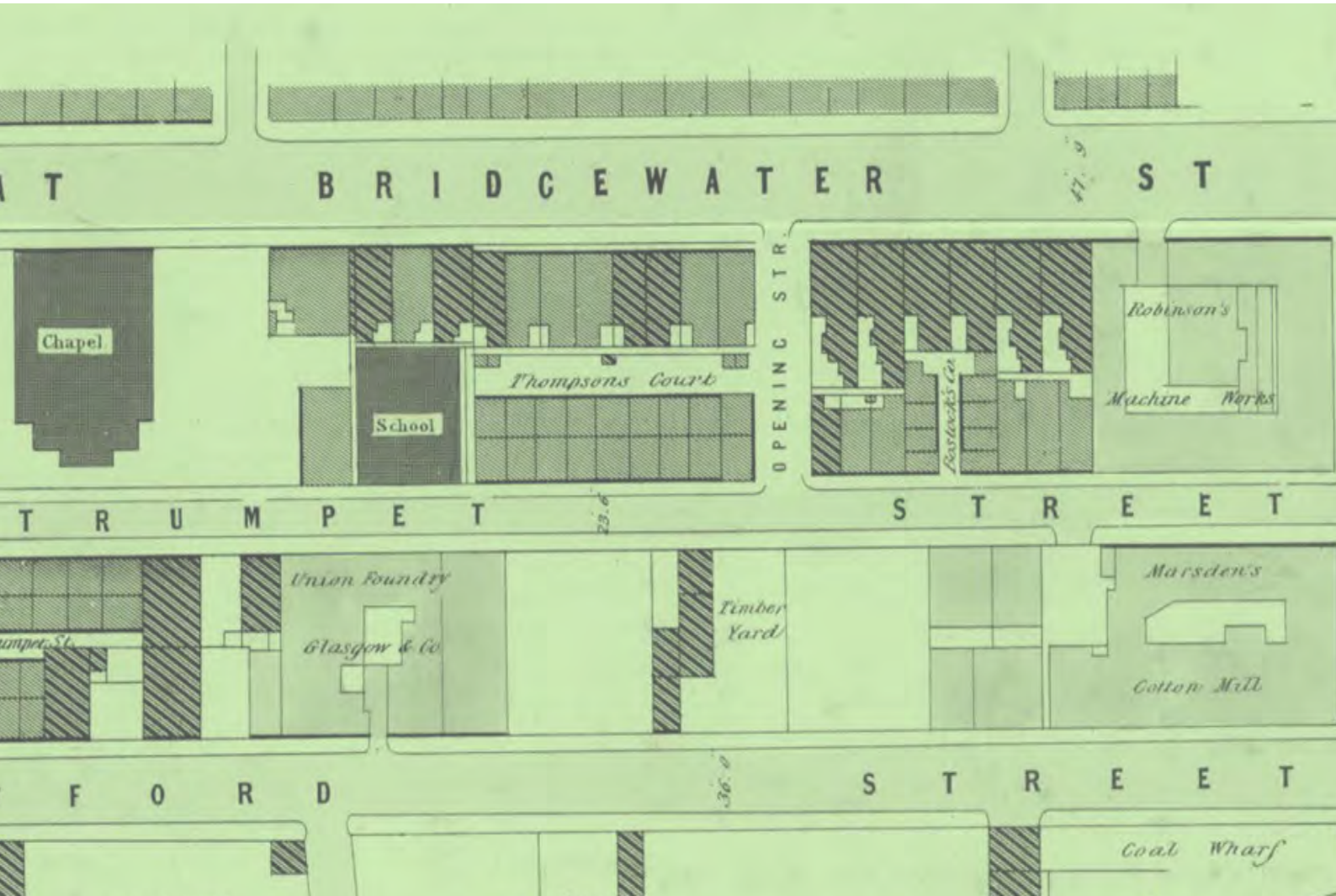
Viadux, Plot 2A and Plot 2B, Manchester

Archaeological Desk-based Assessment

October 2024

PREPARED FOR

Salboy Ltd



Archaeological Desk-based Assessment

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CONTENTS

CONTENTS 1
1. Introduction 3
1.1. Background 3
1.2. Designations 4
1.3. Site inspection 5
2. Methodology 9
2.1. Introduction 9
2.2. Research sources 9
2.3. Site inspection 9
2.4. Significance and impact assessment methodology 9
3. Planning Policy 10
3.1. Introduction 10
4. Historical and archaeological background 13
4.1. Introduction 13
4.2. Prehistoric (pre-10,000 BC to AD 43) 13
4.3. Roman (AD 43 – AD 410) 13
4.4. Medieval (AD 410 – AD 1540) 16
4.5. Post-medieval (AD 1540 – *c* AD 1750) 17
4.6. Industrial (*c* AD 1750 - 1914) 18
4.7. Development of the site 20
4.8. Previous archaeological works 28
4.9. Summary of archaeological potential 30
5. Gazetteer 31
6. Significance 43
6.1. Policy context for heritage assets 43
6.2. Designated heritage assets 43
6.3. Significance of the archaeological resource 43
6.4. Human Remains 47
6.5. Summary of significance 47
7. Impact Assessment 49
7.1. Site conditions 49
7.2. Proposed development 49
7.3. Review of impact on the archaeological resource 49
8. Conclusions 50
8.1. Planning policy 50
8.2. Recommendation for further work 50

EXECUTIVE SUMMARY

Salboy Ltd is devising proposals for the residential and commercial redevelopment at Great Bridgewater Street, Manchester City Centre (centred on NGR 383596, 397620). Artal, on behalf of Salboy Ltd, has commissioned Civic Heritage to carry out an updated archaeological desk-based assessment to support the planning application for the proposed development. Salford Archaeology was initially appointed to undertake the desk-based assessment, and this study forms the basis of the report. The desk-based study aimed to identify as far as possible from existing records, the nature, extent and significance of the archaeological resource within the site so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development.

