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1. Summary

Glenbrook WWS Limited, Maizelands Limited and Arringford Limited is devising proposals for the redevelopment of land at 2-4 Whitworth Street West, Manchester City Centre (centred on NGR 383517 397521). In order to support the planning application for the scheme, Salford Archaeology were commissioned to carry out an archaeological desk-based assessment. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the designs of the proposed schemes and the future treatment of any surviving remains.

The proposed development site lies within the Castlefield Vicus, Area of Roman Manchester. Several excavations and findspots have yielded evidence of Roman activity in the vicinity of the site.

No medieval activity is known within the site, and it lies beyond Manchester's medieval core. The site was most likely agricultural land during the post-medieval period.

The River Mersey and Bridgewater Canal were utilised for industry during the 18th century. By the late 18th century, much of the site had been developed into housing to accommodate workers in the area. Housing types included small, terraces with back yard plots and cellars, and a row of single-depth dwellings. The south-east corner of the Site remained undeveloped, consisting of a small plot of allotment gardens.

All vacant plots of land had been infilled with further housing by 1824-51. This included plots of back-to-backs and single-depth dwellings. In addition, by 1848-9 the Manchester South Junction and Altrincham railway viaduct had been constructed to the south of the site by David Bellhouse. A small section of the viaduct falls within the site but will not be directly impacted by the proposals. The viaduct is a Grade II Listed Building.

The entire Site had been cleared by 1908, and by 1922 had been redeveloped into two warehouse buildings, which are currently extant within the Site.

The potential for the site to contain buried archaeological remains is considered to be high. Remains may include Roman activity, post-medieval relict soils, and various types of worker's housing dating from the 18th century to early 19th century. Any remains that do exist within the Site are likely to be of low (local) and medium (regional) significance, and without a programme of mitigation, the scheme could damage or destroy these remains.

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, it is anticipated that, in the first instance, an archaeological evaluation will subsequently be required (in the form of trial trenching or a strip, map and record) to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. The exact scope and extent of any such further investigation of the Site will be determined by GMAAS.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined

by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

2. Introduction

Glenbrook WWS Limited, Maizelands Limited and Arringford Limited have prepared a planning application for the redevelopment of land at 2-4 Whitworth Street West, Manchester City Centre. The proposed scheme will comprise of the construction of a BTR residential tower to provide a mix of one, two and three bed apartments over 44 floors. The Proposed Development comprises the demolition of 2 and 4 Whitworth Street West and development of a high-rise residential development, including ground floor amenity and back of house uses and public realm works.

2.1 Site location

The proposed development area (centred on NGR 383517 397521; herein referred to as the 'Site') is bounded by Whitworth Street to the north, Cameron Street to the east, the Manchester and Ordsall Lane Junction Branch and Hewitt Street to the south, and Bugle Street to the west. The Site is currently occupied by two former warehouse buildings: 4 Whitworth Street West, also known as Whitworth House, and 2 Whitworth Street West, known as Wrendal House. These two structures are separated by Rowendale Street and represent typical examples of the warehouse/office architecture prevalent in the area during Manchester's industrial expansion and infrastructure development in the early 20th century. Both buildings feature traditional redbrick masonry.



Plate 1 Extract from Google Satellite, showing the Site boundary

2.2 Topography and geology

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises of the Mersey River valley, whilst the rivers Irwell, Medlock and Irk represent

the principal watercourses in Manchester. The Site lies at a height of approximately 32.3m above Ordnance Datum (aOD) and is relatively level.

The Site is located on a band of solid geology comprising the sandstone of the Chester Formation, formed between 250 and 247.1 million years ago during the Triassic Period. The solid geology of the Site is overlain by Glaciofluvial Sheet Deposits of Devensian sands and gravels, which formed between 116 and 11.8 thousand years ago during the Quaternary Period (British Geological Society, 2024).

2.3 Designations

The Site boundary overlaps with a small section of the Manchester South Junction and Altrincham Railway Line, which is a designated Grade II Listed Building (HER 11681.1.0; Table 1). The Listed Building will not be directly impacted by the proposed scheme.

Description	Designation	HER Number	Location
Manchester South Junction And Altrincham Railway Viaduct	Grade II Listed Building	11681.1.0	Centred SJ 8382 9770 (2031m by 487m)

Table 1 Listed Building partly within the Site

The Site does not contain any further heritage assets that are afforded statutory protection, such as, Scheduled Monuments, or any Registered Parks and Gardens and does not lie within a Conservation Area. The nearest Conservation Area is Castlefield, which lies c 105m to the north-east of the Site (see 2.3.1).

The Site is located within 100m of four statutory Listed Buildings and within 250m of 18 Listed Buildings (Table 2). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report; however, it may have an indirect impact on the setting of the designated heritage assets. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets.

Description	Designation	HER Number	Location
Deansgate Station	Grade II Listed Building	15574.1.0	SJ 83430 97525
Lock-Keeper's Cottage at Lock No. 91 Next to Gaythorn Tunnel	Grade II Listed Building	8586.1.0	SJ 83430 97571
Rochdale Canal Lock No. 91 (Tunnel Lock) east end of Gaythorn Tunnel	Grade II Listed Building	12089.9.0	SJ 83450 97571

Rochdale Canal Lock No. 90, west of Albion Bridge	Grade II Listed Building	12098.8.0	SJ 83592 97557
Castlefield	Conservation Area	415.2.0	SJ 8333 9768 (centred at)

Table 2 Designated sites within 100m radius of the Site

2.3.1 Castlefield Conservation Area (DGM1554):

History

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 horse-drawn 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 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.

3. Method statement

3.1 Introduction

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

3.2 Research sources

The desk-based assessment made use of the following sources:

- / Published and unpublished cartographic, documentary and photographic sources;
- / The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- / Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- / The National Heritage List for England;
- / Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late eighteenth century.

3.3 Site Inspection

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

3.4 The document

The following presents the historical and archaeological evidence for the Site. Chapter 5 discusses the previous archaeological investigations that have taken place within the Site. A gazetteer (Chapter 6) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-10), is used to assess the significance of the remains (Chapter 7) and impact of the proposed development (Chapter 8). A mitigation strategy is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3.5 Significance assessment methodology

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important

archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). These criteria have all been utilised in this assessment and are listed below:

- / Archaeological interest
- / Historical interest
- / Period
- / Rarity
- / Documentation
- / Group value
- / Survival/condition
- / Fragility/vulnerability
- / Diversity
- / Potential

The significance assessment also uses the approach to assessing heritage value contained within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

3.6 Impact assessment methodology

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation is then recommended to reduce the level of impact on the significance of the identified assets.

4. Planning and legislative background

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2023).

4.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Department of Levelling Up, Housing and Communities, Dec 2023). The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 deals specifically with this historic environment (paragraphs 195-214), and states that local planning authorities should consider:

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

Paragraph 200 states that "local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".

Paragraph 209 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 200-204) should be taken into account in determining a planning application.

Paragraph 211 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

4.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027 (Manchester City Council, 2012). The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment (Manchester City Council, 2012, p. 164).

Policy EN3 states:

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.’

4.3 Places for Everyone

Places for Everyone (PfE) has been adopted and the Site forms part of the Development Plan. In relation to the historic environment, Policy JP-P2: Heritage: *‘We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester’s distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district’s identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:*

- 1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;*
- 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;*
- 3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;*
- 4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and*

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process' (Greater Manchester combined authority, 2024, pp. 192-4).

In addition, Policy JP-Strat2: City Centre states: 'The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets' (Greater Manchester combined authority, 2024, p. 49).

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

5. Historical background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 3).

British archaeological periods		
Period	Sub-period	Date range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2300 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Historic	Romano-British	AD 43 – AD 410
	Early Medieval	AD 410 – AD 1066
	Late Medieval	AD 1066 – AD 1540
	Post-medieval	AD 1540 – c 1750
	Industrial Period	c AD1750 – 1914
Modern	Modern	Post-1914

Table 3 Summary of British archaeological periods and date ranges

5.1 Prehistoric period

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the city centre, such as Castlefield, the area that now contains Manchester Cathedral and Chetham's School and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007).

Evidence of prehistoric activity in the vicinity of the Site comes from several chance finds and excavation off Liverpool Road. An archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield yielded two Mesolithic flints, a Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered, although none was found in securely stratified deposits (Gregory, 2007, p. 181). Excavations at Barton Street in 2006 discovered a late Neolithic/early Bronze Age flint side scraper from the construction trench of a Roman building, located c. 250m north-west of the Site (HER 13944.1.0). In addition, a late Neolithic to Early Bronze Age barbed arrowhead was found at Tonman Street (HER 126.1.0) in the 19th century, c. 260m north-west of the Site.

The nearest evidence of prehistoric activity to the Site was discovered during an open area excavation that took place in 2020 at the Viadux scheme. Finds included two potential prehistoric pits, situated approximately 115m to the north of the Site (Salford Archaeology, 2023).

5.1.1 Archaeological potential

There are no known prehistoric findspots within the Site, however, the presence of nearby prehistoric evidence may suggest that buried prehistoric remains may survive within the Site, most likely in the form of unstratified finds.

5.2 Romano-British period

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of Mamucium, which was established on a sandstone bluff within Castlefield (Gregory, 2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a turf rampart and timber gates, covering an area of c. 1.2ha, and was of a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone c. AD 200 (ibid).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or vicus (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c. 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower.

The Site falls mostly within Castlefield Roman Vicus and Area of Roman Manchester (HER 415.2.0). Excavations at the site of the vicus, in 1972 and 1981, revealed that the ditch system surrounding the fort was abandoned during the Flavian period. 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 (HER 415.2.0).

The most recent excavations to unearth Roman remains have taken place on Great Bridgewater Street, c 125m north-west of the Site. In 2020, an excavated trench uncovered a Romano-British pit or linear feature, overlain by post-Roman plough soils. The post-Roman plough soil sealed the Romano-British pit, which contained four sherds of Romano-British pottery and a fragment of ceramic building material (Salford Archaeology, 2020). The *in-situ* Roman remains were excavated at a depth of c. 1.8m below the modern ground surface. Post-medieval buried soils overlay the post-Roman relict soil. Following the evaluation, Trench 3 was extended into an open area excavation. Further archaeological features were excavated and have been interpreted as being Roman based on their stratigraphic positions, although none of the features were securely dated.

A second archaeological excavation at Great Bridgewater Street, at the Viadux scheme, also uncovered several Roman features (Salford Archaeology, 2023). The excavation exposed the remains of Roman occupation layers, a series of pits, gullies and a number of linear features that have been provisionally interpreted as part of the defensive ditch that marked the boundary of the vicus. Many of the excavated features are associated with the expansion and the decline of the civilian settlement.

The most significant evidence for Roman settlement in Castlefield has been provided by open-area excavations to the west of the Site, at 73-83 Liverpool Road, Barton Street, 340 Deansgate and the site of the Beetham Tower. Whilst most evidence from this period has been lost to 18th- and 19th-century industrial development, pockets of undeveloped land have provided important evidence for Roman activity. Successive planes of timber-framed buildings and associated occupational features, deposits and finds have been uncovered. The sequences reveal in places evidence that earlier defensive ditches were backfilled and built over in the early 2nd century with timber-framed buildings, aligned to roads and corresponding boundary ditches. These residential areas lasted in places until the 3rd century AD. Some evidence of small-scale industry in the form of hearths, metalworking and potential tanning pits occurred in discrete areas of the *vicus*, though it has been suggested this activity would be found more frequently outside the main settlement. Most activity within the *vicus* was of a domestic or commercial nature. A timber and stone building excavated at 340 Deansgate has a large ground plan, with remnants of a sandstone wall, and has been put forward as a potential high-status dwelling or commercial centre, market hall or inn (Gregory, 2007): most structural evidence has been in the form of postholes, construction trenches and beam slots of timber-framed houses.

The most relevant archaeological sequence comes from the site of Beetham Tower at the junction of Deansgate, Great Bridgewater Street and Trafford Street, c 120m north-west of the Site (HER 13938.1.0). An excavation was undertaken there in 2004, in advance of the 47-storey tower development. This site was formerly occupied by Great Northern Railway viaduct, and it was considered likely that the construction of this viaduct would have resulted in the destruction of buried archaeological remains. However, important archaeological remains dating from the Roman period were identified in three evaluation trenches that were placed across the site, leading to a programme of further excavation. The remains were interpreted as being associated with the civilian settlement attached to the Roman fort, situated c.12m to the south-west. 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 settlement, with some evidence for tree clearance, the laying out of boundary ditches, and timber-framed buildings. The area appeared to have been abandoned in c.120-60AD, although 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 comprised a single substantial pit from which pottery dating to c.200-50 AD was recovered (Pre-Construct Archaeology, 2005).

Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north and Castleshaw and York to the north-east. The settlement was well connected in terms trade and consequently lasted until the late 3rd century AD. The nearest section of the projected route of the Roman road from Manchester to Buxton (Levenshulme section) lies c 15m to the north-west of the Site (HER 28.1.3), orientated east to west. In addition, the road from Manchester to Ribchester ran in a northerly direction c.90m west of the Site (HER 14.1.0).

In the early 20th century, a section of a Roman road was revealed to the south of the Central Railway Station, c 85m north-east of the Site (HER 415.6.0). The section consisted of “three

inches of stiff clay on the surface, covered by five inches of burnt brick, small stones, charcoal, fragments of pottery and nails, on which boulders were bedded, about eight inches in thickness, and eight inches of gravel, with two inches of stone and clay over it, making a total of 26 inches. The road passed within 100 yards of the Roman fort, which it entered by a short branch road, leading to the Eastgate" (HER 415.6.0). The remains could be associated with one of two Roman roads; either the Manchester to Oldham road or the Manchester to Buxton, but it is thought to most likely be the latter.

A grid-system of major and minor roads have been identified to the west of the Site. Archaeological evidence included substantial gravel roads identified during the White Lion Street and Tonman Street excavations in the 1970s (Arrowsmith, 2016, pp. 15-16). These uncovered sections of a c.6.5m wide road and series of smaller metalled surfaces, representing significant investment in resources and labour. The excavation conducted at Barton Street recorded properties aligned to this grid-system (*ibid*), implying yet more streets were built as the *vicus* expanded. In addition to the actual roads were a large number of pits, which have been recorded during almost all the excavations in Castlefield (Gregory, 2007). These pits have been interpreted as means of gravel extraction, sunk into deposits of glacially deposited pebbles, extracted for road building then quickly refilled. The construction of major roads, preceded of course by extractive activity to acquire building materials represents some of the earliest activity outside the confines of the military complex.

Beyond the extent to the *vicus* lay the agricultural hinterland of *Mamucium*, a network of field systems, interspersed with villas and agricultural buildings. Recent excavations at Owen Street have identified a spread of relict plough soil, containing Roman pottery and a series of ditches, the longest with a total recorded length of 36.8m was lined on one side by a row of post holes, cut into the bedrock (Salford Archaeology, 2016). It is possible this constituted a field boundary, delineating a plot of agricultural land. There has also been evidence from this part of Castlefield suggesting the road leading south from the fort to Chester was utilised for other practices.

