk Based Assessment)

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### Associated Individuals/Organisations - None recorded

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16024.1.0

Site Name Excavated features south of the river Medlock

HER Number

Site Name

Record Type

16024.1.0

Excavated features south of the river Medlock

Monument

## Monument Types and Dates

BURIED SOIL HORIZON (Post Medieval - 1540 AD? to 1900 AD?)

Evidence

EXCAVATED FEATURE

FEATURE (Post Medieval - 1540 AD? to 1900 AD?)

1540 AD - 1900 AD

## Description and Sources

### Description

1982 evaluation: Trench F was excavated between the Pond Street pavement and the concrete raft. A deposit of dark sandy loam with charcoal flecks contained two possible archaeological features – a shallow feature 2m long and 0.6m deep, and a U-shaped feature 0.7m long and 0.5m deep. Both were cut into the natural subsoil.

Evidence from this trench and others in the area led to the conclusion that this part of the evaluation site did contain pre-industrial deposits. It was not possible to establish with any certainty what these deposits represented, but their general sterility (coupled with the good soil formation observed in Trenches D, E and probably F) suggests that they were agricultural soils probably dating to the post-medieval period. (1)

### Sources

Unpublished document: Salford Archaeology. 2024. Plot F, Great Jackson Street, Manchester: Archaeological Evaluation and Mitigation. Joseph van Miert and Oliver Cook.

- (1) Unpublished document: GMAU. 1982. Archaeological Trial Excavations at Knott Mill, Manchester.

## Location

### National Grid Reference

SJ 8340 9724 (point)

SJ89NW

Point

### Administrative Areas

District

Manchester, Greater Manchester

Township

Manchester, Manchester, Greater Manchester

### Address/Historic Names

Pond Street, Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations - None recorded

### Other Statutes and Cross-References

Sites & Monuments Record - 16024.1.0

Active

### Ratings and Scorings

Condition

Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

### Other Land Classes

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 16024.1.0

**Site Name** Excavated features south of the river Medlock

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|         |            |
|---------|------------|
| Geology | gravel     |
| Geology | sandstone  |
| Landuse | Built over |

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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## ***Associated Events/Activities***

|         |                                           |
|---------|-------------------------------------------|
| EGM3939 | Knott Mill (Evaluation)                   |
| EGM5666 | Plot F, Great Jackson Street (Excavation) |

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16025.1.0 Site Name Knott Mill Dye Works (site of)

| HER Number | Site Name                      | Record Type |
|------------|--------------------------------|-------------|
| 16025.1.0  | Knott Mill Dye Works (site of) | Monument    |

## Monument Types and Dates

DYE WORKS (AD 18th Century to AD 19th Century - 1750 AD? to 1850 AD?)

CELLAR (AD 19th Century - 1800 AD? to 1899 AD?)

Evidence EXCAVATED FEATURE

## Description and Sources

### Description

Trench C was cut through a hole in a concrete raft and revealed extensive vaulted cellaring. (1)

A large dye works comprising several buildings, reservoirs and a tenter ground shown on Green's map of 1794. The dye works had been expanded by the mid-1820s and remained in use until the late 19th century, when it was subsumed by the Knott Mill Iron Works (HER 13924.1.0). (2)

The footprint of the Knott Mill Dye Works lies within the development area. There is considerable potential for buried remains of the industrial buildings to survive in situ, and these may be damaged or destroyed during the proposed development. (2)

### Sources

Unpublished document: Stephen Levrant Heritage Architecture Ltd. 2016. Owen Street site, Manchester. Heritage Statement: Significance and Impact. Stephen Levrant.

(1) Unpublished document: GMAU. 1982. Archaeological Trial Excavations at Knott Mill, Manchester.

(2) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p25-6; Gazetteer ref 03

## Location

### National Grid Reference

SJ 8337 9731 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Deansgate (S of), Manchester, Greater Manchester

## Designations, Statutes and Scorings

### Associated Legal Designations - None recorded

### Other Statutes and Cross-References

Sites & Monuments Record - 16025.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)

Car Park, Deansgate, Manchester

### Other Land Classes

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 16025.1.0      **Site Name** Knott Mill Dye Works (site of)

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|         |            |
|---------|------------|
| Geology | gravel     |
| Geology | sandstone  |
| Landuse | Built over |

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### ***Related Monuments - None Recorded***

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### ***Finds - None recorded***

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### ***Associated Events/Activities***

|         |                                       |
|---------|---------------------------------------|
| EGM3939 | Knott Mill (Evaluation)               |
| EGM4210 | Owen Street (Desk Based Assessment)   |
| EGM6220 | Owen Street site (Heritage Statement) |

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### ***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16486.1.0

Site Name 12–16 Southern Street

| HER Number | Site Name             | Record Type |
|------------|-----------------------|-------------|
| 16486.1.0  | 12–16 Southern Street | Building    |

## Monument Types and Dates

LOOMSHOP? (AD 18th Century to AD 19th Century - 1750 AD to 1899 AD)

HOUSE (AD 18th Century to 21st Century - 1750 AD to 2050 AD)

CELLAR DWELLING (AD 19th Century - 1802 AD to 1840 AD)

## Description and Sources

### Description

A row of terrace houses is shown in this area on Green's map of 1794, two of which are located at the site of the present 14–16 Southern Street. Next to these to the north is a detached property over the location of Nos.10 & 12. Dwellings during the early period of Manchester's industrial development were often typified by 3-storey buildings with cellars and attic workshops. The Poor Rate for 1801 shows several people living on the street at this time. Although no house numbers are given, all of the dwellings are listed as houses, suggesting that cellar dwellings were not being used at this time. By the time of the 1822 Poor Rate more people lived on the street, several in cellars. The cellars of Nos.14 & 16 were not occupied in 1841. Nos.14 & 16 were still present at the time of the 1849 OS map. However, the detached property had gone and a smaller building with a shorter rear extension was joined to the northern end in the location of No.12. Adshead's map of 1851 shows No.12 as square, without the extension; a separate L-shaped building had been erected to the rear. On the 1888 OS map outdoor privies are shown to the rear of Nos.14 & 16. By 1893 No.14 appears to have a longer rear extension, incorporating the privy; this is not shown on the 1908 map. By 1932 Nos.14 & 16 are shown as a single rectangular unit, with No.12 still lying to the north. In the later C20 the site was turned into a car mechanics' shop, likely when the wide loading doorways at ground-floor level were inserted.