The Proposed Development site lies within the Castlefield area of Manchester, which is believed to have been conducive for prehistoric activity based on several finds that have been excavated in the area. During an excavation that took place in 2020 associated with Phase 1, two potential prehistoric pits were excavated near to the present site.

The site lies within the Area of Castlefield Roman Vicus. Previous investigations revealed Roman remains within the north-west part of the Site, comprising a Romano-British pit or linear feature. Further remains were discovered within broadly the centre of the site, including revealed 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. In addition, previous Roman findspots lie within the site, together with a section of Roman road associated with either the Manchester to Oldham, or the Manchester to Buxton road and the Roman road from Manchester to Buxton.

No medieval activity is known within the site and it lies beyond Manchester's medieval core, though several medieval findspots are within the vicinity of the site. The site was most likely arable land associated with farming and divided by field boundaries in the post-medieval period. In addition, three cottages had been established within the site by the late 18th century, together with a row of single-depth dwellings on the south side of Strand Court.

By 1801 the Great Bridgewater Street Wesleyan Chapel had been erected, and by 1809 a rectory, Sunday School, and the chapel's burial ground had been established. In addition, two double-depth properties had been established on the south side of Trumpet Street, and a narrow rectangular commercial building. An iron foundry had been established in c.1806, at the junction of Great Bridgewater Street and Albion Street, and Commercial Mill (Marsden's Mill), had been erected by 1809, between Trumpet Street and Trafford Street.

By 1824/1831, the remainder of the Site had been developed including Union Iron Foundry, and various types of workers' housing, including double-depths, blind-backs and back-to-backs. Open yards occupied the south side of Trumpet Street.

The site was subject to significant reorganisation in the late 1880s, when a new railway viaduct was built linking Central Station to the existing network (Castlefield Viaduct; List Entry 1292315), which is currently extant and is designated as a Grade II Listed Building. The construction of the viaduct led to the clearance of all of the houses, Union Iron Foundry, the open yards and some of the buildings associated with the chapel. The burial ground was reported to have been 'swept away' prior to the construction of the Great Northern Railway Company's viaduct, however, the burial ground is still marked on maps following the construction of the railway viaduct. Several businesses occupied the brick arches beneath the viaduct.

An automobile engineering works had replaced the buildings formerly associated with the Great Bridgewater Street Methodist Chapel in the west of the site by 1922. By the 1940-60s, the former foundry on the eastern edge of the site was utilised as an engineering works.

An excavation associated with Phase 1 was undertaken in 2020. The excavation correlates with much of Plot

2a, and revealed potential prehistoric pits, Roman remains, 19th-century workers' houses and part of an early 19th-century mill. A small portion of the north-west corner of the site was also excavated (covering the north-east edge of Plot 2b) and indicates that the remainder of the site has high potential to contain archaeological remains.

The potential for the site to contain buried archaeological remains is considered to be high. Remains may include prehistoric remains, Roman activity, late medieval to post-medieval relict soils and field boundaries, a burial ground and associated religious buildings, an early 19th-century cotton mill and early 19th-century foundries. Any remains that do exist within the Site are likely to be of low (local) to medium (regional) significance and, without a programmed of mitigation, the scheme could damage or destroy these remains.

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. However, following consultation with GMAAS, it is anticipated that, in the first instance, a programme of archaeological evaluation (either consisting of a strip, map and record or trial trenches) should take place within the Site with to establish the presence or absence of buried archaeological remains, and if present, their extent and significance. In addition, archaeological monitoring in the form of a watching brief should take place during any ground-breaking works beneath the main roads and the road junction in the north-eastern corner of the site.

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.

1. Introduction

1.1. Background

1.1.1. Purpose

Salboy Ltd has prepared a Full Planning Application for the redevelopment of land at Great Bridgewater Street, Manchester City Centre (centred on NGR 383596, 397620). In accordance with National, Regional and Local Planning Policies, Salboy Ltd have commissioned Civic Heritage to carry out an updated archaeological desk-based assessment for the Proposed Development site. An application was submitted earlier this year however, it has been proposed that the application should be re-submitted (Planning Ref: 139715/FO/2024). Salford Archaeology (currently undergoing a process of consultation and closure) was initially appointed to undertake the desk-based assessment, and this study forms the basis of the report. The assessment will support the planning application for the scheme.

The desk-based study aimed to identify as far as possible from existing records, the nature, extent and significance of the archaeological remains within the site so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development. The archaeological resource may include below-ground remains, earthworks, standing buildings and other structures. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets.

The Proposed Development will be delivered across two plots comprising the following principal uses:

Plot A: a hotel with residential apartments above.

Plot B: affordable homes.

Together with these principal uses, the Proposed Development comprises residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

Plot 2a is located immediately east of the recently completed Phase 1 building, on land partially comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) with associated bar and restaurant and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3) with associated residential amenity spaces. Secure cycle spaces, serving this and the Phase 1 building, are provided at the ground floor level. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.

Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23- storey residential building accommodating affordable 1-, 2- and 3-bed apartments (Use Class C3), secure cycle parking spaces, flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

1.1.2. Location

The Site is located in Manchester city centre (centred on NGR 383596, 397620; herein referred to as the 'Site') and is bounded by the Manchester Central Conference Complex and Great Northern Warehouse to the north, Albion Street to the east, the Deansgate Castlefield Metrolink station and Deansgate Locks to the south, and the Beetham Tower to the west. It extends to 1.49 ha.