Several features were excavated at the Owen Street site in 2016 (c 250m south-west of the Site), which have indicated non-agricultural activities, the most significant being a potential kiln. A 2.1m by 0.94m linear feature, later interpreted as the firing chamber was cut into natural, running northeast/south-west. This was up to 0.24m in depth and contained a number of different fills, comprising sands and clays, many of which showed signs of burning and a number of which contained charcoal. The area of natural at the south-west end of the pit was also burned. At its north-east end this pit was cut by an oval-shaped pit. Only part of this pit had survived, most of it having been truncated by 18th century activity. The fill of the pit showed signs of heating and burning and also contained a large number of red sandstone fragments. These fragments appeared to be structural, possibly the collapsed remains of kiln superstructure.

Several Roman findspots have been recorded within the immediate vicinity of the Site, the nearest of which includes pottery, iron nails, charcoal, lead, broken tiles, and fragments of glass that were found along the railway arches of the Manchester South Junction and Altrincham Railway (HER 415.4.15), c 30m to the south-west of the Site, in the late 19th century. A hoard of 1600 coins that were discovered in 1852 when the foundations of Knott Mill were being constructed (HER 415.4.1), c 45m to the south-west of the Site. The coins

ranged from Sabina (wife of Hadrian) AD 128 to 136 to Valens AD 364–378. A great deal of pottery was found by Mr Roeder at this site. The coins were mainly from the House of Constantine in the 4th century, deposited probably between AD 375 and 380. A coin was also discovered in 1788, c 50m west of the Site (HER 415.4.16). The neck of large amphora was found at Trafford Street in 1903, c 65m north-east of the Site (HER 415.4.28).

During the rebuilding of the Crown Inn, Deansgate, in 1904, pottery, charcoal, iron, a piece of oak and coins, one of them gold, were found. A Roman pit was also found, 6ft square, cut into rock, containing rubbish, three brass coins and a piece of thick gold wire (HER 415.4.0), c 110m north-west of the Site. A hoard of 200 coins was found adjacent to the Roman pit in 1840 (HER 415.4.23). In addition, a Roman urn and three Samian Ware dishes (HER 415.4.26) were discovered in 1903, c 150m east of the Site.

5.2.1 Archaeological potential

The Site lies within an area of intense Roman activity, therefore, there is potential for Roman archaeological remains to survive *in-situ* within the Site.

5.3 Medieval period

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer & Brownbill, 1911).

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Rivers Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

Although the Site likely lay beyond the Saxon settlement a small number of finds have been discovered within proximity of the Site. These include a small hoard of Saxon coins (HER 123.1.0) that was discovered whilst digging the foundations for Campfield Library in 1899. The hoard included eight sceattas dating to AD 450–600 located c 200m north-west of the Site. A gold finger ring (HER 9916.1.0), discovered in antiquity, has been traced to the Castlefield area (c.290m to the south-west of the Site), providing rare physical evidence for human activity in Manchester during this period.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling, 1962), but divided his other newly acquired land into several fiefdoms (Kidd, 1996). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling, 1962, p. 116).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell, et al., 2004, p. 256). It

was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre, with Deansgate being one of the main thoroughfares. The Site lies c.95m east of Deansgate but is over c.1km to the south of Manchester's medieval core.

A deer park, named Alde-Parc (Aldport Park; HER 112.1.0) was located towards the south end of Deansgate, bordered to the north by modern day Peter Street and Quay Street, and to the south by the River Medlock (c. 165m to the north of the Site). The park is documented from the late 1282 and is thought to have still been existence in the 16th century, before potentially being destroyed during the Civil War. Aldport may refer to the old Roman settlement site replaced by medieval Manchester, one mile upstream at Hunts Bank. In 1473 Over Aldport was a close of pasture and Nether Aldport was a park. Aldport Lodge or New Park is mentioned in 1567–88, occupied by the Derbys (HER 112.1.0). All Port Town is noted as a street name on Casson and Berry's 1741 plan in the same location as the former park (Plate 2).

5.3.1 Archaeological potential

The Site may have lay within an area of low-level medieval activity, though the potential for buried archaeological remains is considered to be low due to the extensive development that took place in the 18th and 19th centuries.

5.4 Post-medieval period

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population' (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region (Hartwell, 2001, pp. 8-9). A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms. During this period, the Site presumably lay in a predominantly rural area that may have been used for agriculture.

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago', reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the 1790s, Manchester's thriving export market was beginning to displace London as a centre of overseas

trade in cotton cloth, reflecting great improvements to the transport network across the North West.

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire (Nevell, 2003).

A layer of post-medieval soil was exposed during an excavation south of Great Bridgewater Street in 2020, c 125m north-west of the Site (Salford Archaeology, 2020). This layer overlaid post-Roman relict soil. Further post-medieval buried soils have been excavated during an archaeological evaluation undertaken in 1982, c.250m to the north-east of the Site (GMAU, 1982). The evaluation identified a deposit of dark sandy loam with charcoal flecks, which contained possible archaeological features. These features were located at shallow depths and were cut into the natural subsoil. The deposits were interpreted as pre-industrial soils, possibly dating to the post-medieval period (HER 415.1.3).

5.4.1 Archaeological potential

The Site was likely agricultural land during the post-medieval period and there is some potential for relict soils to survive in isolated areas of the Site, though any remains may have been impacted by the extensive development that took place in the 18th and 19th centuries.

5.5 Onset of the industrial revolution

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials.

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 2) The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (George & Brummond, 2002, p. 22).



Plate 2 Extract from Casson and Berry's map of 1741

The next major development was the construction of the Bridgewater Canal, the first true canal in the world, completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater Canal was fed by the River Medlock and is captured on Green's map of 1787-94 (Plate 3). The combination of competition and improved efficiency halved the cost of coal and transport cost of raw cotton, vital to the sudden growth of the textile industry.

Buildings associated with the canal, include the former Bridgewater Canal offices (HER 8331.1.0) and the Duke's warehouse (HER 9849.1.0). The Duke's Warehouse was the first major warehouse to be erected in association with the canal, which was built soon after 1765, c 145m south-west of the Site. The canal offices were likely to have been built at a similar time. The Grocer's Warehouse was also noted as one of the oldest warehouses on the canal (HER 9848.1.0), built before 1789, c 200m west of the Site.

Initially, the Bridgewater Canal served a group of lime kilns set into the natural slope at the southern end of the arm, in Castlefield shown on Green's map of 1787-94 (Plate 3). Other plans push the date of the canal arm and kilns back slightly further, with both shown on a Bridgewater estate plan surveyed in 1785 and on a plan of the Castlefield basin dated 1778 (HER 13980.1.0). A second 18th-century kiln, known as Castle Field kiln, dates to 1770 (HER 16846.1.0), and lay on the south bank of the River Medlock c 165m south-west of the Site. By 1794 Brodie and Co Iron Foundry had been constructed on the northern half of the kiln site with a dye works to the south, though the kiln may have been incorporated into the complex. This foundry was demolished after 1815 and replaced by Galloway's Knott Mill Iron Foundry by 1843 (HER 13924.1.0).

The River Medlock was utilised for early industry, and several industrial premises associated with the textile finishing industries had been established along its banks. These included

several dye works (HER 13693.1.0; HER 15503.1.0), including Knott Mill dye works (HER 16025.1.0) and printworks (HER 13692.1.0). In addition, a water-powered corn mill (HER 9865.1.0) was situated on the north bank of the River Medlock in the late 18th century, c 130m south-west of the Site. The corn mill lay near to an early fulling mill (HER 10530.1.0) which was excavated at Knott Mill bridge and was dated to the 18th century.

The success of the Bridgewater Canal acted as a catalyst for the construction of numerous canals, including the Rochdale Canal (HER 1386.2.0). The Rochdale Canal (HER 12089.9.0; 1386.2.0) 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. Initially, the canal opened in stages as sections were completed beginning with the Manchester to Rochdale branch in 1798. The completion of the Rochdale canal in 1804 meant that a water transportation route now existed between the North Sea at Hull and the Irish Sea at Liverpool. In 1805, John Rennie engineered its connection to the Bridgewater Canal, to the south of the city centre, located c.420m to the west of the Site (DGM1553). As a result, Castlefield became the hub of the canal network in Manchester, bringing with it a surge in warehouse building. The Rochdale Canal lies c 20m to the north of the Site.

By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of factory-based cotton manufacturing industry of international repute (Baines, 1835). Early steam-powered mills in the study area include Marsden's Mill (HER 17371.1.0), Havelock Mill (HER 2145.1.0) and Gaythron Mill (HER 15513.1.0). With textiles as the driving force, Manchester emerged as a complex industrial city, producing goods of every description.

5.6 The advent of Manchester's railway network

The world's first inter-city passenger railway was opened between Liverpool and Manchester in 1830, terminating at Liverpool Road in Castlefield (HER 11681.1.0), c 500m north-west of the Site. The line set the standard for modern railways and initiated a boom in railway construction in the 1840s. The advent of the railways meant that goods could be transported faster and in larger quantities than ever before. Several other railway lines were constructed, linking Manchester to other industrial towns, such as Leeds and Birmingham.

Store Street Station opened on the 8th May 1842 by the Manchester and Birmingham Railway, followed by the terminus at Hunts Bank in 1844, opened by the Manchester and Leeds Railway Company, in order to link their line to the Manchester and Liverpool railway line. Shortly after the Store Street Station opened, it became a joint terminus, which also served the Sheffield, Ashton-under-Lyne and Manchester Railway, and it was quickly realised that it would need to be connected to the other railway lines that served Manchester.

The Manchester & Birmingham Railway (later the LNWR) and the Sheffield, Ashton-under-Lyne & Manchester (later MSLR) companies proposed an extension of their lines, which would skirt the southern part of Manchester City Centre on a 2.4 km viaduct and join the Liverpool and Manchester Railway at Ordsall Lane in Salford. A branch line was also proposed, leaving the South Junction line at Castlefield (west of Deansgate Station) and following the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway (MSJ&AR) Act received royal assent on the 21st of July 1845 (HER 11681.1.0).

The MSJ&AR viaduct was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. A through platform was built near the south-east corner of Store Street Station, which was also designed by Bellhouse. The MSJ&AR viaduct is currently designated as a Grade II Listed structure (HER 11681.1.0) and runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock, before it 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. The Grade II Listed viaduct lies immediately to the north of the Site.

5.7 Development of the Site

The development of the Site since the late 18th century can be drawn from a sequence of available historic mapping. The first available map to capture the Site is Green's plan of Manchester and Salford 1787-1794 (Fig 3; Plate 3). This map captures the initial development of the southern fringe of Manchester during the late 18th century. Green's map shows that development in Castlefield was centred on the Bridgewater Canal and the River Medlock, with several warehouses, offices, wharfs and industrial buildings already established along the watercourses. A grid of streets had been laid to the east of Aldport Lane, between Gaythorn Street to the north and Little Peter Street to the south, which seems to have mostly consisted of workers' housing.

The west part of the Site seems to have contained houses with small back yards between Malkin Street and Betty's Row. A long narrow rectangular building was situated between the backyards of the houses, potentially functioning as a workshop. Larger gardens were present in the north-west corner of the Site, creating an opening along the Malkin Street frontage. The east of the Site seems to have been occupied by two or three slightly larger properties on the east side of Betty's Row. Beyond the properties, lay market or allotment gardens and the southern aspect of a large building or block of buildings that fronted Gaythorn Street, which may have functioned as a commercial or industrial building.

Land surrounding the Site consisted of a mixture of fields, industrial premises and land awaiting development. Fields to the east of the Site were owned by Messrs Cheetham, whilst land to the south was owned by Sir J. P Mosley Bar. Gaythorn Street led to a group of buildings owned by '*John Cheetham and Son, of Gaythorn, Manchester*', who were dyers in the area (Manchester Mercury, 3rd January 1792).

Scholes directory of 1794 gives an insight into the types of businesses that were present along Gaythorn Street in the late 18th century. The street was occupied by a flour dealer, dyers, an engraver for calico printers, a bookkeeper and a printed calico manufacturer (Scholes, 1794).

Scholes trade directory of 1797 recorded a bookkeeper at Betty's row. The 1797 trade directory recorded multiple dyers and flour dealers along Gaythorn Street, as well as some additional trades which included a shopman, a cow-keeper, a bread baker, fruiterer, and a traveller (Scholes, 1797). In addition, the Rate Book of 1797 also recorded the head of the households along Betty's Row, Hewitt Street, Malkin Street and Gaythorn Street, although it provides no further detail (Rate Book of 1797, M 9/40/2/540).

Dean and Pigot's map of 1809 (Plate 4) captures the exact same footprint of buildings as Green's earlier plan (Plate 3), although Malkin Street was now known as Mount Street and

Betty's Row was renamed Rowe Street. The plan is the first available map that captures the Rochdale Canal (HER 1368.2.0), completed in 1804.

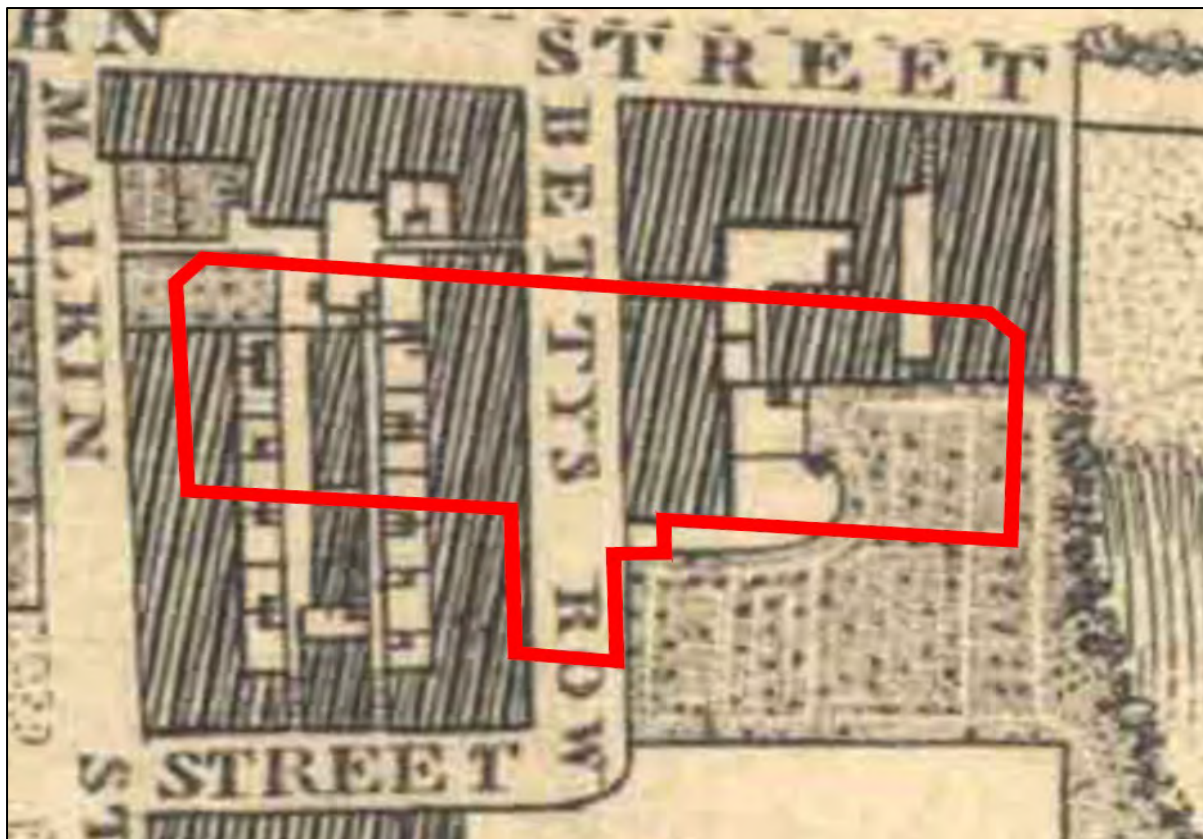


Plate 3 Extract from Green's map of 1787-94, showing the Site boundary



Plate 4 Extract from Dean & Pigot's map of Manchester, 1809, showing the approximate Site boundary

The next available map is that produced by Swire in 1824, although the plan does not capture details of the individual buildings within the Site (Plate 5). The Site and its environs had witnessed further development. The west of the Site remained unchanged, whilst the former area of gardens that occupied the southern end of the east of the Site had been developed.