During a site visit in June 2014 it was observed that 14–16 Southern Street is a 3-storey building, with a smaller 2-storey extension butting it to the north (No.12). The eastern face, fronting Southern Street, has been modified at ground-floor level, with the insertion of loading doorways to Nos.12 & 14. The face is covered with modern cement render, although brickwork is visible beneath where this has broken off. At first-floor level are two large timber-framed landscape windows, with timber casements. Above these, at 2nd-floor level, are two rectangular windows fitted with timber casements (not the original windows, although the aperture may be). The rear has a single-storey modern extension projecting, with a corrugated asbestos sheet roof. Internally the ground floor has been extensively altered for its conversion into a car mechanics' workshop. At first- and second-floor levels the building has likewise been extensively modernised with plaster-boarded walls and ceilings. Although heavily modified, the two properties at 14 & 16 Southern Street may have origins in the early development of the area in the C18. No basement exists. The second floor of 14–16 has window apertures similar in shape to a loomshop window.

With regard to below-ground archaeology, the site may have potential for remains of the C18 detached property, post-medieval artefacts, relict post-medieval ploughsoils, and Roman remains relating to the nearby fort and associated settlement. (1)

Now much altered and converted to residential use – see 2014 planning application ref. 106000/FO/2014/C1 (Manchester City Council).

### Sources

- (1) Unpublished document: Paul Butler Associates. 2014. 12-16 Southern Street, Castlefield: Proposed Conversion for Residential Use. Desktop Archaeology Report. Steven Price. pp7–8, 9, 10

## Location

### National Grid Reference

Centred SJ 8336 9767 (18m by 19m)

SJ89NW

Area

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

12–16, Southern Street, Castlefield, Manchester, Greater Manchester

## Designations, Statuses and Scorings

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16486.1.0

Site Name 12-16 Southern Street

## Associated Legal Designations

Conservation Area

Castlefield

Active

DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16486.1.0

Site Name 12-16 Southern Street

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 16486.1.0

Active

## Ratings and Scorings - None recorded

## Land Use

### Associated Historic Landscape Character Records

HGM11544 Commercial - Commercial Core-Urban (Type Code: COM-COURB)

Barton Place, Barton Street and Liverpool Road, Manchester

## Other Land Classes

Landuse

Built over

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16486.1.0 Site Name 12-16 Southern Street

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Landuse In use as building

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***Related Monuments - None Recorded***

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***Finds - None recorded***

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***Associated Events/Activities***

EGM4100 12-16 Southern Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16806.1.0 Site Name Deansgate/ Gaythorn Tunnel

| HER Number | Site Name                  | Record Type |
|------------|----------------------------|-------------|
| 16806.1.0  | Deansgate/ Gaythorn Tunnel | Building    |

## Monument Types and Dates

CANAL TUNNEL (AD 19th Century to 21st Century - 1805 AD to 2050 AD)

## Description and Sources

### Description

The Rochdale Canal, extension opened 1805, joins Castlefield Basin north of Merchant's Warehouse. To the east is Deansgate Tunnel, later opened up except for a short stretch under Deansgate itself. (1)

### Sources

- (1) Monograph: Ashmore, O. 1982. The industrial archaeology of North-west England and where to find it. Owen Ashmore. p107

## Location

### National Grid Reference

SJ 8337 9756 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Rochdale Canal, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations

| Conservation Area | Castlefield | Active | DGM1554 |
|-------------------|-------------|--------|---------|
|-------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16806.1.0

Site Name Deansgate/ Gaythorn Tunnel

the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

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Townscape

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16806.1.0

Site Name Deansgate/ Gaythorn Tunnel

courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

## Other Statutes and Cross-References

Sites & Monuments Record - 16806.1.0

Active

## Ratings and Scorings - None recorded

## Land Use

### Associated Historic Landscape Character Records

HGM11520 Communications - Docks, Wharfs and Basins (Type Code: CMC-CUCAN)

Waste Ground, Castlefield Junction, Manchester

HGM11522 Communications - Canal (Type Code: CMC-CUCA)

Rochdale Canal, Castlefield Junction, Manchester

HGM11601 Commercial - Warehousing (Type Code: COM-COWAR)

2 to 12 Whitworth Street, Manchester

## Other Land Classes

Landuse

Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16846.1.0 Site Name Castle Field Kiln (site of)

| HER Number | Site Name                   | Record Type |
|------------|-----------------------------|-------------|
| 16846.1.0  | Castle Field Kiln (site of) | Monument    |

## Monument Types and Dates

KILN (AD 18th Century to AD 19th Century - 1700 AD? to 1820 AD?)