Plate 1 Recent satellite image of the Site, showing the red line development boundary

1.1.3. Topography and Landuse

The Site lies within Greater Manchester, a modern county formed from the historic counties of Lancashire, Cheshire and the West Riding of Yorkshire. Manchester lies within an undulating lowland basin, with the Pennines rising to the east and to the north. The principal rivers include the Mersey, Irwell and Tame. The course of the River Mersey has been partly modified to form the Manchester Ship Canal. Important tributaries in Manchester include the rivers Medlock and Irk. The county as a whole is characterised as a dense urban and industrialised area.

1.1.4. Geology and Soils

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 superficial Devensian, Glaciofluvial Sheet deposits, which formed between 116 and 11.8 thousand years ago during the Quaternary Period (British Geological Society, 2021).

1.2. Designations

The Site includes a section of the Grade II Listed Castlefield railway viaduct from G MEX to Dawson Street. The viaduct will be retained within the scheme. A detailed consideration of the above-ground historic environment is presented within a separate Heritage Statement and is not considered within this assessment, which is focused on below-ground heritage assets.

Description	Designation	HER Number	National Grid Reference
Castlefield railway viaduct from G MEX to Dawson Street	Grade II Listed Building	1292315	SJ 83220 97620 (point south-west of the Site)

Table 1 Designated heritage assets within the Site

The Site is located within 100m of 12 Listed Buildings and within 250m of 25 Listed Buildings (Table 2). The Site is located *c.*70m east of the Castlefield Conservation Area (Table 2). The Proposed Development will not have a direct physical impact on these designated heritage assets.

Description	Designation	HER Number	National Grid Reference
Deansgate Station	Grade II Listed Building	15574.1.0	SJ 83430 97525
Manchester South Junction and Altrincham Railway Viaduct	Grade II Listed Building	11681.1.0	Centred SJ 8382 9770 (2031m by 487m)
Manchester Central (formerly GMex; former Central Station) (Area of Roman Manchester)	Grade II* Listed Building	129.1.0	SJ 8370 9775 (point)
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) a E 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
K6 Telephone Kiosk (south-west corner of 330 Deansgate)	Grade II Listed Building	8460.1.0	SJ 83408 97710
The Briton's Protection Public House	Grade II Listed Building	8412.1.0	SJ 83658 97582
235-291 (formerly 235-295) Deansgate	Grade II Listed Building	8384.1.0	SJ 83468 97744
Castlefield Information Centre, 322-330 Deansgate	Grade II Listed Building	8378.1.0	SJ 83419 97715
13-17 Albion Street	Grade II Listed Building	List Entry: 1279694	SJ 83658 97582
Castlefield	Conservation Area	415.2.0	SJ 8333 9768 (centred at)

Table 2 list of designated heritage assets within 100m of the Site

1.3. 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.

The Site encompasses two levels, comprising a hard-standing former car park on the Grade II Listed viaduct and the brick undercroft structure that lies at the present street level (Plate 2). The brick undercroft is currently in use as a storage compound for the Phase 1. The floor throughout consists of hard-standing concrete. A modern grey stone wall seals the north-western boundary of the Site, which marks the boundary of the Phase 1 scheme (Plate 3).

The east part of the Site currently consists of a slightly raised triangular pavement used as a pedestrian crossing between Albion Way and Trafford Street (Plate 4 & Plate 5). The floor consists of hard-standing tarmac. The east edge of the Site lies beyond the Grade II Listed viaduct, and encompasses Albion Street, Albion Bridge and Great Bridge Water Street. The brick viaduct arches are bounded by hoarding in the east of the Site.



Plate 2 Photograph of the Plot 2a Site, showing the brick undercroft and entrance towards Phase 2c, facing south-east