Pigot and Dean's trade directory of 1821 recorded weavers, joiners, shopkeepers, carders, dyers, boot and shoemakers, a baker, a spinner, a bookkeeper, a packer, a boat builder and carters (Pigot, et al., 1821).

Plots of land, including all buildings along Gaythorn Street and adjacent to the Rochdale Canal were being sold off in 1820. Plots were listed separately and most contained at least one building or buildings (Manchester Mercury, 26th December 1820). Some premises were subject to yearly rents paid to Sir Oswald Mosely, who owned land in the vicinity of the Site in the late 18th century (Plate 3).



Plate 5 Extract from Swire's map of 1824, showing the approximate Site Boundary

Bancks and Co's map of 1831 (Fig 4; Plate 6) is the first available map that captures the individual detail of buildings within the Site. Bancks's map captures a similar array of buildings as shown on Green's (Plate 3) and Swire's (Plate 5) earlier maps, albeit in more detail. The plan shows that various types of workers' housing occupied the Site, including rows of terraces with small back yards, first shown on Green's plan. The plan also shows that the row of buildings between Mount Street (formerly Malkin Street) and Rowe Street (Betty's Row) were single-depth dwellings. The properties on the east side of Betty's Row were double-depth houses, whilst the eastern edge of the Site partly contained a block of back-to-backs that lay on the west side of Cheetham Street. The exact same configuration of buildings is captured

on the Ordnance Survey map of 1851 (Fig. 5). The only additional detail is the depiction of pavement lights and external staircases in front of the dwellings that lined Mount Street, and Rowe Street. The single-depth court dwellings and back-to-backs did not seem to contain cellars.

The census returns of 1841 recorded that many of the residents within the Site worked in the textile industry. Other occupations recorded included several porters, washerwomen, labourers and bricksetters (Census Returns of 1841, HO 107/570/17).

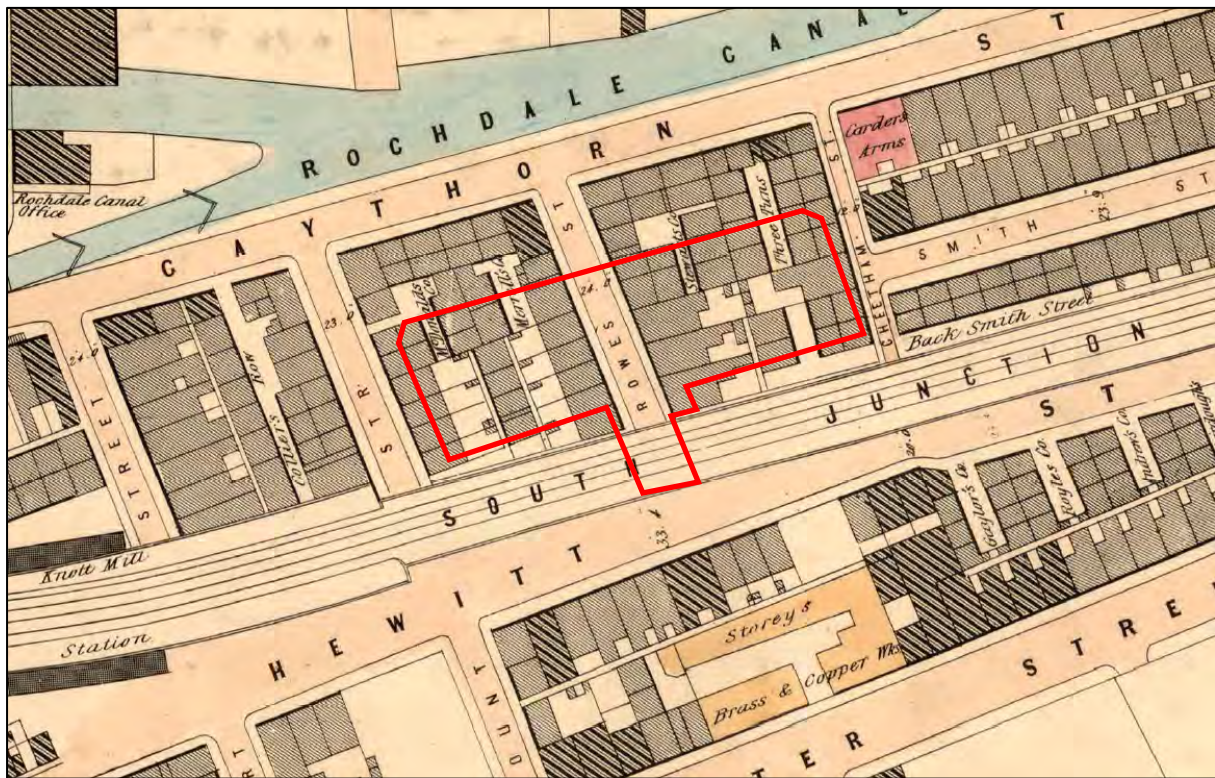


Plate 6 Extract from the Bancks & Co's map of Manchester and Salford, 1831, showing the Site boundary

Joseph Adshead's *Twenty-four Illustrated Maps of the Township of Manchester*, published in 1851 (Plate 7) and the Ordnance Survey map also published in 1851 (Fig 5) are the next available maps that accurately show the Site. Both 1851 plans (Plate 7 and Fig. 5) show that the Site remained largely unchanged, though they provided greater detail than the previous maps. The only notable change is the completion of the Manchester South Junction and Altrincham Railway line (HER 11681.1.0) that lies within the south of the Site. The railway viaduct was constructed over the streets in 1848–49, by David Bellhouse Junior. The building is currently a Grade II Listed Building.

Adshead's map clearly records the names of the small courts that lay behind the main streets, which included McDonald Street, Merrell's Court, Stewards Court and Pierce Tuns. The

The census returns of 1851 recorded that most of the cellars along Rowe Street were inhabited as separate residences (No's 1-14 Rowe Street had cellars that were inhabited). Like the previous census, the majority of the occupants worked in the textile trade. Some of the households, including those that occupied the cellars, took in lodgers (GBC/1851/30859_A008135/00339-42). A similar picture is painted by the census returns for Mount Street, McDonald's Court and Mason's Court (the census returns of 1851 are incomplete due to damage; GBC/1851/30859_A008135/00354-60).



The Ordnance Survey map of 1891 (Fig. 6) shows the same layout of buildings and recorded a similar demographic (Census Returns 1891, RG 12 3237). Rowe Street does not seem to have been recorded within the census returns of 1901, potentially implying that demolition was underway within the Site.

A series of photographs taken in 1896 show condemned houses along Bugle Street that may have been within the Site boundary (Plate 8 and Plate 9). The images show that the houses were two-storeys with basements and pavement lights. A photograph taken in 1905 shows that the houses within the Site had been cleared (Plate 10).



Plate 8 View of condemned houses on Bugle Street (formerly Mount Street), taken in 1896, courtesy of Manchester Local Image Collection



Plate 9 Condemned houses on Bugle Street (formerly Mount Street), taken in 1896, courtesy of Manchester Local Image Collection



Plate 10 Vacant land between Cheetham Street, Rowe Street and Whitworth Street West in 1905, also showing viaduct windows, courtesy of Manchester Local Image Collection

By 1908 (Fig. 7) the entire Site had been cleared, however, by the time of the Ordnance Survey map of 1922 (Fig 8; Plate 11), the Site had been redeveloped into two warehouse buildings. Gaythorn Street had been renamed Whitworth Street West and had been widened, presumably to accommodate a tramway. The warehouses were situated at no. 2 and no. 4 Whitworth Street West.

Slater's trade directory of 1911 recorded the businesses along Whitworth Street West. No. 2 was occupied by Bell Brothers and Co, shipping merchants and Reliance Mill Co, cotton merchants (Slater, 1911, p. 753), which may suggest that Wrendal House had been established by 1911. Tatham & Co., steel merchants, Rae William. & Co., apron & skirt manufacturers, and Andrew L. & Co., India rubber merchants occupied a building or buildings between Albion Street and no. 2 Whitworth Street West. Plate 10 shows that Tatham & Co were situated immediately east of Whitworth House. It is unclear whether any of the other businesses correspond to Avon House, although it is tempting to place Andrew L & Co, India rubber merchants at Avon House.

Goad's fire insurance map of 1928 (Plate 12) provides greater detail, naming the western warehouse as Wrendal House and the eastern building as Avon House (currently Whitworth House). Goad recorded Wrendal House as a four-storey building with basement, functioning as various offices and warehouse. The building had two stone staircases and concrete floors. Avon House was annotated as a three-storey building that operated as a rubber tyre warehouse. The range of buildings to the rear was two-storeys high. The building had a steel truss roof and concrete floors, with glass skylights. Both buildings are currently extant, although they seem to have undergone some alterations (see Section 6); the rear aspect of Avon House may have been altered, whilst an additional storey seems to have been added to the rear bay of Wrendal House.

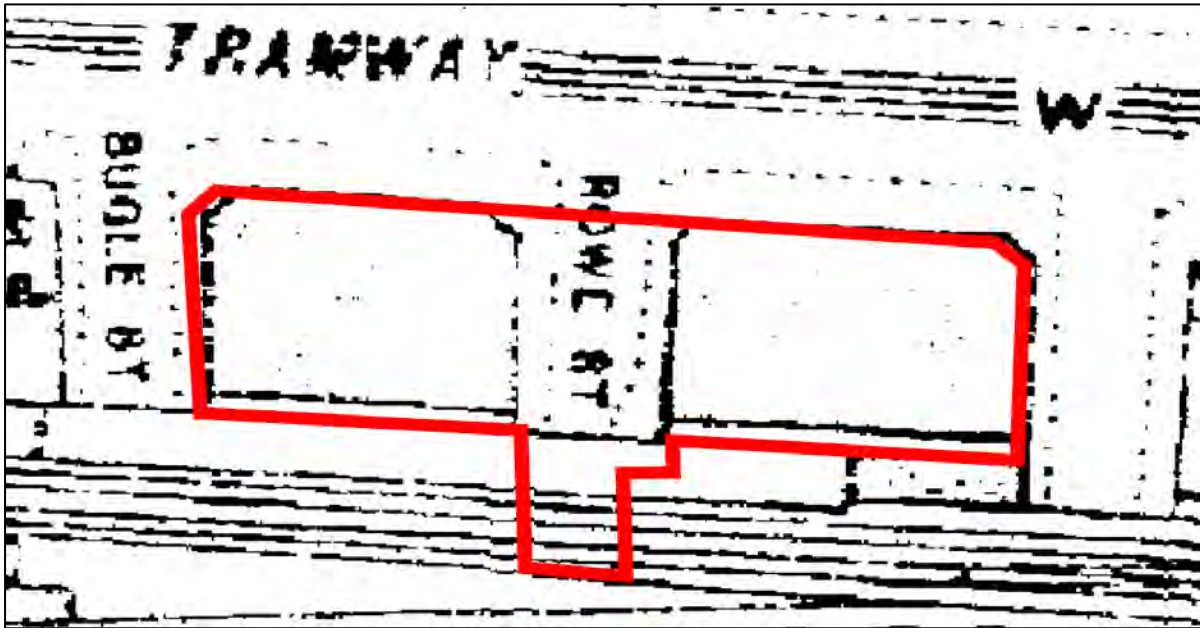


Plate 11 Extract from the Ordnance Survey Town Plan map of 1922, showing the Site boundary

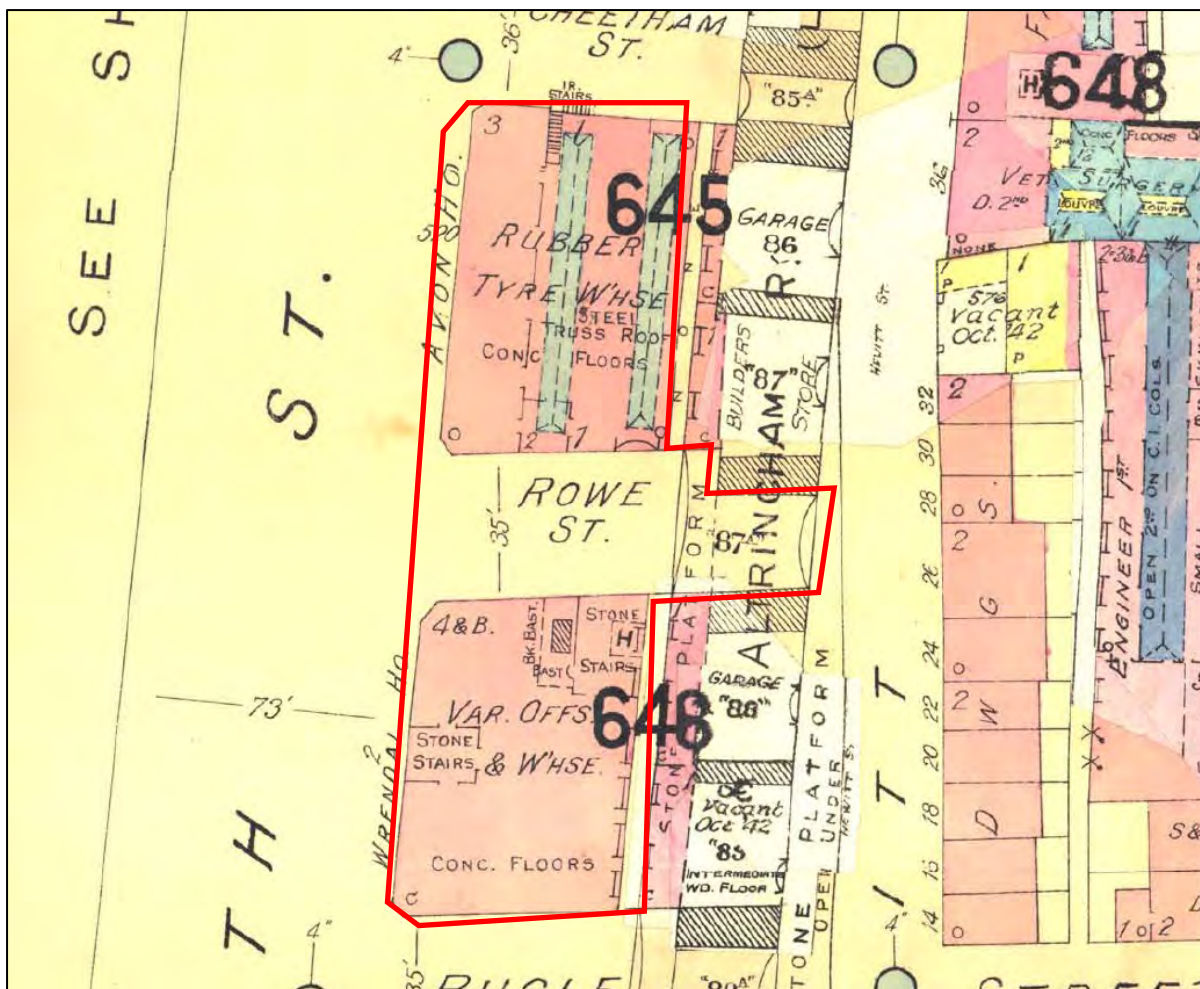


Plate 12 Extract from Goad's Fire Insurance Maps of Manchester, 1928, sheet 336, showing the approximate Site boundary

5.8 Previous archaeological work

In total, 62 archaeological events have been recorded within 250m of the Site. Non-intrusive events include 31 desk-based assessments, seven heritage statements, a heritage impact assessment and three building recordings. Intrusive archaeological investigations include seven watching briefs, eight evaluations and six excavations.