## Description and Sources

### Description

A kiln shown on a plan of 1771. The site was subsumed by Brodie & Co's Iron Foundry (HER 13924.1.0) in the late 18th century, although the kiln may have been incorporated into the foundry complex. The site was cleared during the early 1820s and the footprint of the kiln was redeveloped subsequently for workers' housing (HER 16847.1.0). (1)  
The site lies within the northern part of the development area, although buried remains are likely to have been damaged or destroyed by 19th- and 20th-century redevelopment. (1)

### Sources

- (1) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p25; Gazetteer ref. 02

## Location

### National Grid Reference

SJ 8335 9741 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

S of Knott Mill Bridge, Deansgate, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 16846.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities

EGM4210 Owen Street (Desk Based Assessment)

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 16846.1.0      **Site Name** Castle Field Kiln (site of)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16847.1.0 Site Name Houses fronting Chester Road (site of)

| HER Number | Site Name                              | Record Type |
|------------|----------------------------------------|-------------|
| 16847.1.0  | Houses fronting Chester Road (site of) | Monument    |

## Monument Types and Dates

TERRACE (AD 19th Century - 1832 AD? to 1890 AD)

1832 AD - 1890 AD

TERRACED HOUSE (AD 19th Century - 1832 AD? to 1890 AD)

1832 AD - 1890 AD

## Description and Sources

### Description

Site of a terrace of properties fronting onto Chester Road. Not shown on Bancks & Co's map of 1831, but depicted on the detailed OS map of 1851. The absence of pavement lights shown on this map suggests that the houses did not contain cellars. The houses had been subsumed by an expansion of the Knott Mill Iron Works by the end of the 19th century. Any buried remains are likely to be fragmentary due to damage caused by 20th-century redevelopment. (1)

### Sources

- (1) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. pp28-9; Gazetteer ref. 10

## Location

### National Grid Reference

SJ 8335 9741 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Chester Road/ Deansgate (S side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 16847.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 16847.1.0      **Site Name** Houses fronting Chester Road (site of)

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### ***Associated Events/Activities***

EGM4210      Owen Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 16848.1.0 Site Name Pond Place (site of)

| HER Number | Site Name            | Record Type |
|------------|----------------------|-------------|
| 16848.1.0  | Pond Place (site of) | Monument    |

## Monument Types and Dates

TERRACE (AD 19th Century to Mid 20th Century - 1832 AD? to 1950 AD)

TERRACED HOUSE (AD 19th Century to Mid 20th Century - 1832 AD? to 1950 AD)

1832 AD - 1950 AD

## Description and Sources

### Description

Two parallel rows of workers' housing fronting onto either side of Pond Place, with small yards and privies to the rear. Not shown on Bancks & Co's map of 1831, but depicted on the detailed Ordnance Survey map of 1851. This map also seems to show that each house was served by a set of steps from Pond Place, suggesting that the ground floor was raised above street level, although there is no evidence to indicate that the houses contained cellars. The houses are shown on successive editions of OS mapping up to the edition of 1932, but had been demolished by 1950–51 to allow for the development of the Olympia Garage engineering works. Buried remains are likely to be fragmentary due to damage caused by C20 redevelopment. (1)

### Sources

- (1) Unpublished document: Oxford Archaeology North. 2015. Owen Street, Castlefield, Manchester. Archaeological Desk-based Assessment. Dr Rachel Street & Ian Miller. p29; Gazetteer ref 11

## Location

### National Grid Reference

SJ 8340 9727 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

E of Owen Street, Manchester, Greater Manchester

## Designations, Statutes and Scorings

Associated Legal Designations - None recorded

### Other Statutes and Cross-References

Sites & Monuments Record - 16848.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11584 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Deansgate, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 16848.1.0      **Site Name** Pond Place (site of)

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***Finds - None recorded***

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## ***Associated Events/Activities***

EGM4210      Owen Street (Desk Based Assessment)

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17297.1.0 Site Name Electricity junction box, on Castle Street

| HER Number | Site Name                                  | Record Type     |
|------------|--------------------------------------------|-----------------|
| 17297.1.0  | Electricity junction box, on Castle Street | Listed Building |

## Monument Types and Dates

ELECTRICITY DISTRIBUTION CABINET (AD 20th Century to 21st Century - 1900 AD to 2050 AD)  
JUNCTION BOX (AD 20th Century to 21st Century - 1900 AD to 2050 AD)

## Description and Sources

### Description

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.  
MATERIALS: cast iron.

DESCRIPTION: standing in the Castlefield Conservation Area, as part of the public realm works of the partially reconstructed Grocers' Warehouse, and close to the listed former Congregational chapel and two other examples of this type, on the north and south banks of the canal basin.

The longer sides of the box face east and west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. They each have a circular relief reading 'Hardy & Padmore Limited, Worcester' and the north side has a raised banner at the base with the registered design number. The south side is largely obscured by the wall against which the box stands. The box is painted, black. (EXTRACT)(1,2)

### Sources

- (1) Website: Historic England. 2021. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 05/10/2021
- (2) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 29/05/2024

## Location

### National Grid Reference

SJ 8327 9754 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Castle Street, Castlefield, Manchester, Greater Manchester, M3 4LY

## Designations, Statuses and Scorings

### Associated Legal Designations

|                   |             |        |         |
|-------------------|-------------|--------|---------|
| Conservation Area | Castlefield | Active | DGM1554 |
|-------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17297.1.0

Site Name Electricity junction box, on Castle Street

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17297.1.0

Site Name Electricity junction box, on Castle Street

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1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17297.1.0

Site Name Electricity junction box, on Castle Street

Listed Building (II) - 1475254

Electricity Junction Box on Castle Street,  
Manchester

Active

DGM4528

## Summary

Decorative cast-iron electricity junction box, early C20 by Hardy and Padmore of Worcester.

## Reasons for Designation

The electricity junction box on Castle Street in Manchester, a decorative cast-iron feeder pillar of early C20 date, is listed at Grade II for the following principal reasons:

Architectural interest: \* for its well-detailed, customised design by a world-renowned company, surviving with relatively little alteration;

\* as an increasingly rare survival of a relic from the first age of electricity.

Historic interest: \* illustrating the development of electricity into a mass-consumed utility, and the romance and respect which were accorded to its infrastructure in the early years of the C20.

Group value: \* standing within 100m of two others of the same type and with a good visual relationship with the listed former Congregational chapel.