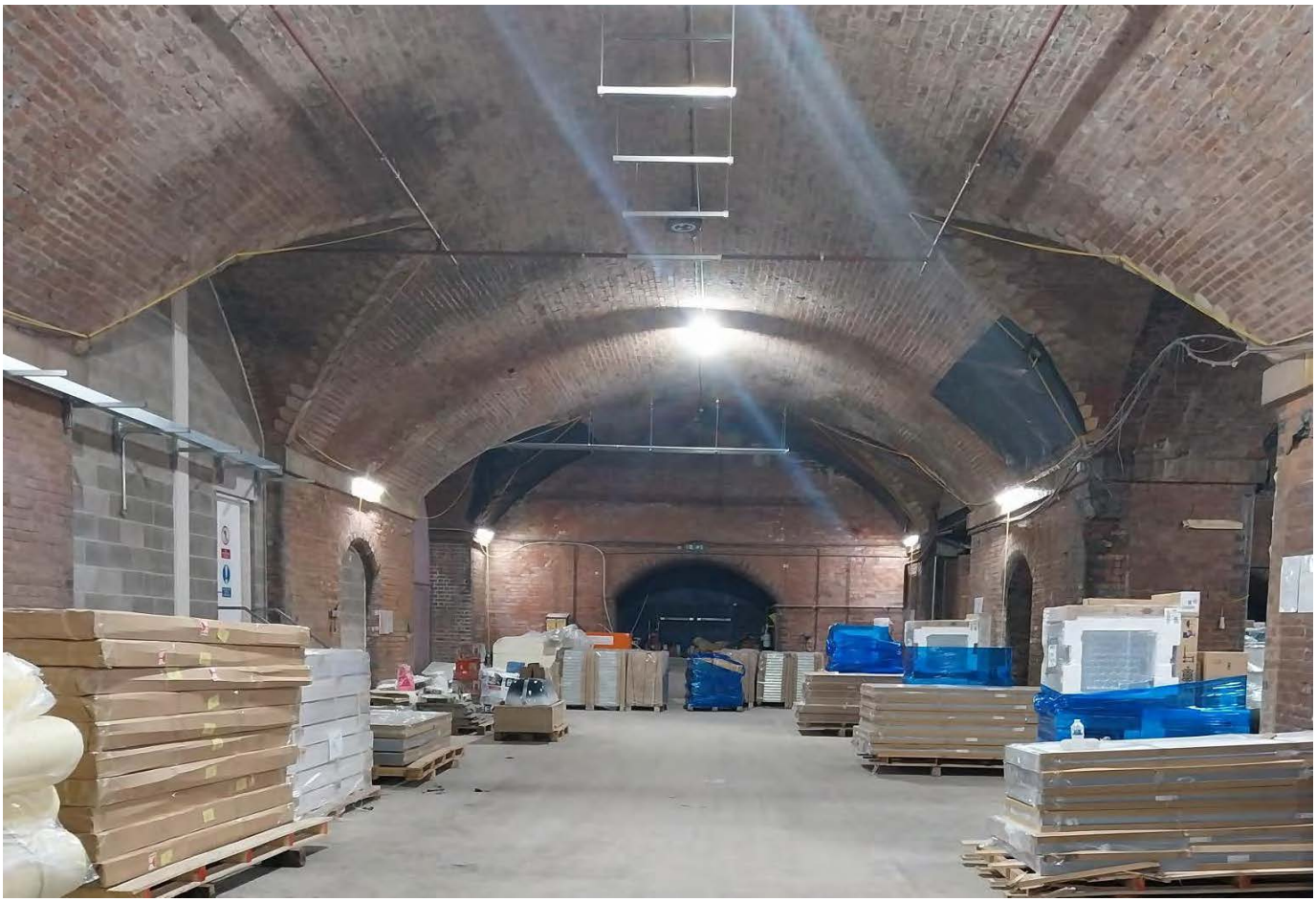


Plate 3 Photograph of Plot 2a showing the sealed off brick undercroft, facing north



Plate 4 Photograph of the Site, facing north-east

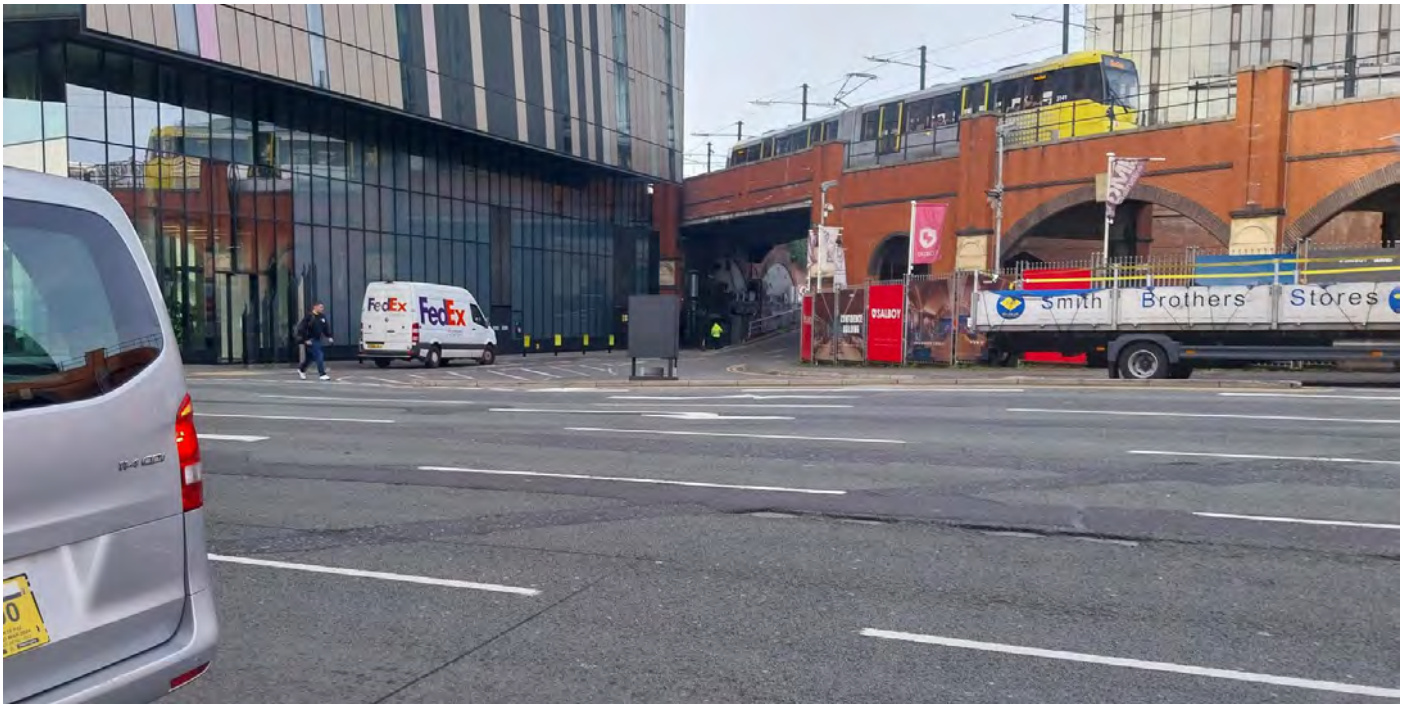


Plate 5 Photograph of the Site from Albion Street, facing west

The west part of the Site is currently accessed from Great Bridgewater Street. The Site lies between Beetham Tower and the Grade II Listed viaduct and Viadux hotel development (Plate 6 & Plate 7). The Site currently consists of a roughly poured concrete surface, likely laid to facilitate the Phase 1 scheme. The former car park, south of the former Central Station is currently partly occupied by Phase 1, welfare facilities and site offices.

No further archaeological sites were identified during the Site visit.