5.8.1 Previous archaeological work within the Site boundary

A desk-based assessment (EGM5062) covered the Site in 2018 by Kathryn Sather Associates (Kathryn Sather & Associates, 2018), which highlighted the archaeological potential of the Site, particularly in relation to workers' housing.

A desk-based assessment was produced for the Northern Hub Piccadilly / Oxford Road in 2018 (EGM 4229), which highlighted the site's potential to contain archaeological remains of local and regional significance (Parsons Brinckerhoff, 2014). The desk-based assessment included Cameron Street and Rownedale Street, which lie within the Site boundary. No sites of archaeological interest were recorded along either of the streets.

5.8.2 Previous archaeological work beyond the Site boundary

An excavation was undertaken in preparation for the Beetham Tower in 2005 (EGM3733) by Pre-Construct Archaeology, c 110m north-west of the Site. Due to the high level of intense activity across the site in the late 19th century, it was believed that not much remained from the pre-18th century landscape. However, important archaeological remains that dated to the Roman period were identified in three of the trenches. In light of the impending development programme, it was decided that the evaluation would be abandoned, and they would proceed straight to an open area 'rescue' excavation. The Roman remains within the site were interpreted as being part of the *vicus* to the Roman fort. It was concluded that there was no evidence of activity within the Beetham Tower site prior to the Roman period, or after the 3rd century AD. The absence of medieval activity may have been due to horizontal truncation associated with 19th century activity or more simply a change in settlement patterns after the 3rd century (Pre-Construct Archaeology, 2005).

An additional desk-based assessment undertaken in 2019 by Salford Archaeology, included the land at Viadux and the Central Station, c 75m north of the Site. The desk-based assessment concluded that there was potential for foundations of 18th- and 19th-century buildings, including the rare evidence for a windmill and workers' houses beneath Station Approach. There was also evidence of canal infrastructure beneath the footprint of the main station hall. The report also alludes to archaeological excavations that were carried out in 2004 on land a short distance to the south of the proposed development site, and that it yielded important evidence for Roman activity, indicating that the area had formed part of the civilian settlement associated with the Roman fort at Castlefield (Salford Archaeology, 2019).

An excavation took place in 2020 (EGM 5644), revealing evidence of two possible prehistoric pits and a series of Roman pits and ditches that likely relate to the extent of the Roman civilian settlement located outside of the fort wall. The remains of an 18th-century metal surface were also observed, together with the remains of 19th-century workers' housing and the remains of part of an industrial building (Salford City Council, 2023).

An evaluation was also undertaken within the 'Slot Site', ahead of the construction of a stair tower and lift (see Figs 13-4) (Salford Archaeology, 2020). The evaluation contained a Romano-British pit or linear feature, post-Roman plough soils (excavated at a depth of 1.8m below the modern ground surface) and the wall of a late Georgian building. Trench 3 was extended into a small open-area excavation to record the extent of Roman remains in this area. Further archaeological remains were excavated and have been interpreted as being of Roman date due to their stratigraphy, though none of the archaeological remains could be securely dated (pers comms, Oliver Cook 2023).

A second desk-based assessment undertaken in 2023 by Salford Archaeology (EGM5645) highlighted the potential for further archaeological remains.

Other nearby intrusive archaeological investigations includes an evaluation at Knott Mill (EGM 2743). Trial trenching evaluation recorded a possible Roman post-hole, stone and brick foundations of west end of the Duke of Bridgewater's warehouse, and the head of a capped well (UMA, 1998).

5.9 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site, though the Castlefield area is likely to have been conducive for late prehistoric settlement.

The Site lies within the Area of Castlefield Roman Vicus (HER 415.2.0) and therefore has high potential to contain Roman remains.

No medieval activity is known within the Site, and it lies beyond Manchester's medieval core, and c 165m south of Aldport Park (HER 112.1.0). The Site was most likely agricultural land during the post-medieval period.

The River Mersey and Bridgewater Canal were utilised for industry during the 18th century. By the late 18th century much of the Site had been developed into housing to accommodate workers in the area. The south-east corner of the Site remained undeveloped, consisting of a small plot of allotment gardens.

All remaining plots of vacant land had been built upon by 1824-51. The Site consisted of various types of workers' housing including cellar dwellings, back-to-backs, blind-backs and single-depth dwelling.

The entire Site had been cleared by 1908, and by 1922 had been redeveloped into two warehouse buildings, which are currently extant within the Site.

6. Site inspection

A Site visit was carried out as part of the archaeological assessment on 18th June 2024. The aim of the Site inspection was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

The Site encompasses two early 20th-century red-brick warehouses (Plate 13 and Plate 14). Wrendal warehouse occupies the plot of land in the west of the Site, and is currently bounded by Bugle Street to the west, Whitworth Street West to the north and Rowendale Street to the east. The building is of four-storeys with a semi basement. The roofline of the building, along Rowendale Street (only), is slightly higher than the rest of the building, by about half a storey. All the windows have segmental arches, whilst the front entrance is a stone rounded arch design. The windows have been replaced with modern metal frames. The original street sign for Rowe Street (now Rowendale Street) is still attached to the building. Rowendale Street has been repaved in modern stone setts.



Plate 13 Photograph showing Wrendal House, looking south-west from Whitworth Street West

Whitworth House is a three-storey red brick building with rectangular windows at ground-floor and first-floor levels (Plate 14). The second floor has round arch windows. The windows potentially have the original wooden frames. There is a small amount of sandstone ashlar used for detailing on the coping of the parapet, the cills and the plinth. Entrances are present at each corner of the building, which are framed with dressed stone (Plate 15).

The rear of the building is approximately single storey with a pitched roof and seems to have been constructed in different coloured bricks (Plate 15). Vehicular entrances are present on both the east and west elevations.



Plate 14 Photograph showing Whitworth House, looking south-east from Whitworth Street West



Plate 15 View of Whitworth Street from Rowendale Street, looking east

Rowendale Street (formerly Rowe Street) runs broadly north to south through the centre of the Site (Plate 16). The road surface is of modern stone setts. The Site includes part of the road that extends beneath the Manchester South Junction and Altrincham railway viaduct (Plate 16).



Plate 16 View of Rowendale Stret, looking broadly south, showing the Grade II Listed Manchester South Junction and Altrincham railway viaduct

7. Gazetteer

The following gazetteer entries (GE) summarise the sites of potential archaeological interest within the Study Area and elements of the historic landscape. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer entries are shown on Figures 11-13 within Appendix 1.

Gazetteer Entry 01

Site Name	Castlefield Roman Vicus (Area of Roman Manchester)
Designation	Non-designated heritage asset
HER Number	415.2.0
Site Type	Place (site of)
Period	Roman
NGR	Centred SJ 8333 9768 (530m by 745m)
Source	HER
Description	The HER states: <i>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.</i>
Assessment	The west part of the Site lies within Castlefield Roman Vicus and therefore has high potential to contain Roman remains that could be affected by the proposed development scheme.

Gazetteer Entry 02

Site Name	Market or allotment gardens
Designation	Non-designated heritage asset
HER Number	-
Site Type	Relict soils (site of)
Period	post-medieval
NGR	383543 397522
Source	Green's map (Fig.3)
Description	Green's map of 1787-94 (Fig. 3) shows that the south-west corner of the Site was occupied by market or allotment gardens to the rear of the houses within the Site. The gardens had been developed by the 1820s.
Assessment	Relict soils have potential to survive within the Site and could be affected by the proposed scheme.

Gazetteer Entry 03

Site Name	Workers' housing and backyards
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Designation	Non-designated heritage asset
HER Number	-
Site Type	Terraced housing with cellars (site of)
Period	18 th century
NGR	Various
Source	Green's map; Bancks & Co's 1831; OS mapping (Figs 5 and 6)
Description	Blocks of workers' housing are first shown on Green's map of 1787-94 (Fig. 3). The houses were situated along Mount Street (Bugle Street) and on both sides of Betty's Row (Rowe Street, currently Rowendale Street). All of the dwellings were rows of small, terraced houses with back yards and outbuildings. The same footprint of buildings is captured on Bancks's map of 1831 (Fig. 4) and OS mapping (Figs 5 and 6). The later maps confirm that these dwellings contained cellars. The census returns record that most of the cellars were inhabited as separate dwellings. The houses were demolished by 1908 (Fig. 7) and had been redeveloped into warehouses by 1922 (Fig. 8). The cellared remains of the houses are more likely to survive beneath Whitworth house, as it does not contain a cellar.
Assessment	Remains of workers' housing have the potential to survive <i>in-situ</i> within the Site as buried remains and could be affected by the proposed development scheme.

Gazetteer Entry 04

Site Name	Single-depth houses
Designation	No designation
HER Number	-
Site Type	Back Mount Street dwellings (Site of)
Period	18 th century
NGR	383498 397523
Source	Green's map; Bancks & Co's 1831; OS mapping (Figs 5 and 6)
Description	A long, narrow rectangular building first appears on Green's map of 1787-94 (Fig. 3). Bancks's map (Fig. 4) captures the same footprint of buildings and shows that they consisted of a row of single-depth dwellings. The houses do not seem to have been cellared. The houses were demolished by 1908 (Fig. 7) and had been redeveloped into Wrendal Warehouse by 1922 (Fig. 8). Wrendal house contains a semi-basement, which may have impacted the survival of the houses.
Assessment	The footprint of the buildings lies within the Site, and therefore could be affected by the proposed development scheme.

Gazetteer Entry 05

Site Name	Back-to-backs
Designation	Non-designated heritage asset
HER Number	-
Site Type	Cheetham Street dwellings (site of)
Period	Early 19 th century

NGR	383544 397522
Source	Swire 1824; Bancks & Co 1831; OS mapping (Figs 5 and 6)
Description	Cheetham Street had been developed by 1824 (Plate 5, p24). Bancks's map (Fig. 4) shows that development consisted of a row of back-to-backs. Later maps suggest that the buildings did not contain cellars. Demolished by 1908 (Fig. 7) and redeveloped into Whitworth House by 1922 (Fig. 8).
Assessment	The footprint of the building lies within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 06

Site Name	Single-depth infill
Designation	No designation
HER Number	-
Site Type	Domestic properties (site of)
Period	Early 19 th century
NGR	Various
Source	Bancks and Co's 1831; OS mapping (Figs 5 and 6)
Description	All remaining vacant plots of land within the Site were developed during the early 19 th century, first shown on Bancks's map (Fig. 4), with later infill and the division of some of the terraces into single-depth buildings shown on the OS map of 1851 (Fig. 5). Demolished by 1908 (Fig. 7) and redeveloped into warehouses by 1922 (Fig. 8).
Assessment	The footprint of the building lies within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 07

Site Name	Wrendal House
Designation	No designation
HER Number	-
Site Type	Warehouse
Period	Early 20 th century
NGR	383499 397524
Source	OS mapping (Figs 8-10)
Description	Red, brick-built warehouse first shown on the Ordnance Survey map of 1922 (Fig. 8). Noted on Goad's plan of 1928 as functioning as various offices and warehouse. The building is four-storeys high with semi-basement and is currently extant.
Assessment	The warehouse will be demolished as part of the proposed scheme.

Gazetteer Entry 08

Site Name	Whitworth House (Avon House)
Designation	No designation
HER Number	-
Site Type	Warehouse

Period	Early 19 th century
NGR	383535 397521
Source	OS mapping (Figs 8-10)
Description	Red, brick-built warehouse first shown on the Ordnance Survey map of 1922 (Fig. 8). Noted on Goad's plan of 1928 as functioning as a rubber tyre warehouse. The main part of the building is three-storeys high and is currently extant.
Assessment	The warehouse will be demolished as part of the proposed scheme.

Gazetteer Entry 09

Site Name	Manchester South Junction and Altrincham Railway Line Viaduct
Designation	Grade II Listed Building
HER Number	11681.1.0
Site Type	Railway viaducts
Period	Mid-19 th century
NGR	Centred SJ 8382 9770 (2031m by 487m)
Source	OS mapping (Figs. 5 and 6)
Description	Manchester South Junction & Altrincham Railway viaduct was built in 1848–49, constructed by David Bellhouse Junior. Red-brick with some small sections of blue brick, sandstone dressings and cast-iron bridges. The railway viaduct is built over the streets, connecting to Manchester Piccadilly and various other Manchester railway stations. The road beneath the viaduct falls within the Site boundary.
Assessment	The viaduct will not be directly impacted by the proposed scheme.

8. Significance

8.1 Policy context for heritage assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

8.2 Designated heritage assets

The Site partly contains a designated heritage asset, comprising a small section of the mid-19th-century Manchester South Junction and Altrincham railway viaduct that is afforded statutory protection as a Grade II Listed Building (HER 11681.1.0). The viaduct will not be directly impacted by the proposed scheme.

The Site is situated within 250m of four designated heritage assets. The proposed development will have a physical impact on these designated heritage assets and will be considered further in the heritage impact assessment. However, it will not be considered further in this desk-based assessment (see 2.3).

8.3 Significance of the archaeological resource

8.3.1 *Historical and archaeological interest*

Historical and archaeological interest

The Site lies partly within Castlefield Vicus; Area of Roman Manchester, which adds to the archaeological interest of the Site.

The Site lies near to the River Mersey and Bridgewater Canal which were utilised for early industry. As a result, the Site had been developed into blocks of housing by the late 18th century to accommodate workers in the nearby area. The early industrial period is significant to Manchester's history and therefore remains relating to these periods would be of historical and archaeological interest.

The Site was redeveloped into warehousing in the early 20th century, representing a shift to purpose-built warehouses, which occurred in later industrial period.