## History

Consumer electricity arrived in Manchester in 1893 and by 1920 the number of consumers was around 20,000. Distribution and supply infrastructure was needed to transfer current from where it was generated to its point of use. The junction box, or feeder pillar, was designed to control the electrical supply to a number of buildings in the surrounding area. This example was produced probably around the turn of the C20 at the Worcester foundry of Hardy and Padmore.

Feeder pillars like these are first shown (marked as small open rectangles noted as EI P, for electricity post or pillar) on the 1:1,250 Ordnance Survey (OS) map of 1948, in small numbers (around 50 in the city centre), mostly on major streets. The nearest to this location were on the north-east corner of the junction of Deansgate with Peter Street, and outside number 15, Whitworth Street West. The latest map showing the pillars is the 1:2,500 OS map of 1965. However, no example is marked in this location on the maps that show the pillars. This example is therefore thought to have been moved here, probably in the late-1980s when the majority of the Castlefield Basin public realm works were carried out.

The Scotsmen Robert and John Hardy set up their foundry in Worcester in 1814. Richard Padmore joined the partnership in 1829. The foundry was an important English supplier of goods worldwide including lamp posts, tram wire supports and poles, bollards, thresholds and manhole covers. A number of their products are listed including several gas lamps, and other Manchester examples of feeder pillars on Library Walk and in Lincoln Square. The company went into voluntary liquidation in 1967.

## Details

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.

MATERIALS: cast iron.

DESCRIPTION: standing in the Castlefield Conservation Area, as part of the public realm works of the partially-reconstructed Grocers' Warehouse, and close to the listed former Congregational chapel and two other examples of this type, on the north and south banks of the canal basin.

The longer sides of the box face east and west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. They each have a circular relief reading 'Hardy & Padmore Limited, Worcester' and the north side has a raised banner at the base with the registered design number. The south side is largely obscured by the wall against which the box stands. The box is painted, black.

## Sources

### Books and journals

Frost, R, Electricity in Manchester: Commemorating a century of electricity supply in the city, 1893-1993, (1993)

### Websites

Information on Hardy & Padmore from Grace's Guide to British Industrial History, accessed 19/03/21 from [https://www.gracesguide.co.uk/Hardy\\_and\\_Padmore](https://www.gracesguide.co.uk/Hardy_and_Padmore)

Information on Hardy & Padmore from local history website, accessed 19/03/21 from <https://www.worcesterpeopleandplaces.org.uk/news/383/144/Hardy-and-Padmore-the-Worcester->

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17297.1.0

Site Name Electricity junction box, on Castle Street

Foundary.html

## Other Statutes and Cross-References

Sites & Monuments Record - 17297.1.0

Active

**Ratings and Scorings - None recorded**

## Land Use

### Associated Historic Landscape Character Records

HGM11591 Communications - Canal (Type Code: CMC-CUCA)  
Bridgewater Canal, Castlefield Coal Wharf, Manchester

## Other Land Classes

Landuse

Built over

Landuse

Throughfare

**Related Monuments - None Recorded**

**Finds - None recorded**

**Associated Events/Activities - None recorded**

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17298.1.0 Site Name Electricity junction box in Castlefield canal basin, Manchester (1 of 2)

| HER Number | Site Name                                                                | Record Type     |
|------------|--------------------------------------------------------------------------|-----------------|
| 17298.1.0  | Electricity junction box in Castlefield canal basin, Manchester (1 of 2) | Listed Building |

## Monument Types and Dates

ELECTRICITY DISTRIBUTION CABINET (AD 20th Century to 21st Century - 1900 AD to 2050 AD)

JUNCTION BOX (AD 20th Century to 21st Century - 1900 AD to 2050 AD)

## Description and Sources

### Description

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.

MATERIALS: cast iron.

DESCRIPTION: standing in the Castlefield Conservation Area, close to the listed former Congregational chapel and to two other examples of this type, on Castle Street and on the south bank of the basin.

The longer sides of the box face north-east and south-west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. The east side is largely obscured by the viaduct against which the box stands. The box is painted, black.

(EXTRACT)(1,2)

### Sources

- (1) Website: Historic England. 2021. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 05/10/2021
- (2) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 30/05/2024

## Location

### National Grid Reference

SJ 8333 9751 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

North bank of Castlefield canal basin, adj to NW face of Bridgewater Viaduct, Manchester, Greater Manchester, M3 4LY

## Designations, Statutes and Scorings

### Associated Legal Designations

Conservation Area Castlefield Active DGM1554

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17298.1.0

Site Name Electricity junction box in Castlefield canal basin, Manchester (1 of 2)

and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

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Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17298.1.0

Site Name Electricity junction box in Castlefield canal basin, Manchester (1 of 2)

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The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17298.1.0      **Site Name** Electricity junction box in Castlefield canal basin, Manchester (1 of 2)

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Listed Building (II) - 1475255      Electricity Junction Box in Castlefield canal basin, Manchester      Active      DGM4529

## Summary

Decorative cast-iron electricity junction box of early C20 date by Hardy and Padmore of Worcester.

## Reasons for Designation

The electricity junction box on the north bank of the Castlefield canal basin in Manchester, next to the north-west face of the Bridgewater viaduct, a decorative cast-iron feeder pillar of early C20 date, is listed at Grade II for the following principal reasons:

Architectural interest: \* for its well-detailed, customised design by a world-renowned company, surviving with relatively little alteration;

\* as an increasingly rare survival of a relic from the first age of electricity.

Historic interest: \* illustrating the development of electricity into a mass-consumed utility, and the romance and respect which were accorded to its infrastructure in the early years of the C20.

Group value: \* standing within 100m of two others of the same type and with a good visual relationship with the listed former Congregational chapel.