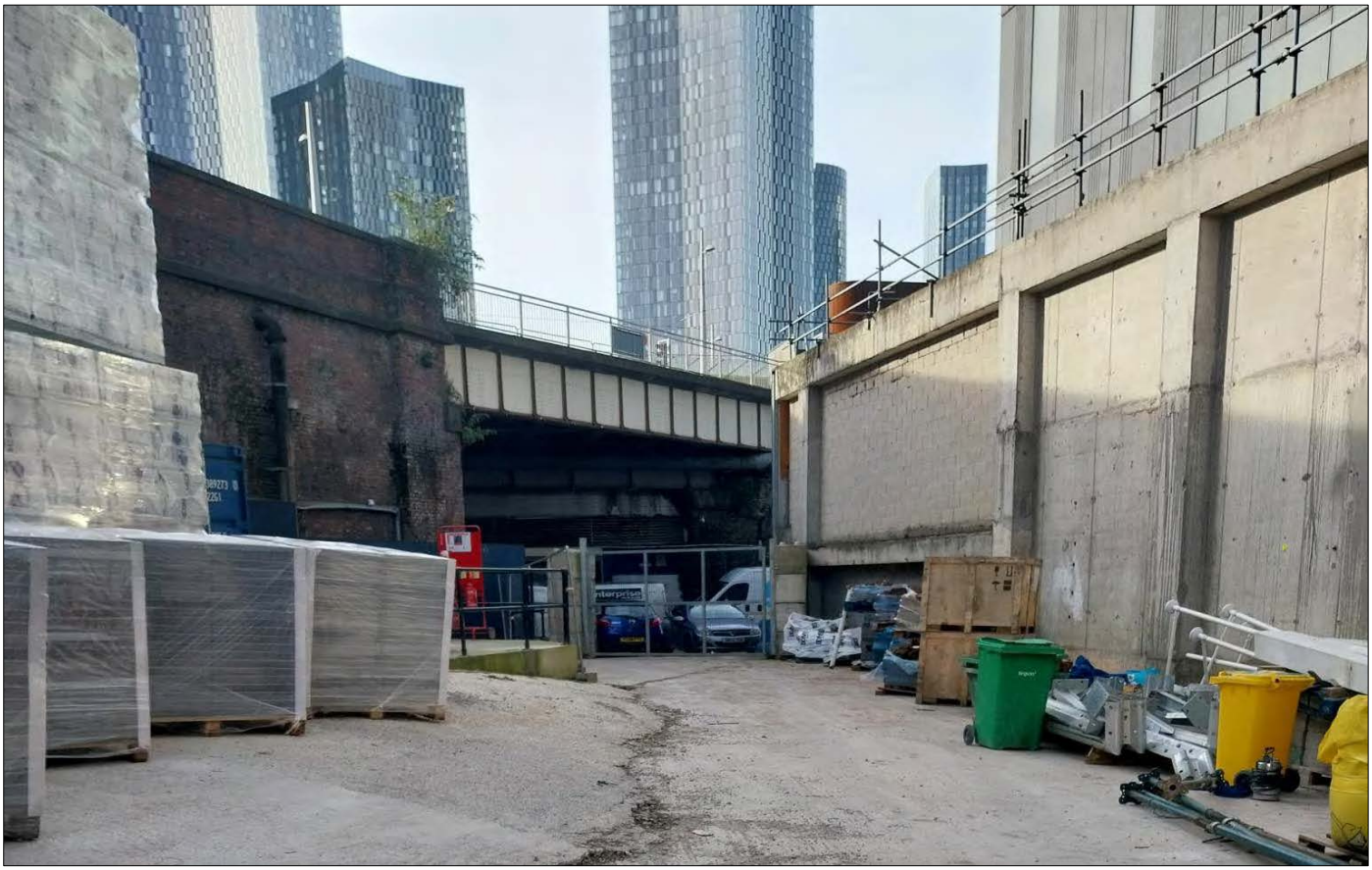


Plate 6 Photograph of Plot 2b, facing south



Plate 7 Photograph of Plot 2b, facing north-east

2. Methodology

2.1. Introduction

The aim of the desk-based assessment is to consider the potential impact of the proposed development upon any buried archaeological remains within the site. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (CiFA, 2020).

2.2. Research sources

The desk-based assessment consists of existing written, cartographic, photographic and electronic information, which have been analysed in order to identify known and unknown heritage assets. These include:

- National Library of Scotland;
- The Historic Environment Record supplied by GMAAS;
- The National Heritage List for England (NHLE);
- Grey literature reports of archaeological work carried out in the Study Area;
- Cartographic sources (see Section 9, p50 for full details)
- Castlefield Conservation Area Appraisal;
- A History of the County of Lancaster (British History online), and;
- Census returns, historical trade directories and historical newspapers.

2.3. 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.

2.4. Significance and impact assessment methodology

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) provides a methodology for assessing archaeological significance. These criteria have been utilised in Chapter 7.3) of this assessment.

The International Council on Monuments and Sites (ICOMOS) issued '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties'* in January 2011 (ICOMOS, 2011), which outlines an option on assessing heritage value. In line with the ICOMOS guidance, this document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown (Chapter 7.4).

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation strategies may be recommended in order to reduce the level of impact on the significance of the identified assets (Chapter 8).

3. Planning Policy

3.1. Introduction

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).

3.1.1. National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England, which aim to achieve sustainable development (Department of Levelling Up, Housing and Communities, Dec 2023). Sustainable development is defined by three overarching objectives: economic, social and environmental. Section 16 deals specifically with *Conserving and enhancing the historic environment* (paragraphs 195-214). The section states that heritage assets are an irreplaceable resource that can range from buildings of local historic importance to World Heritage Sites, that should be conserved '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'.

Paragraph 196 states that the Local Planning Authority 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.

3.1.2. 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* (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.'

3.1.3. 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).