8.3.2 Baseline significance conditions

Period

No prehistoric, or medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be very low. The Site, however, lies within Castlefield Vicus; Area of Roman Manchester (GE01) and likely witnessed intense Romano-British activity.

The most likely remains to be encountered within the Site would date to the industrial periods, which could include market or allotment gardens (GE02), 18th-century workers' housing (GE03-4) and early 19th-century housing infill (GE05-6).

The Site currently contains two early 20th-century warehouses (GE07-8) and a small section of the Grade II Listed Manchester South Junction and Altrincham railway viaduct. The viaduct will not be directly impacted by the proposed scheme.

The industrial period is significant to Manchester's history. Therefore, sites reflecting Manchester's industrial heritage may be considered significant due to period.

Rarity

Remains associated with Castlefield Vicus; Area of Roman Manchester could be considered significant due to rarity.

Buried remains associated with pre-19th-century Manchester may be considered significant due to rarity, as few remains survive within the area due to extensive development during the industrial period.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

Any Roman remains within the Site might contribute to the wider understanding of the development of Roman Manchester, and therefore would have group value with Castlefield Vicus; Area of Roman Manchester (HER 415.1.0).

Survival / condition

The survival, extent and condition of below-ground archaeological remains within the Site is presently unknown.

Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the restoration scheme.

Diversity

The Site may be considered to be significant due to diversity as it has high potential to contain a variety of archaeological remains from different periods.

Potential

The Site lies within an area of known Roman activity, most likely associated with the *vicus*. The survival of remains associated with Roman activity may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/roman-period>; Table 4):

Roman	
R08	What evidence is there for the impact of Roman occupation on the environment?
R11	How can we identify typologies and the development of military sites and Roman road systems?
R14	What were the date, extent, function and changes over time of extra-mural settlement (vici) in the region?
R20	How can we identify regional types and patterns of distribution, despite low levels of material culture across the region?
R30	What can archaeology tell us about trade and exchange in late Roman and early post-Roman periods?
R32	How does military resourcing affect civilian sites?

Table 4 Roman research agendas

Roman remains have high potential to survive beneath road surfaces and beneath Whitworth House (see Fig. 14), therefore, the Site may address the research agendas listed above (Table 4). Roman remains are less likely to survive beneath Wrendal House, due to the construction of the semi-basement.

The Site contained market or allotment gardens during the late 18th century. The survival of former field boundaries and relict soils may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (researchframeworks.org/nwrf/postmedieval):

Post-medieval and industrial periods	
PM02	How does the transition from timber to stone or brick differ according to building types and across the region?
PM10	Where does pre18th century enclosure survive in the region?
PM13	Where do 16th and 17th century structures survive and how does this inform our understanding of the evolution of settlement patterns during this period?
PM15	How well recorded and understood are farming landscapes, field patterns, distribution of buildings and building types?
PM35	How do markets and their associated buildings develop during this period?
IND05	How well understood is change and development of the agrarian landscape in response to industrialisation and enclosure?

IND15	How well recorded and understood are farming landscapes and field patterns?
IND21	How did industrial period towns affect the pre-existing historic landscape?

Table 5 Post-medieval and industrial period research agendas

Buried remains of relict soils have some potential to survive in the south-west part of the Site (Fig. 14), therefore, the Site has the potential to address the research aims listed above (Table 5).

Various types of workers' houses that been erected across the Site by the late 18th century, with all remaining plots infilled during the early 19th-century. Remains of workers' houses have the potential to address the research agendas outlined in the current Archaeological Research Framework for North West England (<https://researchframeworks.org/nwrf/industrial>; Table 6):

Industrial	
Ind22	How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?
Ind26	How can we take forward our understanding of the impact of industrialisation on the middle class, particularly their housing and its location?
Ind30	How have buildings changed in response to planning regulations?
Ind33	How well studied and understood are the back yards of workers housing and what is their significance?

Table 6 Industrial Period research agendas

The 18th-century cellared houses have high potential to survive within the Site, particularly beneath Whitworth House, which is not cellared (See Fig. 14). There is low potential for workers' housing to survive beneath Wrendal House due to the construction of the basement. Therefore, there is potential for the Site to address the research agendas listed above (Table 6).

8.4 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has potential to contain buried remains dating from the Roman to industrial periods (see Fig.14).

Using the above criteria and the ICOMOS guide for assessing value of heritage assets (the Site most likely contains non-statutory archaeological remains of low (local) significance and potentially medium (regional) significance.

The Site has high potential to contain Roman remains that would be of medium (regional) significance.

The Site has high potential to contain remains of various types of workers' housing, which are of low (local) significance.

The Site has limited potential to contain relict soils, which are of low (local) significance.

The Site currently contains two early 20th-century warehouses which are considered to be negligible.

The Grade II Listed Manchester South Junction and Altrincham railway viaduct will be retained within the scheme and will not be directly impacted (considered in a separate heritage statement, Kathryn Sather Associates, 2024).

9. Impact assessment

9.1 Development Proposals

Glenbrook WWS Limited, Maizelands Limited and Arringford Limited have prepared a planning application for the redevelopment of land at 2-4 Whitworth Street West, Manchester City Centre. The proposed scheme will comprise of the construction of a BTR residential tower to provide a mix of one, two and three bed apartments over 43 floors. The ground floor will include for residential amenity providing the main front of house entrance & reception area, private residents gym plus associated back of house facilities (bin storage, cleaners store etc). The ground floor will also include a small retail unit. The upper mezzanine floor will provide additional amenity and co-working space.

9.2 Impact upon archaeological resource within the Site

Delivery of the development proposals will necessitate ground-breaking and landscaping works across the Site, with potential to impact on buried archaeological remains (see Fig. 14).

This assessment has demonstrated that the Site has the potential to retain buried remains of Roman activity, post-medieval relict soils and various types of worker's housing dating from the 18th century to early 19th century. Any remains that do exist within the Site are likely to be of low (local) and medium (regional) significance and, without a programmed of mitigation, the scheme could damage or destroy these remains.

10. Recommendations

10.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

10.2 Further Investigation

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, it is anticipated that, in the first instance, an archaeological evaluation will subsequently be required (in the form of trial trenching or a strip, map and record) to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. The exact scope and extent of any such further investigation of the Site will be determined by GMAAS.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

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Date accessed: 11/06/2024

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Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed onto Green's Map of Manchester, 1787-94
- Figure 4: Site boundary superimposed onto Bancks & Co's Map of Manchester and Salford, 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey 1:10560 Town Plan Map of 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:500 Town Plan map of 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1922
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Series 1955
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Series 1965
- Figure 11: Gazetteer sites superimposed onto modern mapping
- Figure 12: Gazetteer sites superimposed onto modern mapping
- Figure 13: Gazetteer sites superimposed onto modern mapping
- Figure 14: Areas of archaeological potential superimposed onto modern mapping

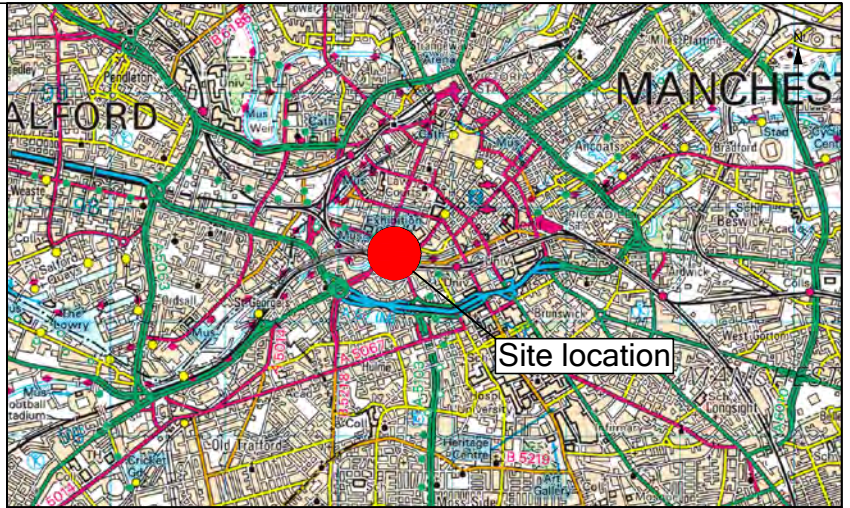


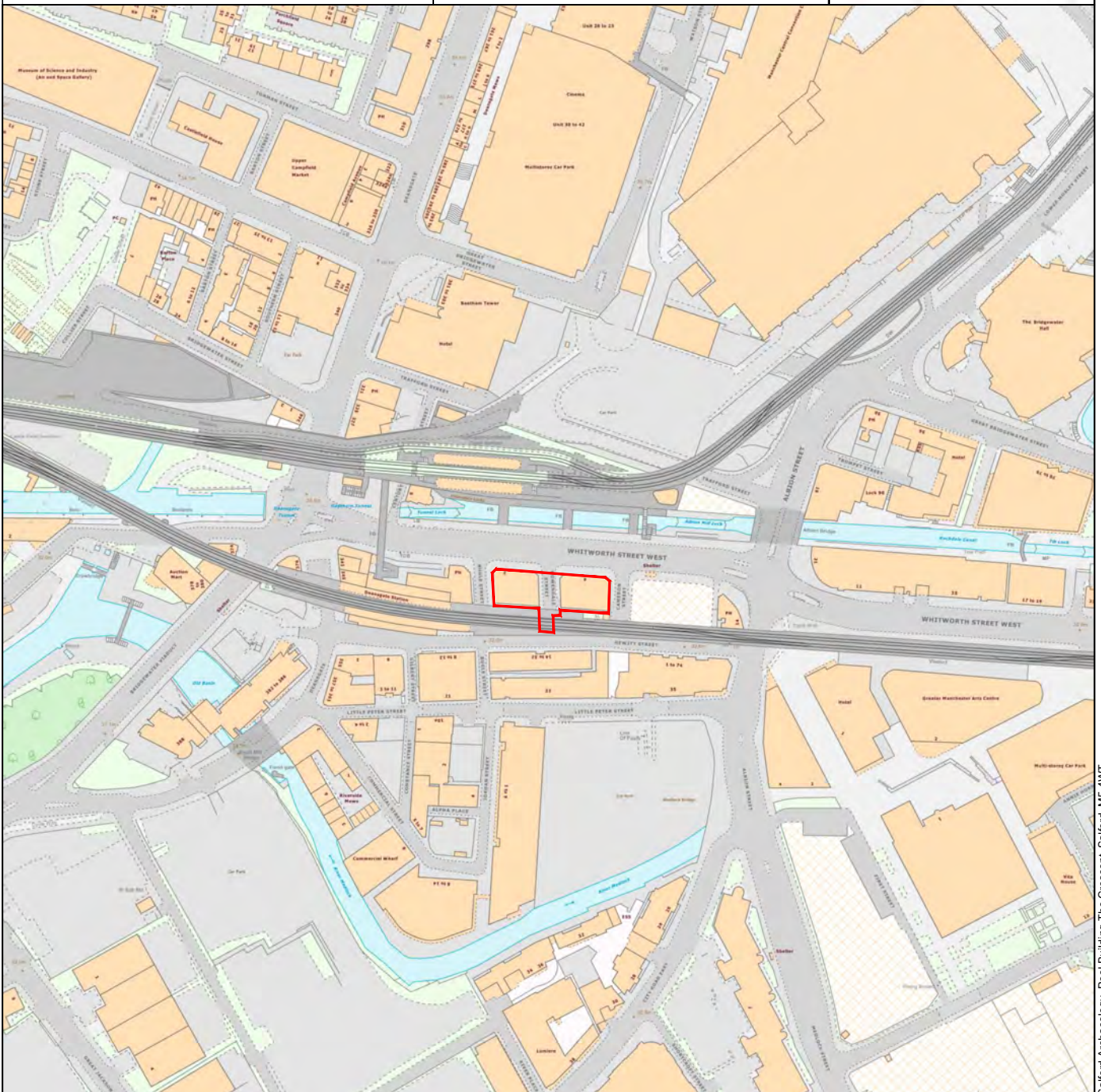
Figure 1:

Site Location

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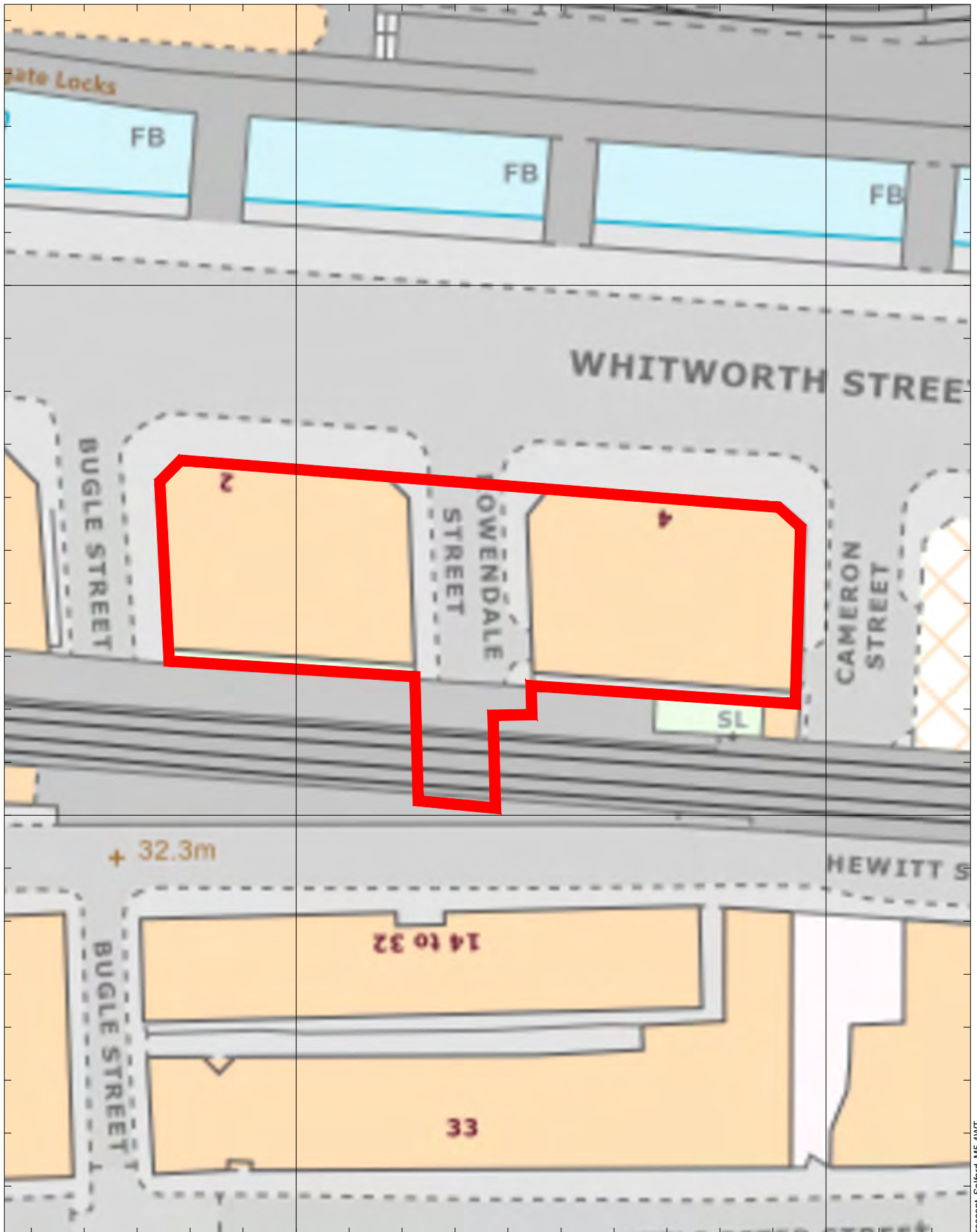


Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

Site Boundary


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0 20 m

Scale at A4 1:500

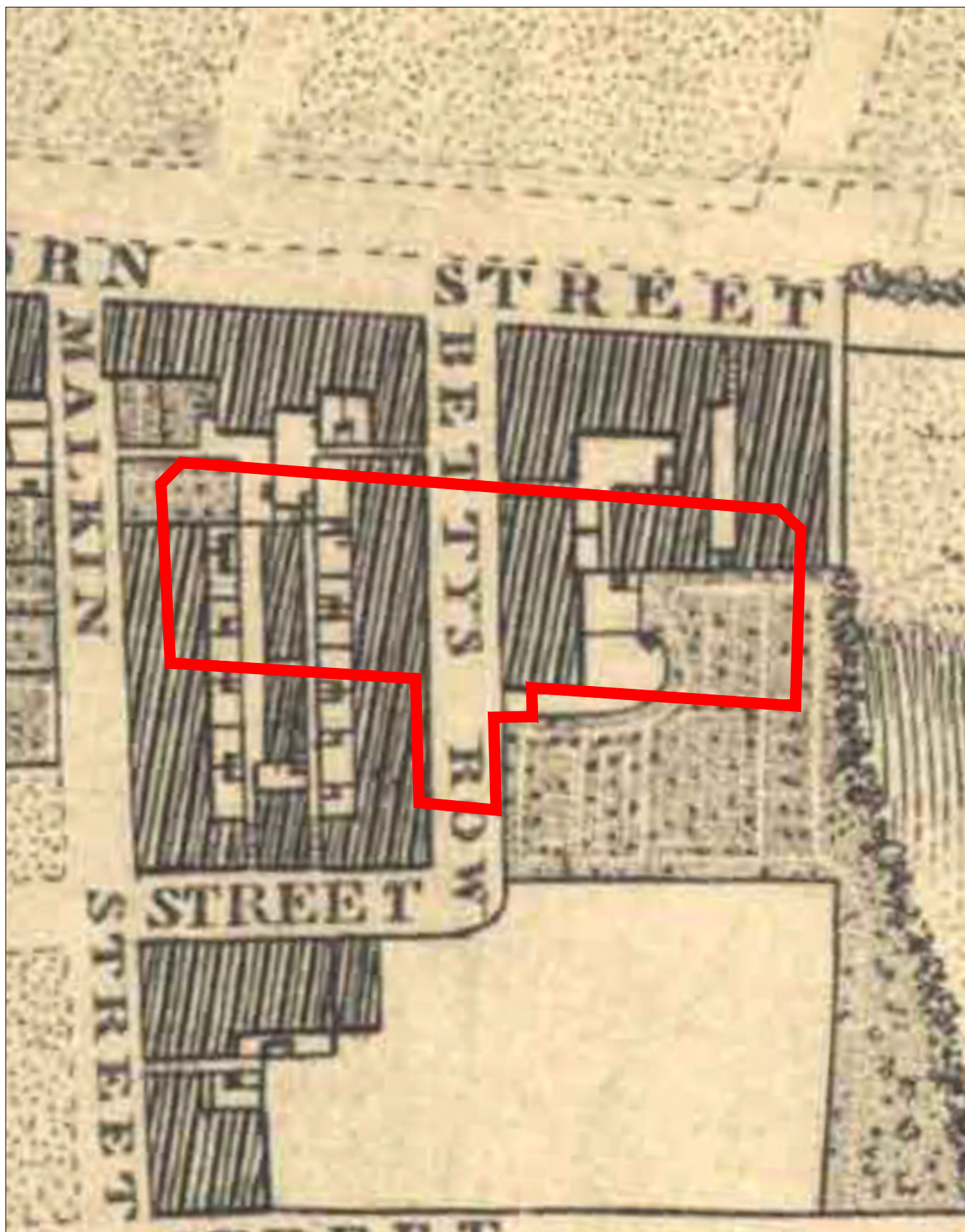


Figure ???:

Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:

— Site Boundary



**SALFORD
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0 20 m
Scale at A4 1:500



Figure ???:

Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831



Key:

— Site Boundary



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0 20 m
Scale at A4 1:500

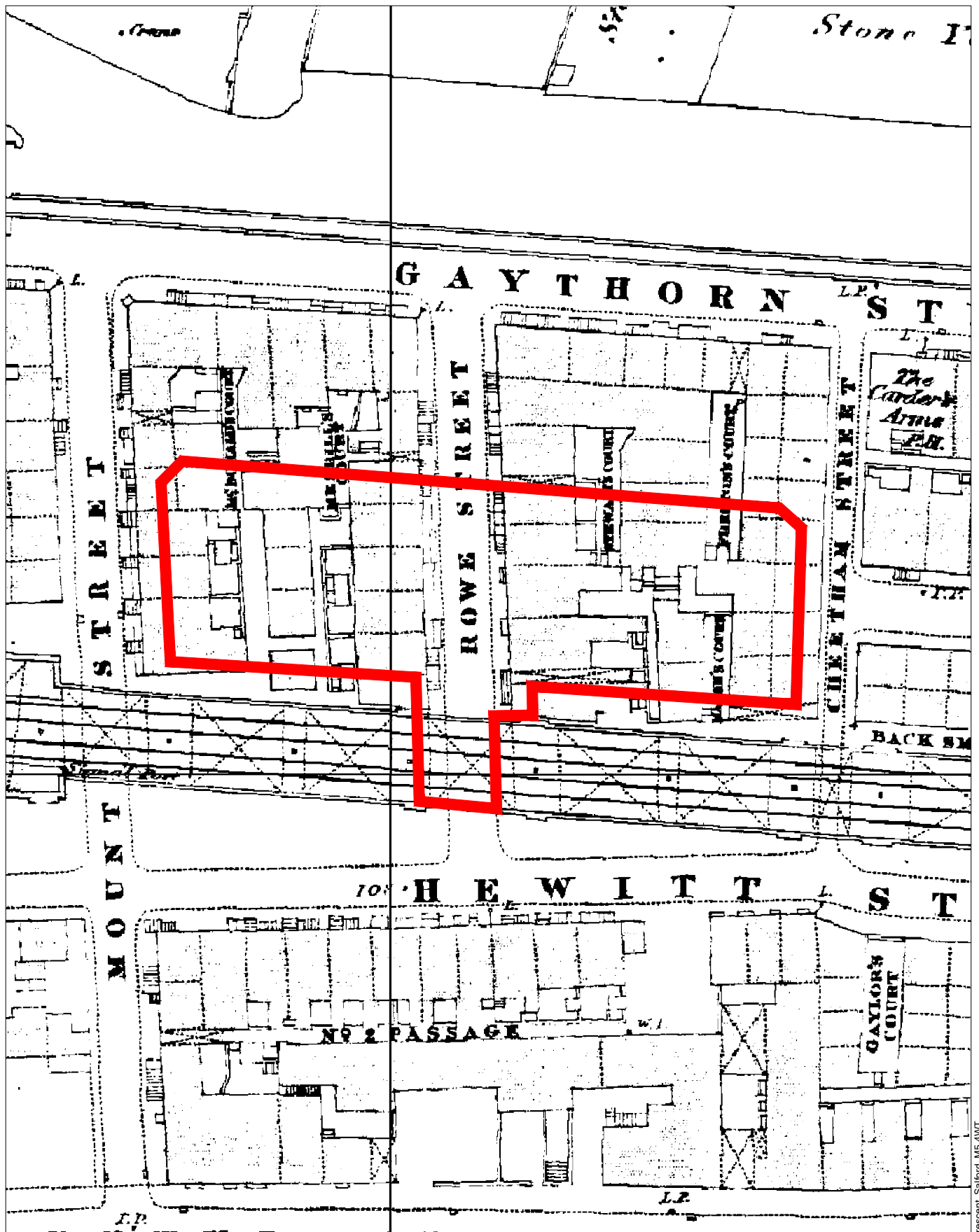


Figure 3:

Site Boundary Superimposed onto the 1:1056 Town plan of 1851

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Key:

— Site Boundary



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0 20 m
Scale at A4 1:500

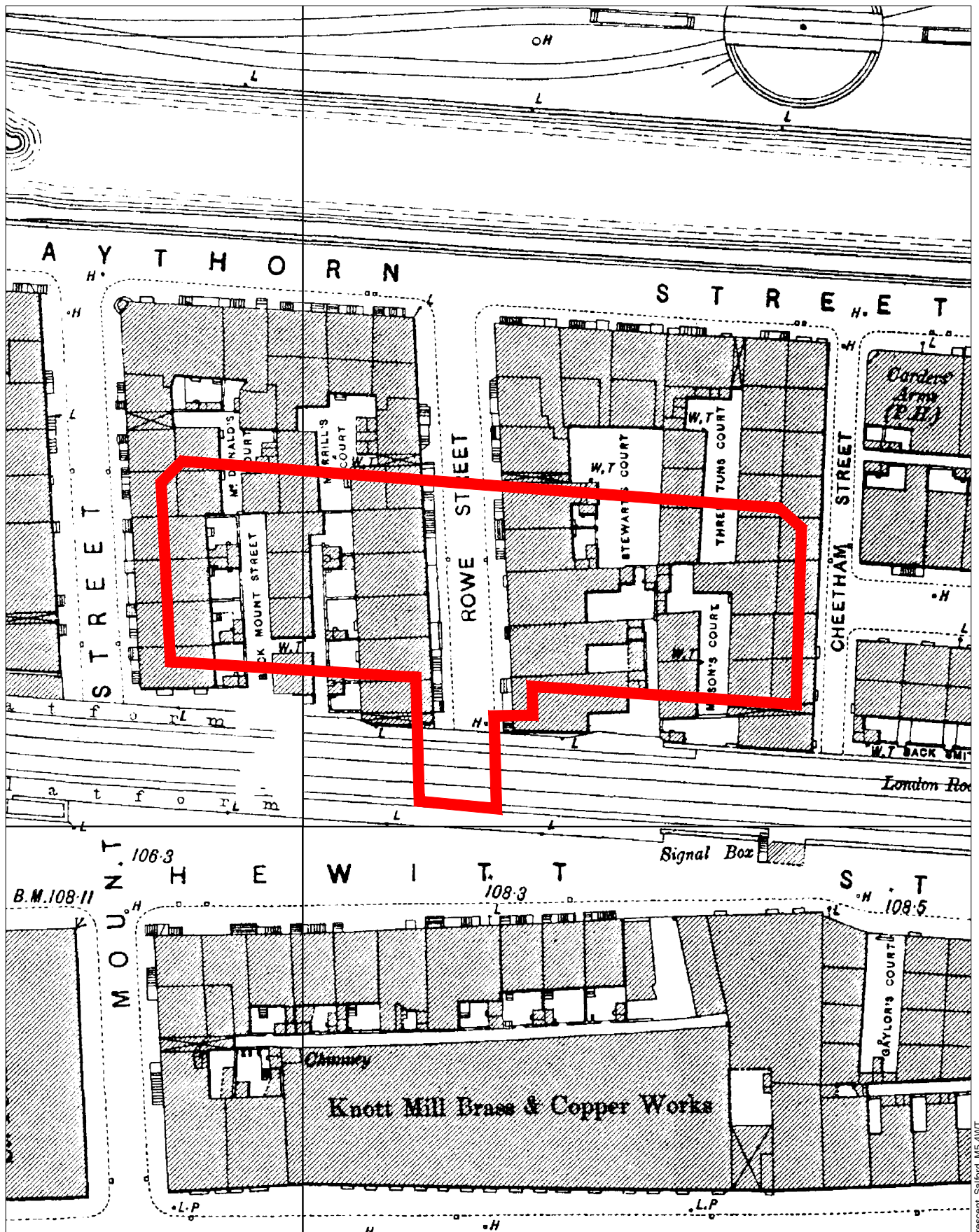


Figure 4:

Site Boundary Superimposed onto the 1:500 Town plan of 1891

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Key:

— Site Boundary



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0 20 m
Scale at A4 1:500

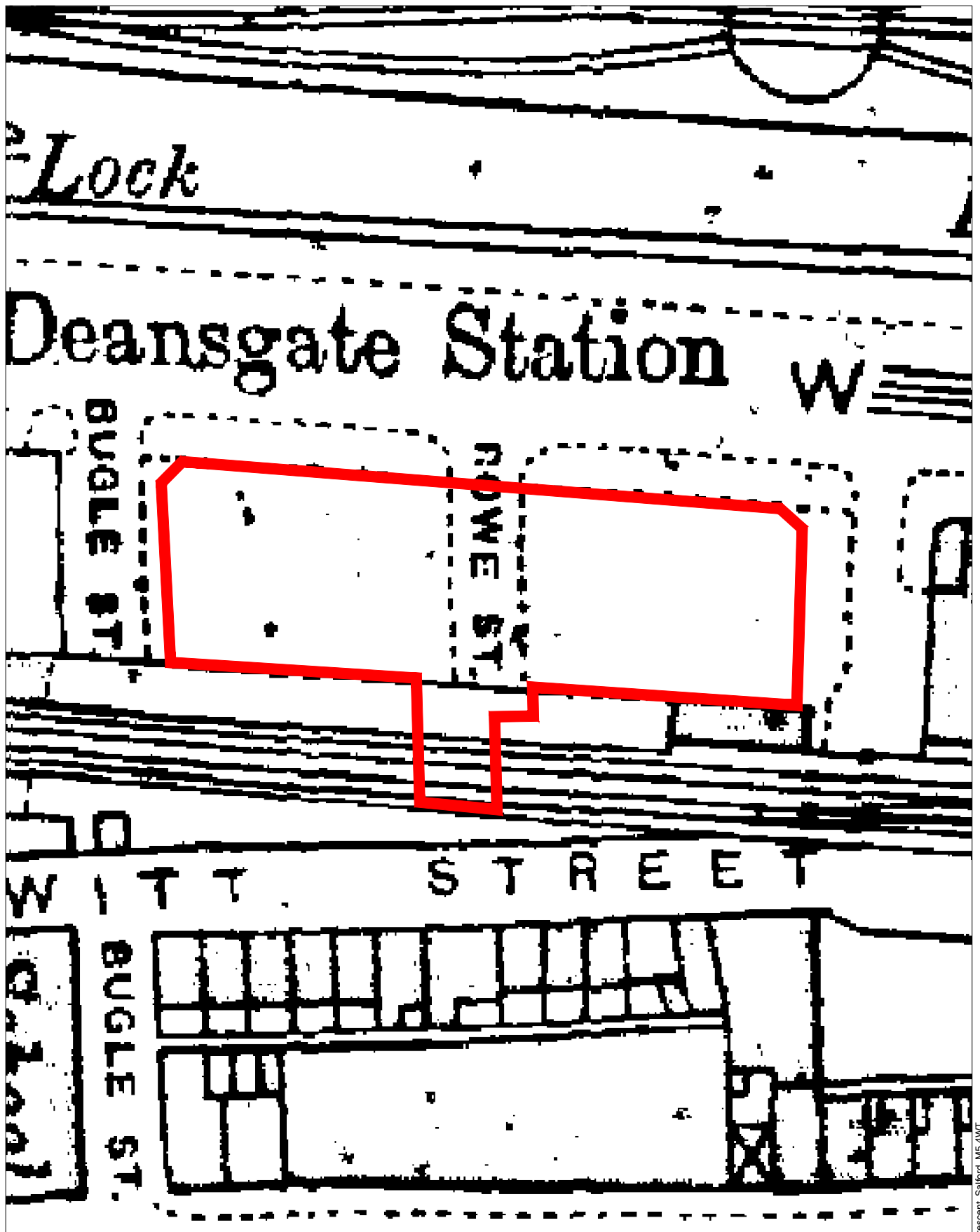


Figure 5:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

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Key:

— Site Boundary



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0 20 m



Scale at A4 1:500

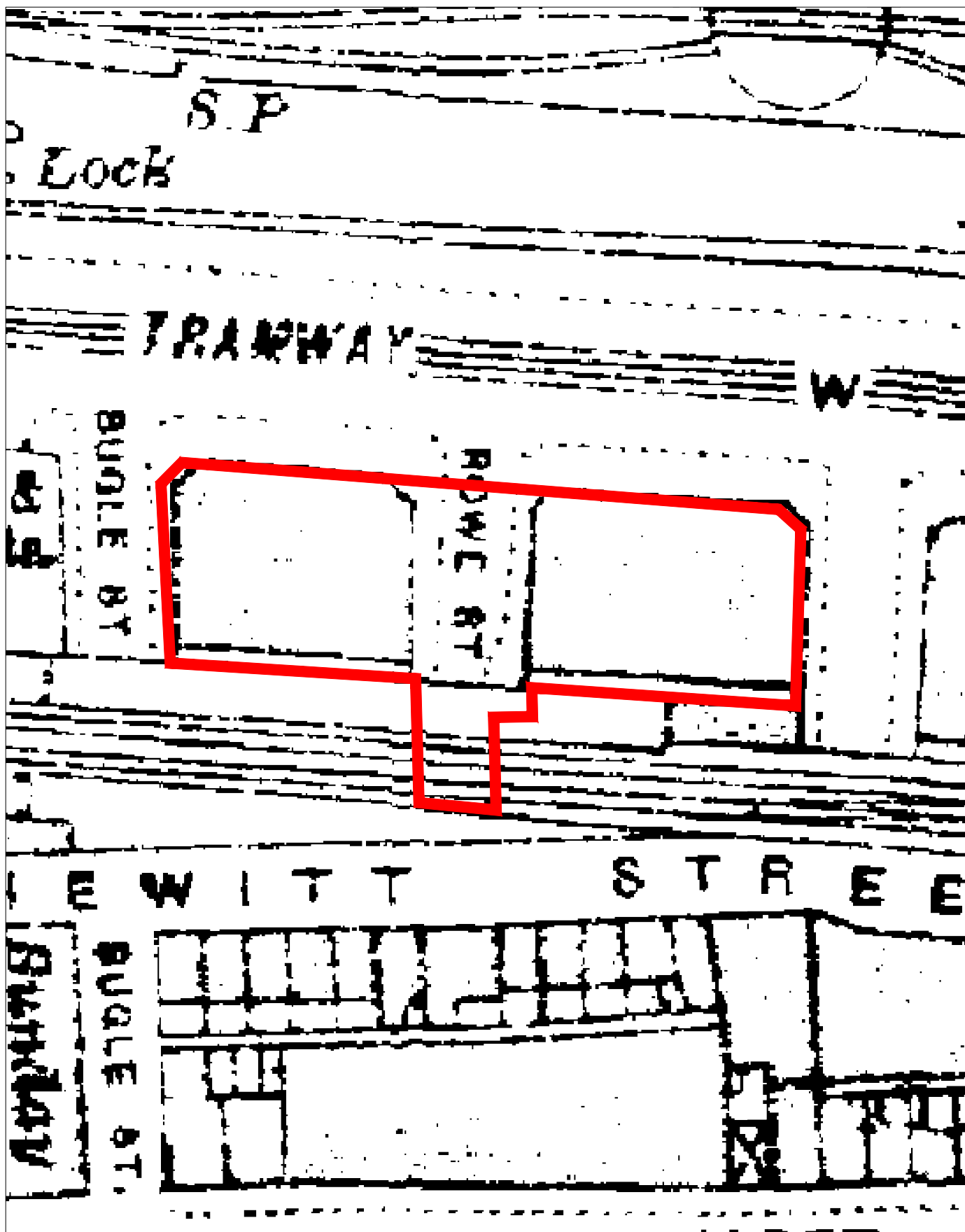


Figure 6:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1922

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Key:

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0 20 m

Scale at A4 1:500

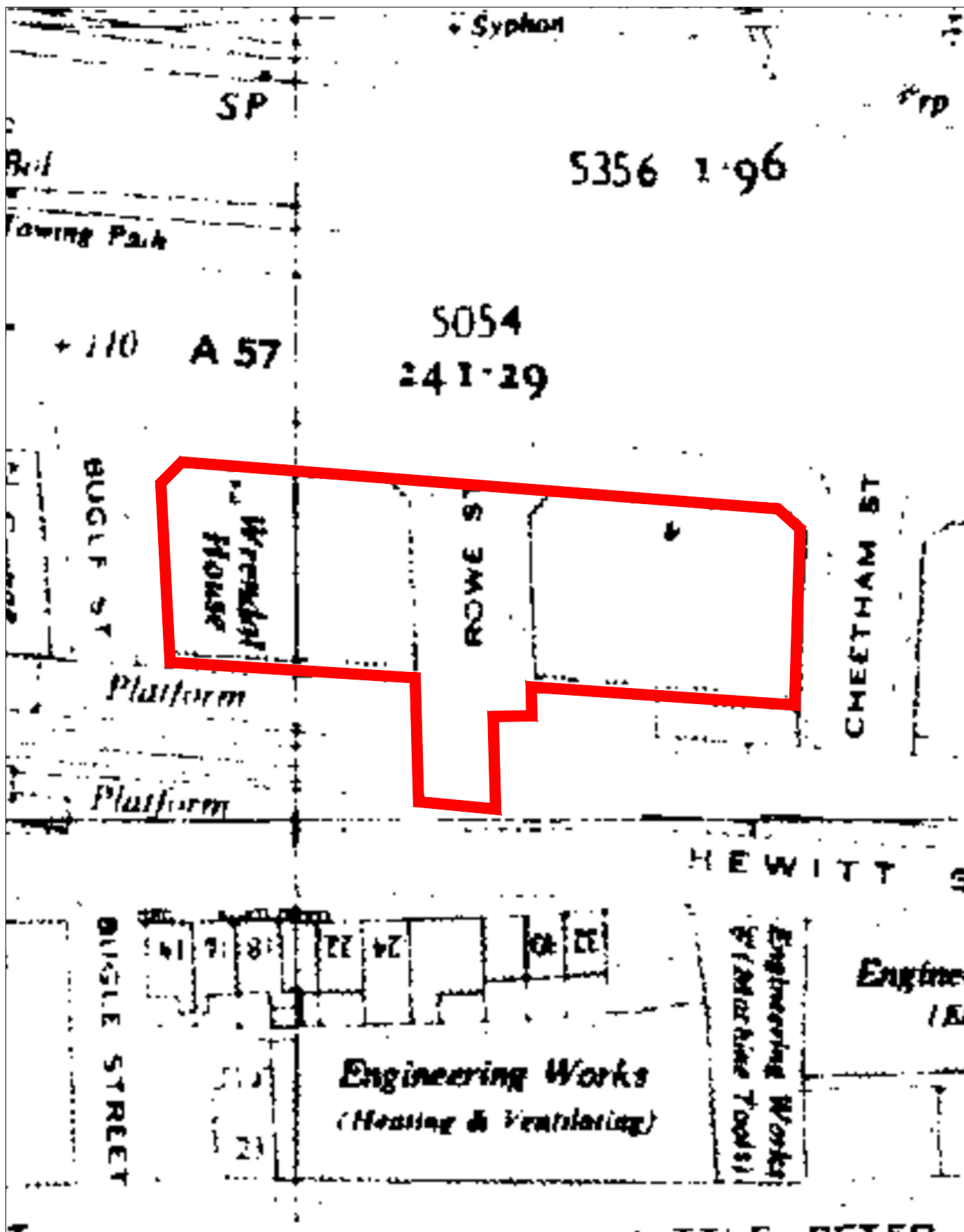


Figure 7:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1955

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Key:

— Site Boundary



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0 20 m
Scale at A4 1:500

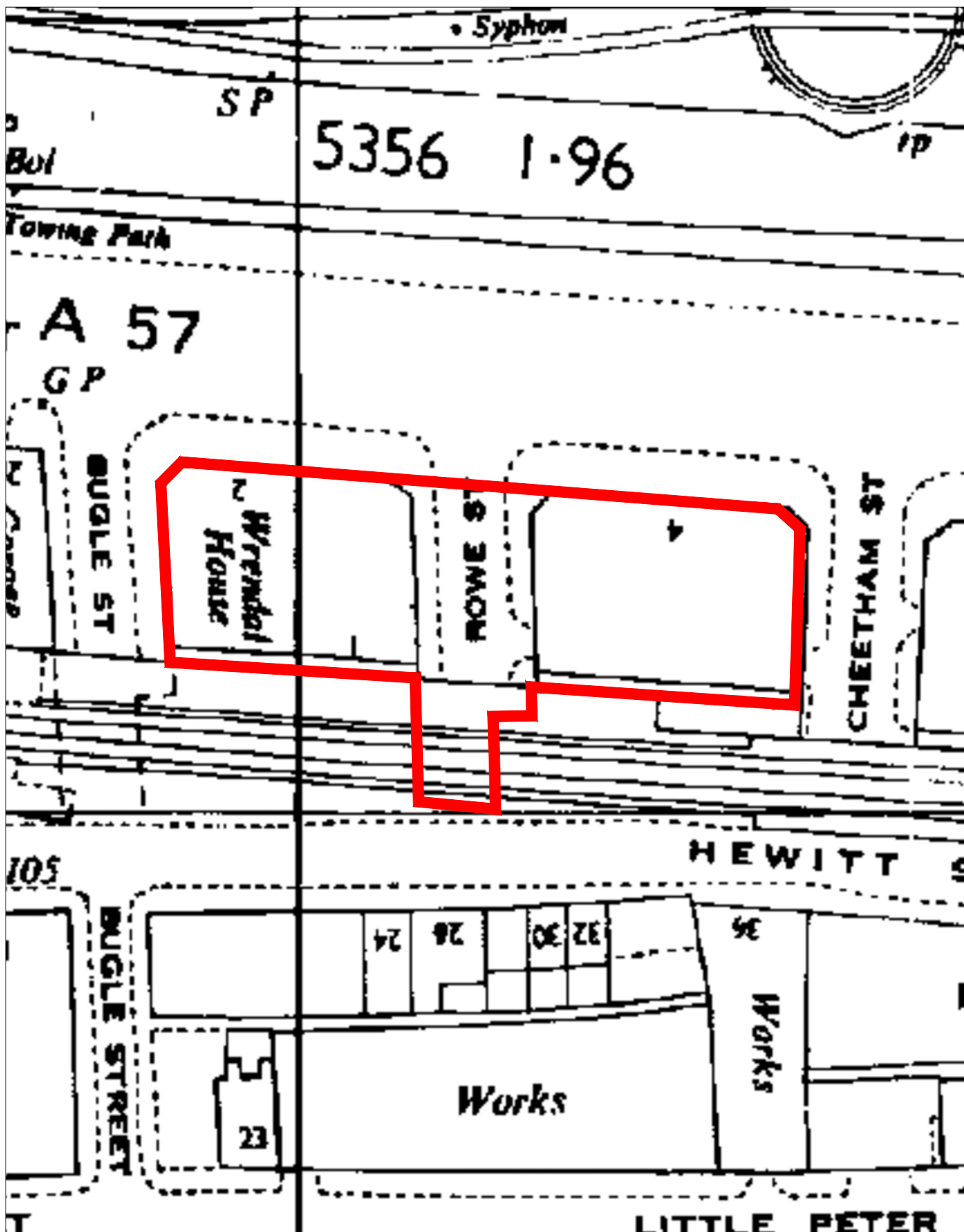


Figure 8:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1965

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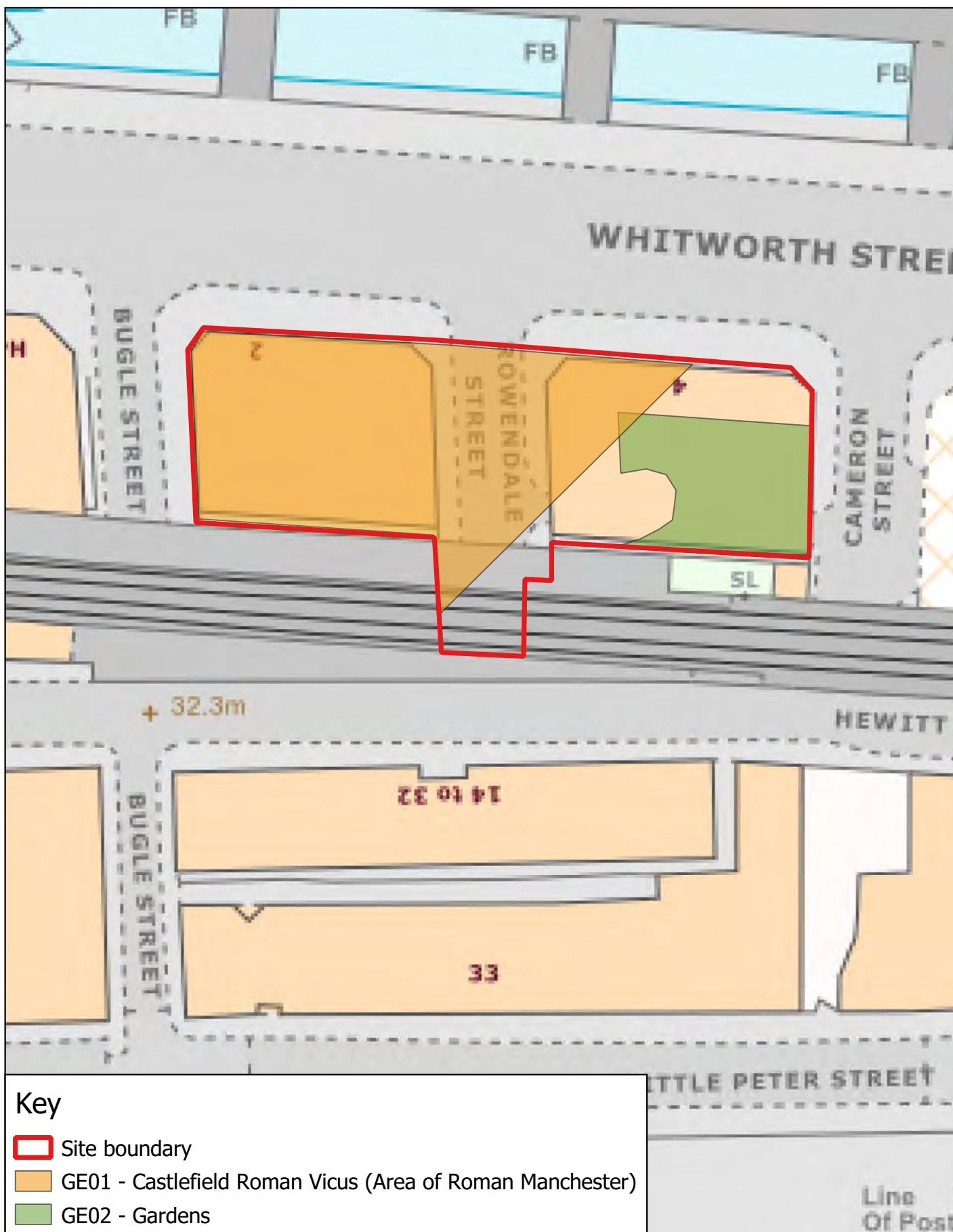
— Site Boundary