## History

Consumer electricity arrived in Manchester in 1893 and by 1920 the number of consumers was around 20,000. Distribution and supply infrastructure was needed to transfer current from where it was generated to its point of use. The junction box, or feeder pillar, was designed to control the electrical supply to a number of buildings in the surrounding area. This example was produced probably around the turn of the C20 at the Worcester foundry of Hardy and Padmore.

Feeder pillars like these are first shown (marked as small open rectangles noted as EI P, for electricity post or pillar) on the 1:1,250 Ordnance Survey (OS) map of 1948, in small numbers (around 50 in the city centre), mostly on major streets. The nearest to this location were on the north-east corner of the junction of Deansgate with Peter Street, and outside number 15, Whitworth Street West. The latest map showing the pillars is the 1:2,500 OS map of 1965. However, no example is marked in this location on the maps that show the pillars. This example is therefore thought to have been moved here, probably in the late-1980s when the majority of the Castlefield Basin public realm works were carried out.

The Scotsmen Robert and John Hardy set up their foundry in Worcester in 1814. Richard Padmore joined the partnership in 1829. The foundry was an important English supplier of goods worldwide including lamp posts, tram wire supports and poles, bollards, thresholds and manhole covers. A number of their products are listed including several gas lamps, and other Manchester examples of feeder pillars on Library Walk and in Lincoln Square. The company went into voluntary liquidation in 1967.

## Details

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.

**MATERIALS:** cast iron.

**DESCRIPTION:** standing in the Castlefield Conservation Area, close to the listed former Congregational chapel and to two other examples of this type, on Castle Street and on the south bank of the basin.

The longer sides of the box face north-east and south-west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. The east side is largely obscured by the viaduct against which the box stands. The box is painted, black.

## Sources

### Books and journals

Frost, R, Electricity in Manchester: Commemorating a century of electricity supply in the city, 1893-1993, (1993)

### Websites

Information on Hardy & Padmore from Grace's Guide to British Industrial History, accessed 19/03/21 from [https://www.gracesguide.co.uk/Hardy\\_and\\_Padmore](https://www.gracesguide.co.uk/Hardy_and_Padmore)

Information on Hardy & Padmore from local history website, accessed 19/03/21 from <https://www.worcesterpeopleandplaces.org.uk/news/383/144/Hardy-and-Padmore-the-Worcester-Foundry.html>

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17298.1.0      **Site Name** Electricity junction box in Castlefield canal basin, Manchester (1 of 2)

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### Other Statutes and Cross-References

Sites & Monuments Record - 17298.1.0

Active

**Ratings and Scorings - None recorded**

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### Land Use

#### Associated Historic Landscape Character Records

HGM11599 Commercial - Business (General) (Type Code: COM-COBUG)

Around Little Peter Street and Commercial Street, Manchester

### Other Land Classes

Landuse

Built over

Landuse

Throughfare

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**Related Monuments - None Recorded**

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**Finds - None recorded**

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**Associated Events/Activities - None recorded**

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**Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17299.1.0 Site Name Electricity junction box in Castlefield canal basin, Manchester (2 of 2)

| HER Number | Site Name                                                                | Record Type     |
|------------|--------------------------------------------------------------------------|-----------------|
| 17299.1.0  | Electricity junction box in Castlefield canal basin, Manchester (2 of 2) | Listed Building |

## Monument Types and Dates

ELECTRICITY DISTRIBUTION CABINET (AD 20th Century to 21st Century - 1900 AD to 2050 AD)

JUNCTION BOX (AD 20th Century to 21st Century - 1900 AD to 2050 AD)

## Description and Sources

### Description

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.

MATERIALS: cast iron.

DESCRIPTION: standing in the Castlefield Conservation Area, close to the listed former Congregational chapel and to two other examples of this type, on Castle Street and on the north bank of the basin.

The longer sides of the box face north-east and south-west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. They each have a circular relief reading 'Hardy & Padmore Limited, Worcester' and the north-west side has a raised banner at the base with the registered design number. This side is largely obscured by the wall against which the box stands. The box is painted, black. (EXTRACT)(1,2)

### Sources

- (1) Website: Historic England. 2021. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 05/10/2021
- (2) Website: Historic England. 2024. The National Heritage List for England: <https://historicengland.org.uk/listing/the-list/>. Accessed 30/05/2024

## Location

### National Grid Reference

SJ 8332 9747 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

South bank of Castlefield canal basin, adj to SE face of Bridgewater Viaduct, Manchester, Greater Manchester, M3 4LB

## Designations, Statuses and Scorings

### Associated Legal Designations

|                   |             |        |         |
|-------------------|-------------|--------|---------|
| Conservation Area | Castlefield | Active | DGM1554 |
|-------------------|-------------|--------|---------|

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17299.1.0

Site Name Electricity junction box in Castlefield canal basin, Manchester (2 of 2)

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony. It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames. The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was demolished in

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17299.1.0

Site Name Electricity junction box in Castlefield canal basin, Manchester (2 of 2)

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1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices. The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

## Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing. Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17299.1.0      **Site Name** Electricity junction box in Castlefield canal basin, Manchester (2 of 2)

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Listed Building (II) - 1475459      Electricity Junction Box in Castlefield canal basin, Manchester      Active      DGM4530

## Summary

Decorative cast-iron electricity junction box of early C20 date by Hardy and Padmore of Worcester.

## Reasons for Designation

The electricity junction box on the south bank of the Castlefield canal basin in Manchester, next to the south-east face of the Bridgewater viaduct, a decorative cast-iron feeder pillar of early C20 date, is listed at Grade II for the following principal reasons:

Architectural interest: \* for its well-detailed, customised design by a world-renowned company, surviving with relatively little alteration;

\* as an increasingly rare survival of a relic from the first age of electricity.

Historic interest: \* illustrating the development of electricity into a mass-consumed utility, and the romance and respect which were accorded to its infrastructure in the early years of the C20.