4. Historical and archaeological background

4.1. Introduction

The historical background provides context for the Site. This was initially produced by Salford Archaeology in 2023, which has been reproduced below (Salford Archaeology, 2023, pp. 14-63).

4.2. Prehistoric (pre-10,000 BC to AD 43)

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).

An open area excavation took place in 2020 beneath the viaduct during Phase 1 of the scheme. The excavation trench partly encompasses the present Plot 2a (Fig. 13). A preliminary report suggests that two potential prehistoric pits were excavated within Bay 9 (Salford Archaeology Archive, internal ref: SECL 2006), which lies within the Site (Salford Archaeology, 2023).

During an excavation at Liverpool Road, *c.*450m north-west from the Site, two Mesolithic finds, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered (HER 13944.1.0), although none were found in securely stratified deposits. Additional finds were retrieved from rescue excavations at Barton Street, located *c.*191m west from the Site. The nearest prehistoric find to the Site was discovered at Tonman Street, *c.*140m north-west from the Site, which consisted of a late Neolithic to Early Bronze Age barbed arrowhead was found in Tonman Street, (HER 126.1.0). Such finds complement growing regional evidence for prehistoric settlement and other activities, known to be concentrated on well-drained sand and gravel sites adjacent to rivers and moss lands (HER 13944.1.0).

4.3. Roman (AD 43 – AD 410)

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. Castlefield Roman Vicus and Area of Roman Manchester falls within the Site (HER 415.2.0).

Part of the vicus was excavated in 1972 and 1981, revealing 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 Site lies within the Area of Castlefield Roman fort and vicus (HER 415.2.0), an area of intense Roman

activity. An archaeological evaluation was undertaken on Great Bridgewater Street in 2020, within the north-west of the Site. One out of the three trenches that was excavated 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.

In addition, an archaeological excavation that took place before the construction of Phase 1 also uncovered several Roman features (Salford Archaeology, 2023). The excavation took place within broadly the centre of the Site (partly covering Plot 2a) and 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. Most of the Roman remains were excavated within bays 5, 7 ,8 and 9.

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 third century AD. The projected course of the Roman road from Manchester to Ribchester ran in a northerly direction *c.*70m west of the Site (HER 14.1.0), whilst the route of the Roman road from Manchester to Buxton (Levenshulme section) ran roughly east to west, through the south-east part of the Site (HER 28.1.3). In addition, a section of a Roman road was revealed an during an excavation that took place to the south of the Central Railway Station (within the Site). 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.

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 immediately west of the Site, on the site of Beetham Tower at the junction of Deansgate, Great Bridgewater Street and Trafford Street (HER 13938.1.0). An excavation was undertaken here 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).

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, 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 Site and its immediate vicinity. The neck of large amphora was found at Trafford Street in 1903, within the Site (HER 415.4.28). Other nearby Roman finds include a hoard of 200 coins that were discovered in 1840 (HER 415.4.23), *c* 47m to the south-west of the Site. During the rebuilding of the Crown Inn, Deansgate, in 1904, pottery, charcoal, iron, 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* 54m west of the Site. In addition, a Roman urn and three Samian Ware dishes (HER 415.4.26) were discovered *c* 74m east of the Site. A bronze statuette of Jupiter, a ring and a silver coin were excavated during the digging of the foundations for the Hall of Science (HER 415.4.10), *c* 133m to the north-west of the Site.

Perhaps some of the best-known Roman finds come from the south side of the River Medlock, located *c.*250m south-west of the Site. Three structured stones were found at a depth of *c.*2m by workmen sinking a drain in 1821. One has been identified as *Cautopates*, a figure associated with the worship of Mithras, from which it is inferred that a Mithraeum, or building used for the worship of the god, stood in locality (HER 13951.1.0). The precise spot at which the three stones were found is not certain, but they are described as having been discovered 'in the line of the Roman road from Manchester to Chester, and only a few hundred-yard south-west of the Roman fort' (Bruton, 1909). Another altar to the goddess *Fortuna Conservatris* was found in 1612 'under the roote of an oak in Medlock neere Knott Mill' (Bruton, 1909, p. 20; HER 415.4.24).

An excavation on the junction of Chester Road and Great Jackson Street provided important new information on the character of the area when a Roman altar was discovered (HER 415.4.18; *c.*250m south-west of Site). This had been dumped into a pit away from the road, suggesting that the area was reused for other purposes. Physical evidence for a sequence of inter-cutting pits, agricultural ditches and an enclosed ditch were also identified. The discovery lines the Roman road from Chester as it dropped down to the ford across the River Medlock.

4.4. Medieval (AD 410 – AD 1540)

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). A gold finger ring (HER 9916.1.0), discovered in antiquity, has been traced to the Castlefield area (*c.*300m to the south-west of the Site), providing rare physical evidence for human activity in Manchester during this period.

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) was discovered whilst digging the foundations for Campfield Library in 1899. The hoard included eight sceattas dating to AD 450-600 located *c* 100m north-west of the Site. Similarly, along Tonman Street in 1821, nine sceattas were unearthed while digging the foundations of St Matthew's Church, *c.*200m north-west of the Site (HER 124.1.0).

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.*70m east of Deansgate but is over *c.*1km to the south-west of Manchester's medieval core.

A deer park, named 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.* 50m to the north-east 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).

4.5. Post-medieval (AD 1540 – *c* AD 1750)

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 the excavation of the Slot Site, prior to Phase 1 (Salford Archaeology, 2020). This layer was exposed within the north-east corner of the present Phase 3 Site and overlaid post-Roman relict soil. Further post-medieval buried soils have been identified in the study area. The soils were excavated during an archaeological evaluation undertaken in 1982, c.250m to the east of the Site (GMAU, 1982). Trench F of 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 postmedieval

period (HER 415.1.3).

4.6. Industrial (*c* AD 1750 - 1914)

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen and 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).