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0 20 m

Scale at A4 1:500



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Figure 11: Locations of Gazetteer Entries

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0 7.5 15 m



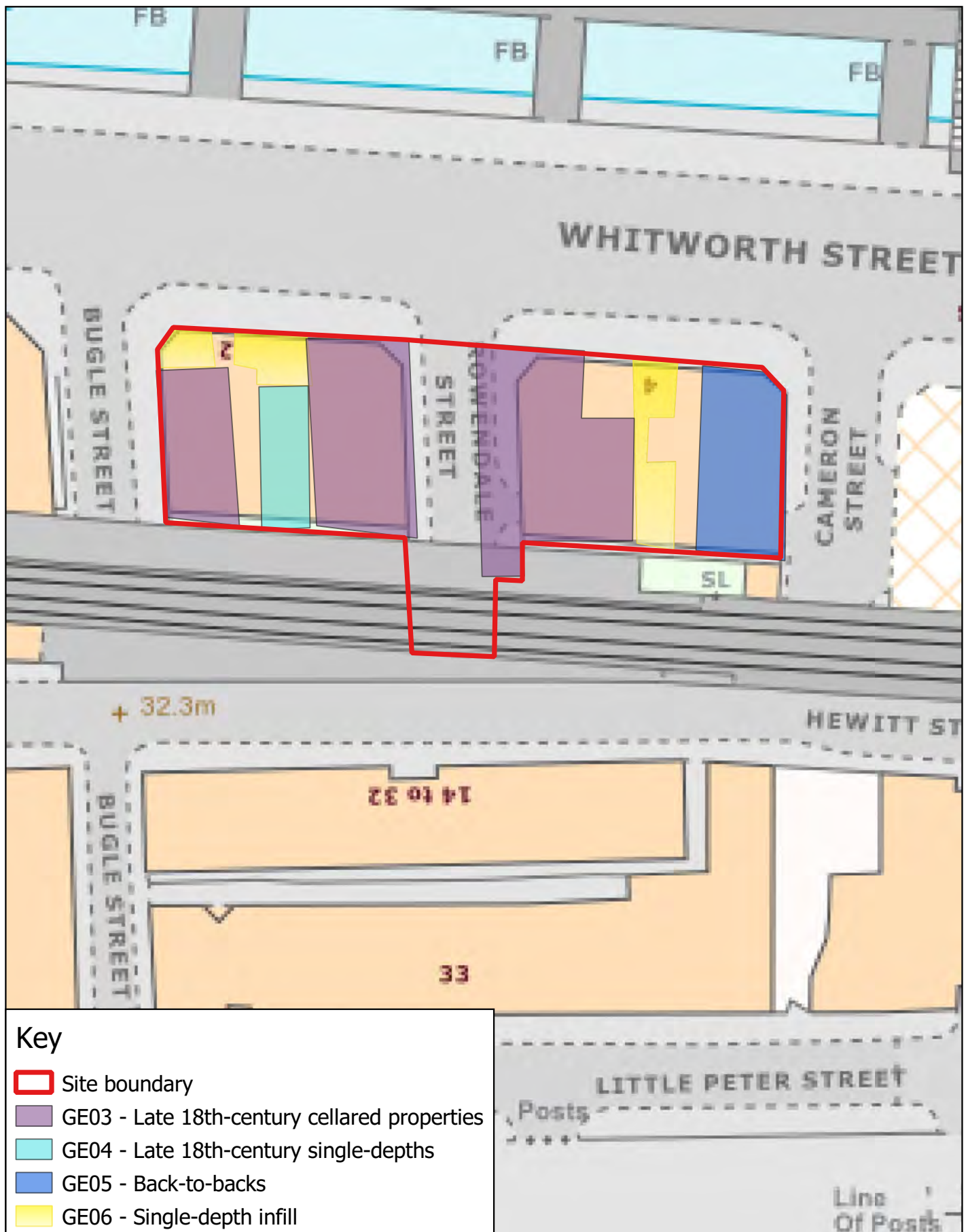
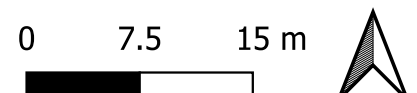
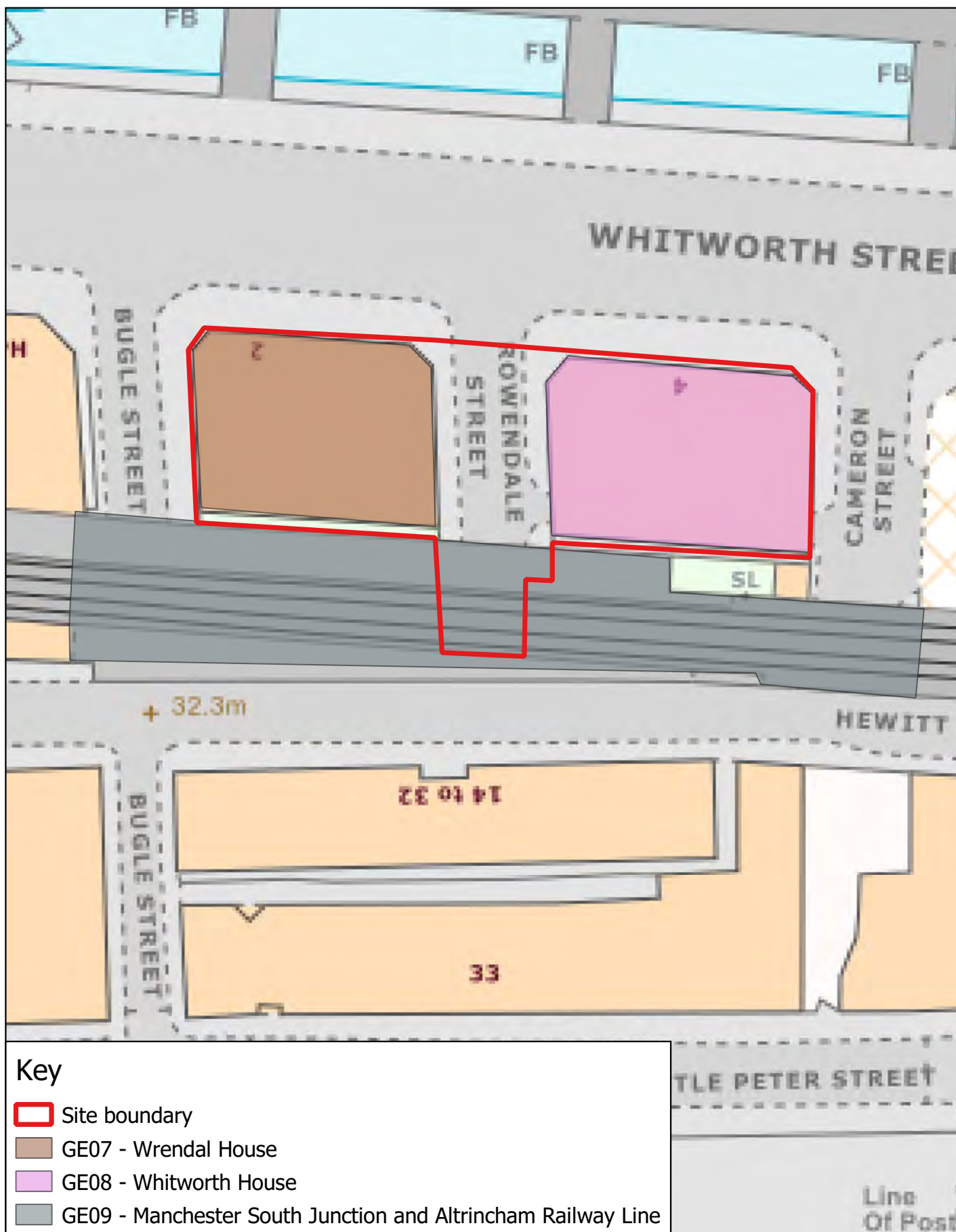


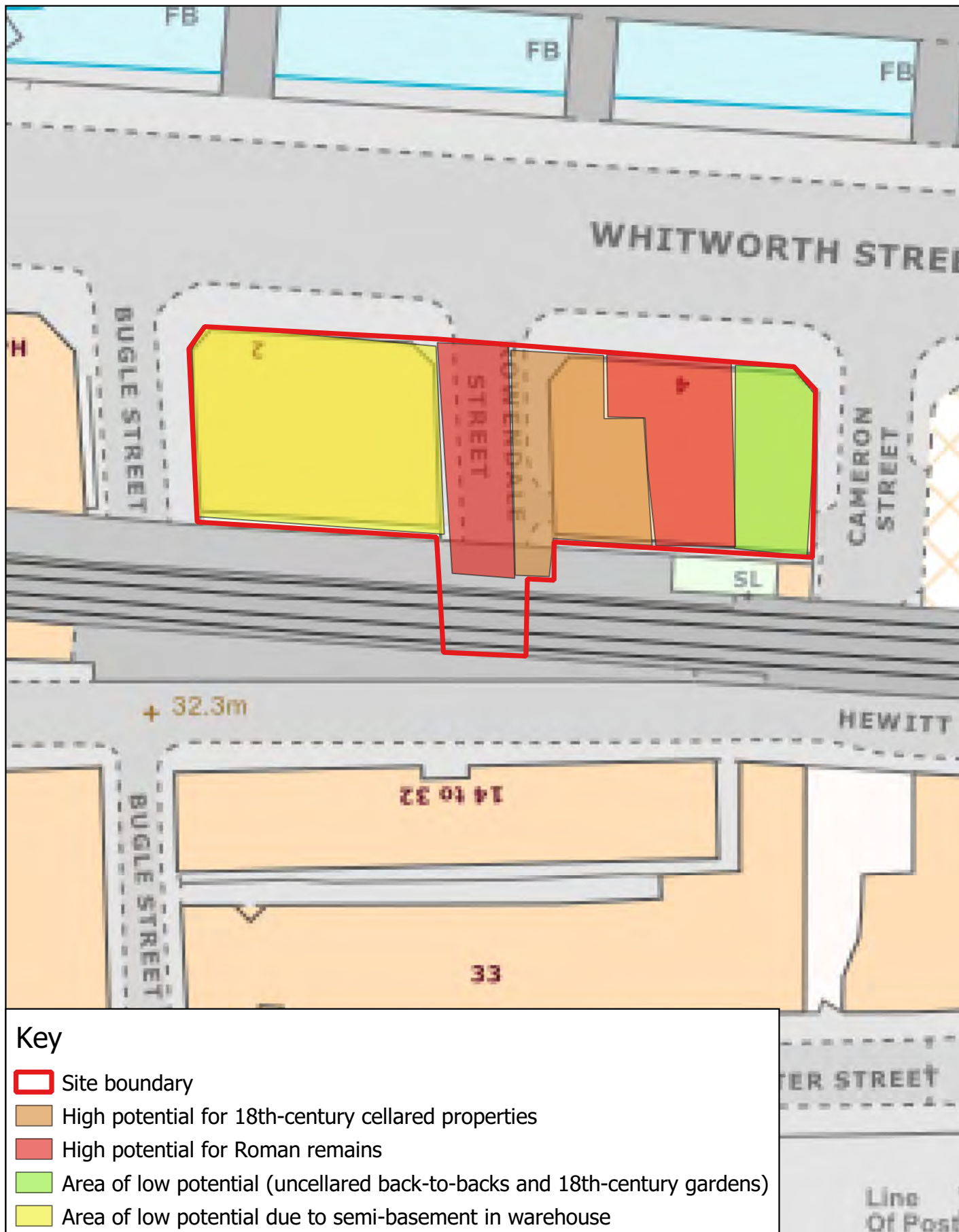
Figure 12: Locations of Gazetteer Entries

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Figure 14: Areas of archaeological potential

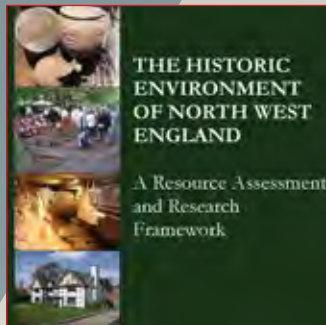
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CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



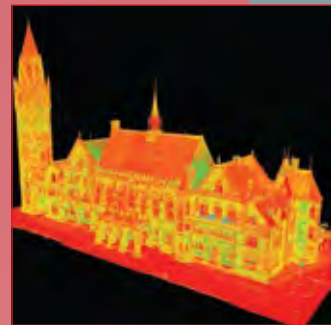
EXCAVATION



BUILDING SURVEY



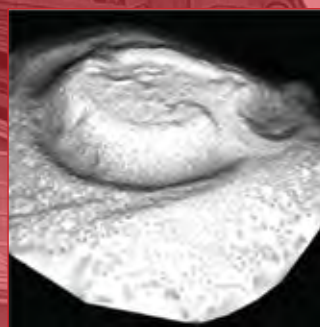
3D LASER SCANNING



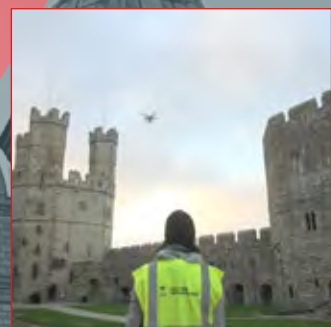
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



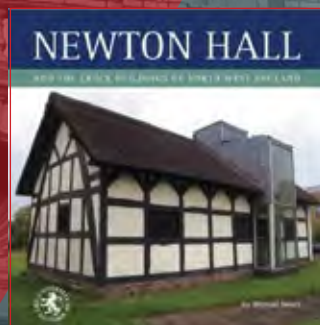
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



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SEMINARS, DAYSCHOOLS CPD EVENTS