Group value: \* standing within 100m of two others of the same type and with a good visual relationship with the listed former Congregational chapel.

## History

Consumer electricity arrived in Manchester in 1893 and by 1920 the number of consumers was around 20,000. Distribution and supply infrastructure was needed to transfer current from where it was generated to its point of use. The junction box, or feeder pillar, was designed to control the electrical supply to a number of buildings in the surrounding area. This example was produced probably around the turn of the C20 at the Worcester foundry of Hardy and Padmore.

Feeder pillars like these are first shown (marked as small open rectangles noted as EI P, for electricity post or pillar) on the 1:1,250 Ordnance Survey (OS) map of 1948, in small numbers (around 50 in the city centre), mostly on major streets. The nearest to this location were on the north-east corner of the junction of Deansgate with Peter Street, and outside number 15, Whitworth Street West. The latest map showing the pillars is the 1:2,500 OS map of 1965. However, no example is marked in this location on the maps that show the pillars. This example is therefore thought to have been moved here, probably in the late-1980s when the majority of the Castlefield Basin public realm works were carried out.

The Scotsmen Robert and John Hardy set up their foundry in Worcester in 1814. Richard Padmore joined the partnership in 1829. The foundry was an important English supplier of goods worldwide including lamp posts, tram wire supports and poles, bollards, thresholds and manhole covers. A number of their products are listed including several gas lamps, and other Manchester examples of feeder pillars on Library Walk and in Lincoln Square. The company went into voluntary liquidation in 1967.

## Details

Electricity junction box, early C20, manufactured by Hardy and Padmore of Worcester, for Manchester City Council.

**MATERIALS:** cast iron.

**DESCRIPTION:** standing in the Castlefield Conservation Area, close to the listed former Congregational chapel and to two other examples of this type, on Castle Street and on the north bank of the basin.

The longer sides of the box face north-east and south-west. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right-hand side, and a Jacobean-style geometric strapwork relief surrounding a detachable plaque featuring the crest of the City of Manchester. The two short sides are plain with moulded edges. They each have a circular relief reading 'Hardy & Padmore Limited, Worcester' and the north-west side has a raised banner at the base with the registered design number. This side is largely obscured by the wall against which the box stands. The box is painted, black.

## Sources

### Books and journals

Frost, R, *Electricity in Manchester: Commemorating a century of electricity supply in the city, 1893-1993*, (1993)

### Websites

Information on Hardy & Padmore from Grace's Guide to British Industrial History, accessed 19/03/21 from [https://www.gracesguide.co.uk/Hardy\\_and\\_Padmore](https://www.gracesguide.co.uk/Hardy_and_Padmore)

Information on Hardy and Padmore from local history website, accessed 19/03/21 from <https://www.worcesterpeopleandplaces.org.uk/news/383/144/Hardy-and-Padmore-the-Worcester->

## Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17299.1.0 Site Name Electricity junction box in Castlefield canal basin, Manchester (2 of 2)

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Foundary.html

### Other Statutes and Cross-References

Sites & Monuments Record - 17299.1.0

Active

**Ratings and Scorings - None recorded**

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### Land Use

#### Associated Historic Landscape Character Records

HGM11593 Residential - Low Rise Flats (Type Code: SET-RELOW)

Castle Quay and Castlegate, Manchester

### Other Land Classes

Landuse

Built over

Landuse

Throughfare

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**Related Monuments - None Recorded**

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**Finds - None recorded**

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**Associated Events/Activities - None recorded**

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**Associated Individuals/Organisations - None recorded**

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17371.1.0 Site Name Marsden's Mill (site of)

| HER Number | Site Name                | Record Type |
|------------|--------------------------|-------------|
| 17371.1.0  | Marsden's Mill (site of) | Monument    |

## Monument Types and Dates

COTTON MILL (AD 19th Century - 1800 AD to 1899 AD)

1800 AD - 1899 AD

SPINNING MILL (AD 19th Century - 1800 AD to 1899 AD)

1800 AD - 1899 AD

## Description and Sources

### Description

A cotton mill established by Thomas Marsden that first appears as two blocks on Dean & Pigot's map of 1809. The main block was situated at the junction of Trumpet Street and Albion Street, occupying the depth of the plot between Trumpet Street and Trafford Street. Pigot's commercial directory for 1818 refers to the buildings as Commercial Mill, and indicates that it was still owned by Thomas Marsden. The mill is included in the 'Plans of the Cotton Spinning Mills in Manchester' of c.1822, which shows the main factory block to the south, annotated as being of five storeys with a loft, and an L-shaped single-storey range to the north. No power plant is marked. The footprint of the mill is shown clearly on Bancks & Co's survey of 1831. An annotation on Adshead's map of 1851 reads 'Marsden's Cotton Mill', implying it was still under his ownership. A further four adjoined rectangular buildings are also shown to the west of the existing buildings on Adshead's plan of the mill; these may have functioned as warehouses for the storage of cotton. Goad's fire insurance map of 1889 marks a three-storey building in use as a carpenter's workshop. The southern wing of the building, potential engine house and sheds are no longer shown. These buildings were evidently demolished around this time and do not appear on the 1908 edition of the OS maps. (1)

### Sources

Unpublished document: Civic Heritage. 2024. Viadux, Plot 2A and Plot 2B, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Ollie Cook.

- (1) Unpublished document: Civic Heritage. 2024. Viadux, Plot 2A and Plot 2B, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Ollie Cook.