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. The canal offices were likely to have been built at a similar time.

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 8). 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 was also situated near to the Bridgewater canal basin (HER 16846.1.0). Several coal (HER 16217.1.0) and slate wharves (HER 13875.1.0) contemporary with the opening of the Bridgewater Canal were also established at the Castlefield canal terminus (HER 120.1.0), located c.270m to the south-west of the Site.

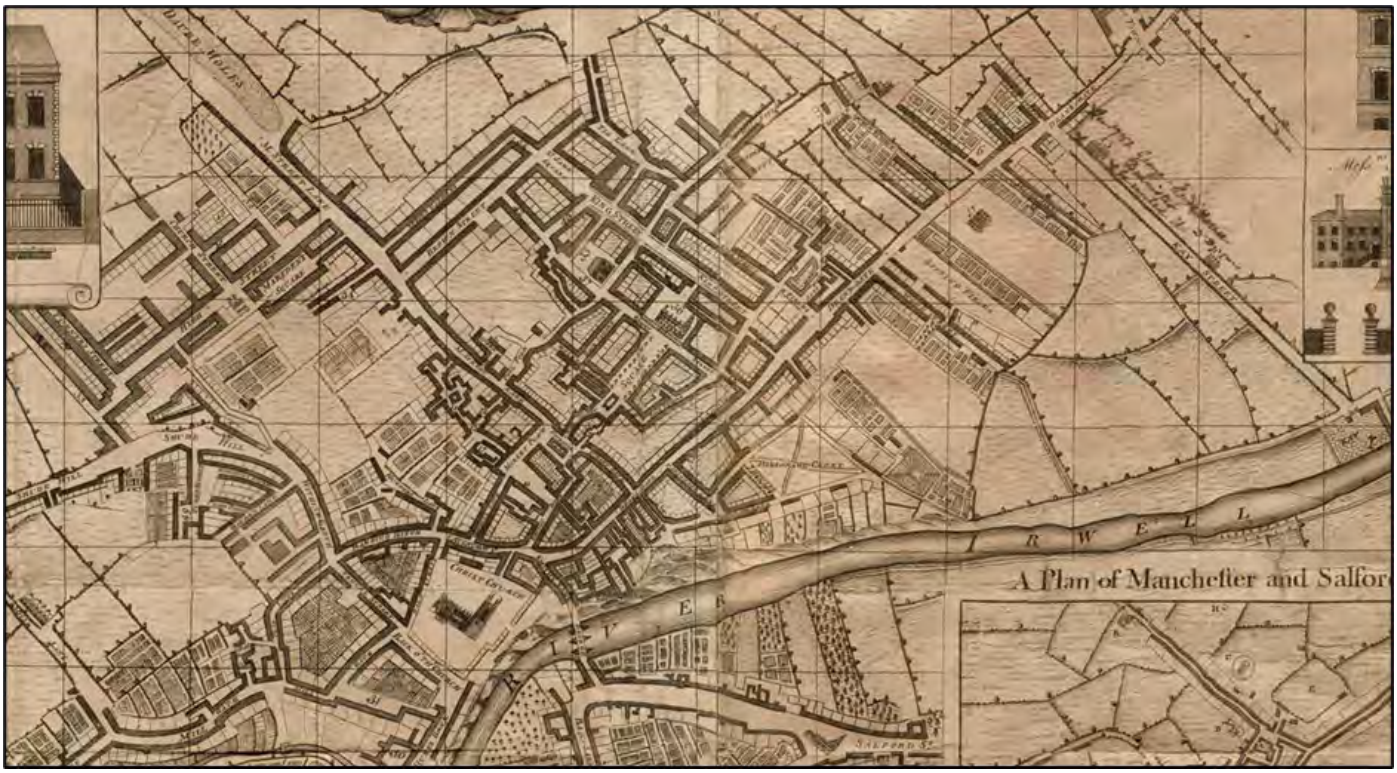


Plate 8 Extract from Casson and Berry's map of 1741, showing approximate Site location

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.270m to the south-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.

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). 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 dye works and printworks, which are shown along its course on late 18th-century mapping.

With textiles as the driving force, Manchester emerged as a complex industrial city, producing goods of every description. Warehouses were built to store the mass-produced goods and to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. Several wharfs were built around the Castlefield basin, to facilitate the movement of goods between the barges and warehouses. The various wharves are named after the principal commodities they handled, such as Potato Wharf, Timber Wharf, Coal Wharf and Slate Wharf, the oldest of which was constructed in 1765.

The advent of the railways resulted in major advances in the movement and volume of goods around the country. Manchester Central Station (formerly G-Mex) lies immediately to the north of the Site (HER 129.1.0) and is a Grade II* Listed Building. The station is one of Manchester's later stations, having been built between 1876–79 by Andrew Handyside of Derby and was designed by Sir John Fowler. The station opened in 1880 by the Cheshire Lines Committee to replace a temporary 1877 station. The station functioned as the joint terminus for Midland & Cheshire lines, before it closed in 1969 and was used for car parking. The building was then converted into an exhibition centre (The G-Mex Centre). The roof is the second largest in the

country, spanning 210 feet with a rise of 90 feet. The roof is supported by 16 arched truss ribs formed of curved Warren girders 15 inches deep and 584 feet long. There were awnings over the outer ends of the platforms. The roof was re-clad in 1951 and the 1980s.

A Grade II Listed railway viaduct (Castlefield railway viaduct from G-Mex to Dawson Street List Entry: 1292315) lies within the Site. The viaduct was built in. c.1880 and is of cast iron and wrought iron construction with red brick to east of Duke Street. The viaduct runs south-west from former Central Station, then westwards, dividing into two over Castlefield and re-joining west of River Medlock.