## Location

### National Grid Reference

SJ 8362 9758 (point)

SJ89NW

Point

### Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Albion Street/ Trafford Street, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 17371.1.0

Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

**HER Number** 17371.1.0      **Site Name** Marsden's Mill (site of)

The Britons Protection Public House, Great Bridgewater Street and Albion Wharf, Albion Street

Landuse Built over

***Finds - None recorded***

EGM5645 Viadux Phase 2 (Desk Based Assessment)

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 17431.1.0 Site Name St Mark's District School (site of)

| HER Number | Site Name                           | Record Type |
|------------|-------------------------------------|-------------|
| 17431.1.0  | St Mark's District School (site of) | Monument    |

## Monument Types and Dates

SCHOOL (AD 18th Century to Early 20th Century - 1750 AD? to 1928 AD?)  
1750 AD - 1928 AD

## Description and Sources

### Description

A detached rectangular building shown on Green's map of 1787–94, which appears to be the same building that is identified as St Mark's District School on the Ordnance Survey town plan of 1851. The building survived throughout the 19th and early 20th centuries, but is absent from Goad's fire insurance map of 1928, which shows the site of the building as an open yard. The footprint of the building does not appear to have been developed subsequently. (1)

### Sources

- (1) Unpublished document: Salford Archaeology. 2020. One City Road, Hulme, Manchester: Desk-based Assessment. Ian Miller.

## Location

### National Grid Reference

SJ 8359 9728 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Shortcroft Street, off City Road East, Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 17431.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12044 Residential - Low Rise Flats (Type Code: SET-RELOW)  
No 1 City Road, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

## Associated Individuals/Organisations - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17431.1.0      **Site Name** St Mark's District School (site of)

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# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17432.1.0 **Site Name** Short Street Chandelier Manufactory (site of)

| HER Number | Site Name                                     | Record Type |
|------------|-----------------------------------------------|-------------|
| 17432.1.0  | Short Street Chandelier Manufactory (site of) | Monument    |

## Monument Types and Dates

CHIMNEY (AD 19th Century to AD 20th Century - 1850 AD to 1999 AD)

1850 AD - 1999 AD

FACTORY (Chandelier manufactory, AD 19th Century to AD 20th Century - 1850 AD to 1999 AD)

1850 AD - 1999 AD

## Description and Sources

### Description

A long, rectangular building occupying the eastern side of Short Street along the western boundary of the site, first shown on the Ordnance Survey Town Plan of 1891. This detailed plan marks a chimney on the south-western corner of the building, overlooking the junction of Short Street and Glass Street, betraying the industrial function of the building. Trade directories for 1895, 1903 and 1909 list Clayton, Turner & Co as chandelier manufacturers at 2 Short Street and 25 City Road, although the firm is not listed in a directory for 1911. Shown on Goad's fire insurance map of 1928 as a two-storey building with the upper floor in use as a saw mill, with a large chimney at its southern end. The building was demolished in the second half of the 20th century, and the site does not appear to have been redeveloped subsequently. (1)

### Sources

- (1) Unpublished document: Salford Archaeology. 2020. One City Road, Hulme, Manchester: Desk-based Assessment. Ian Miller.

## Location

### National Grid Reference

SJ 8359 9727 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Shortcroft Street, off City Road East, Manchester, Greater Manchester

## Designations, Statuses and Scorings

**Associated Legal Designations - None recorded**

### Other Statuses and Cross-References

Sites & Monuments Record - 17432.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM12044 Residential - Low Rise Flats (Type Code: SET-RELOW)  
No 1 City Road, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 17432.1.0

**Site Name** Short Street Chandelier Manufactory (site of)

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 19099.3.0 Site Name Chapel House (site of)

| HER Number | Site Name              | Record Type |
|------------|------------------------|-------------|
| 19099.3.0  | Chapel House (site of) | Monument    |

## Monument Types and Dates

VICARAGE (AD 19th Century to AD 20th Century - 1809 AD? to 1900 AD?)  
1809 AD - 1900 AD

## Description and Sources

### Description

A square building is shown to the east of the Methodist chapel grounds [see HER 19099.1.0]. This detached property first appears on Dean and Pigot's map of 1809. It is shown abutting the eastern wall of the chapel grounds. Swire's 1824 map does not differentiate between this detached property and the adjacent row of terraced houses. Bancks and Co's map of 1831 (2) clearly shows the property within the confines of the chapel grounds, the eastern wall of the grounds having been moved westwards. The building was self-contained with a small yard and outbuilding to the rear. The 1851 Ordnance Survey map indicates that the building was cellared. By the time of the 1891 OS map, the building had been remodelled and an extension built between it and the Sunday school [HER 19099.2.0] to the south. Slater's commercial directory for 1879 indicates that Henry Douthwaite occupied the residence associated with the Wesleyan chapel – Chapel House. A trial trench evaluation and small open-area trench were excavated within the footprint of the building; however, there was no below-ground evidence of the 19th-century structure. (1)

### Sources

- (1) Unpublished document: Civic Heritage. 2024. Viadux, Plot 2A and Plot 2B, Manchester: Archaeological Desk-based Assessment. Katie Fletcher and Ollie Cook.
- (2) Cartographic materials: Bancks & Co. 1831. Bancks & Co's Map of Manchester.

## Location

### National Grid Reference

SJ 8351 9766 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Great Bridgewater Street (S side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 19099.3.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11494 Commercial - Hotel Complex (Type Code: COM-COHOT)  
Beetham Tower, Deansgate, Manchester

### Other Land Classes

Landuse Built over

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 19099.3.0      **Site Name** Chapel House (site of)

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## ***Related Monuments***

19099.1.0      Great Bridgewater Street Wesleyan chapel Hierarchical  
(site of)

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 19099.1.0 Site Name Great Bridgewater Street Wesleyan chapel (site of)

| HER Number | Site Name                                          | Record Type |
|------------|----------------------------------------------------|-------------|
| 19099.1.0  | Great Bridgewater Street Wesleyan chapel (site of) | Monument    |

## Monument Types and Dates

CEMETERY (Burial ground, AD 19th Century - 1801 AD to 1854 AD)

1801 AD - 1854 AD

METHODIST CHAPEL (AD 19th Century - 1801 AD to 1895 AD?)

1801 AD - 1895 AD

WESLEYAN METHODIST CHAPEL (AD 19th Century - 1801 AD to 1895 AD?)

1801 AD - 1895 AD

## Description and Sources

### Description

The Great Bridgewater Street Wesleyan chapel, built in 1801, first appears on the historic map sequence in 1809. It was located on the corner of Great Bridgewater Street and Crown Street. The footprint of the building extended between Great Bridgewater Street and Trumpet Street, the chancel located at its southern end. It is flanked by two narrow strips of land either side, probably used for burial plots. By 1831 the chapel grounds were extended eastwards (1). The site is last shown on the 1891 Ordnance Survey map, by which time the grounds are marked as disused; this is supported by archival evidence indicating that the burial ground went out of use in 1854. The Great Bridgewater Street Chapel Trust Minute Book reported that a plan of the graveyard alongside a record of the grave inscriptions was prepared by George Priestley in 1895. A later meeting in 1897 reported that the Great Northern Railway Company were 'determined to remove all of the human remains at their own expense'. An additional report from 1898 reveals that it was 'swept away' prior to the construction of the Great Northern Company's viaduct (to the west of the site) in 1899. [No associated ref.]

### Sources

(1) Cartographic materials: Bancks & Co. 1831. Bancks & Co's Map of Manchester.

## Location

### National Grid Reference

SJ 8348 9766 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Great Bridgewater Street (S side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 19099.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11494 Commercial - Hotel Complex (Type Code: COM-COHOT)  
Beetham Tower, Deansgate, Manchester

**HER Number** 19099.1.0      **Site Name** Great Bridgewater Street Wesleyan chapel (site of)

Landuse Built over

|           |                         |              |
|-----------|-------------------------|--------------|
| 19099.3.0 | Chapel House (site of)  | Hierarchical |
| 19099.2.0 | Sunday school (site of) | Hierarchical |

**Associated Events/Activities - None recorded**

**Associated Individuals/Organisations - None recorded**

# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 19099.2.0 Site Name Sunday school (site of)

| HER Number | Site Name               | Record Type |
|------------|-------------------------|-------------|
| 19099.2.0  | Sunday school (site of) | Monument    |

## Monument Types and Dates

SUNDAY SCHOOL (AD 19th Century - 1809 AD? to 1899 AD?)  
1809 AD - 1899 AD

## Description and Sources

### Description

A rectangular building can be located on early 19th-century historic maps to the east of Great Bridgewater Street Wesleyan Chapel [HER 19099.1.0]. It is simply represented on the sequence of maps until Bancks & Co's survey of 1831 (1), which reveals a rectangular plan, oriented lengthways along Trumpet Street. Behind the building are a narrow yard and outbuildings. The building is first identified as a school on the Ordnance Survey map, surveyed 1848–50, and Adshead's map of 1851. The internal floorplan is shown on the OS map as divided into four separate rooms. The façade of the building faced west towards the Methodist chapel (2). The building is last shown on the OS map of 1891; it was cleared c.1898–99 ahead of the construction of the railway viaduct. [No associated ref.]

### Sources

- (1) Cartographic materials: Bancks & Co. 1831. Bancks & Co's Map of Manchester.
- (2) Cartographic materials: OS. 1851. OS 6" to 1 mile.

## Location

### National Grid Reference

SJ 8351 9764 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Great Bridgewater Street (S side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 19099.2.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11494 Commercial - Hotel Complex (Type Code: COM-COHOT)  
Beetham Tower, Deansgate, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments

19099.1.0 Great Bridgewater Street Wesleyan chapel Hierarchical  
(site of)

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 19099.2.0      **Site Name** Sunday school (site of)

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***Finds - None recorded***

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***Associated Events/Activities - None recorded***

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***Associated Individuals/Organisations - None recorded***

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# Greater Manchester Archaeological Advisory Service Monument Full Report

HER Number 19100.1.0 Site Name Union Foundry (site of)

| HER Number | Site Name               | Record Type |
|------------|-------------------------|-------------|
| 19100.1.0  | Union Foundry (site of) | Monument    |

## Monument Types and Dates

IRON FOUNDRY (AD 19th Century - 1820 AD? to 1880 AD?)  
1820 AD - 1880 AD

## Description and Sources

### Description

During the first quarter of the 19th century, a foundry was developed on Trumpet Street around an established building. This earlier configuration of the site consists of a single rectangular building with the adjacent plots of land laid out. At the time of Swire's map (1) the footprint of the complex occupied a rectangular plot of land and had an inverted 'T'-shaped courtyard on the eastern side. The foundry is last shown on Adshead's map of 1851 and was cleared prior to the construction of the railway arches and viaduct in 1880. [No associated ref.]

### Sources

- (1) Cartographic materials: William Swire. 1824. Swire's Manchester and its Environs. William Swire.

## Location

### National Grid Reference

SJ 8350 9762 (point) SJ89NW Point

### Administrative Areas

District Manchester, Greater Manchester  
Township Manchester, Manchester, Greater Manchester

### Address/Historic Names

Trafford Street (N side), Manchester, Greater Manchester

## Designations, Statuses and Scorings

### Associated Legal Designations - None recorded

### Other Statuses and Cross-References

Sites & Monuments Record - 19100.1.0 Active

### Ratings and Scorings

Condition Destroyed

## Land Use

### Associated Historic Landscape Character Records

HGM11499 Communications - Car Park (Type Code: CMC-CUCAR)  
Car Park, Trafford Street, Manchester

### Other Land Classes

Landuse Built over

## Related Monuments - None Recorded

## Finds - None recorded

## Associated Events/Activities - None recorded

# Greater Manchester Archaeological Advisory Service Monument Full Report

**HER Number** 19100.1.0      **Site Name** Union Foundry (site of)

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***Associated Individuals/Organisations - None recorded***

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