4.7. Development of the site

The development of the Site can be drawn from the sequence of available historic mapping dating from the late 18th century. The first available map to capture the Site is Green's plan of Manchester and Salford 1787-1794 (Fig 3; Plate 9). This map captures the initial development of the southern fringe of Manchester during the late 18th century. Green's map shows vacant plots of land, separated by four proposed roads laid in a grid-like pattern. Great Bridgewater Street and Trafford Street bounded the Site to the north and south. An unnamed lane, later known as Trumpet Street, ran parallel to Great Bridgewater Street and Trumpet, through the centre of the Site. A second unnamed lane ran broadly through the centre of the Site, which was later known as Opening Street. The fields to the east and south-east of the Site I were purportedly owned by 'Messrs McNiven & Co' and 'Messrs Cheethams'. A field boundary aligned east to west ran through the south-east Site boundary. The field boundary had likely been converted into Gaythorn Street to the west. The only development that had taken place within the Site consisted of a row of narrow buildings within the north-east of the Site.

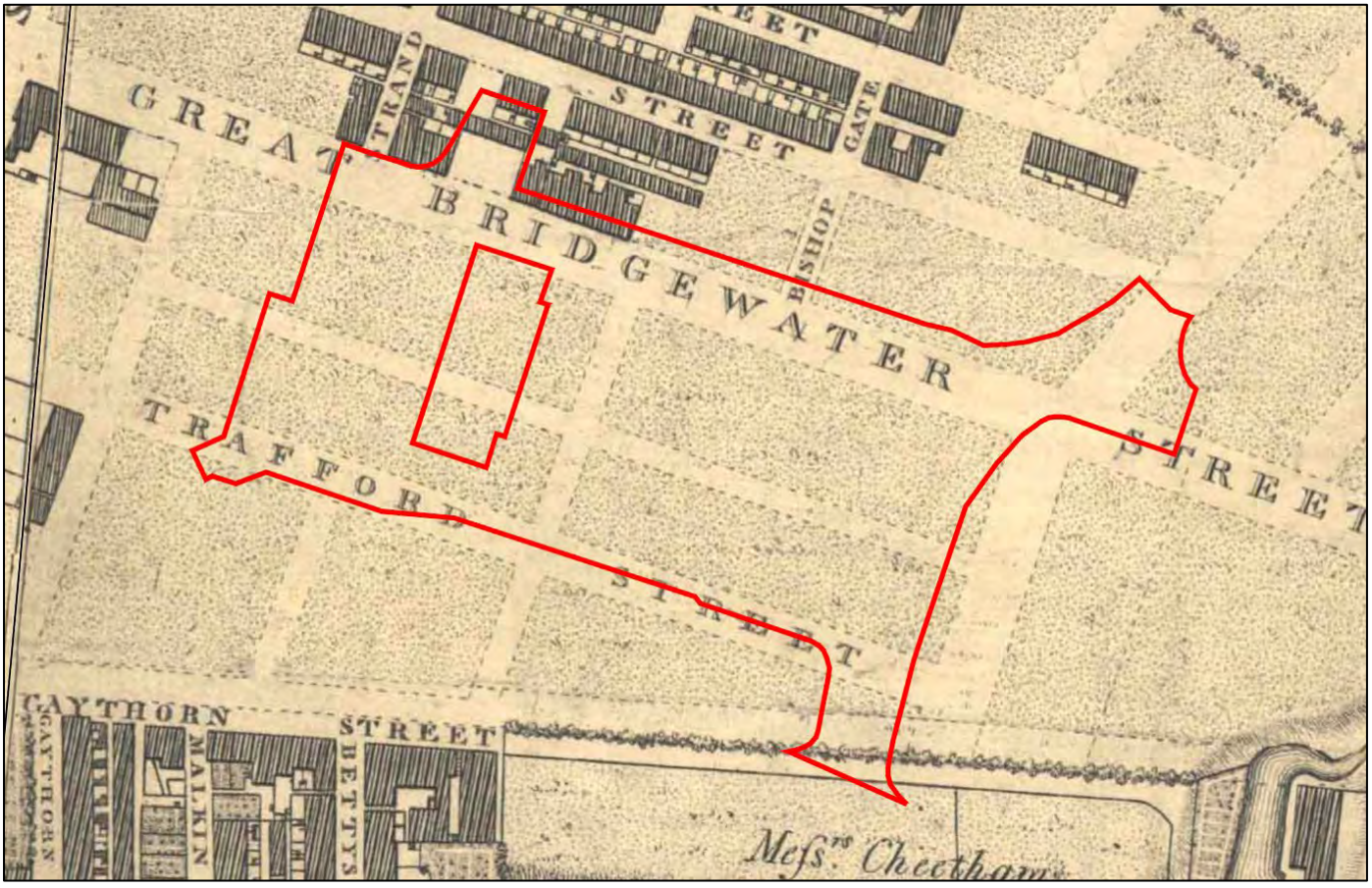


Plate 9 Extract from Green's map of 1787-94, showing the Site boundary

Laurent's map of 1793 captures further development within the Site Plate 10). A rectangular building, that does not respect the line of the street lay within the Site. A square field with narrow path and surrounded on three sides by a hedgerow occupied the land immediately south of the property. A dashed line demarcates

two fields that are located on either side of the street. In addition, two structures are captured in the west of the Site. The function of the building is unclear but there is evidence to suggest the establishment of market gardens in Castlefield at the time. The most obvious cartographic depiction being on Priestner Street to the west of the Site. These gardens are depicted in a similar style to the two plots of land adjacent to the building, the linear patterns representing arable use. Based on this evidence, the interpretation for the building would be a small farmstead with arable land.

A hedgerow, set back from Great Bridgewater Street functioned as the northern property boundary to this building. It extended eastwards, over an unnamed street (later Opening Street). A second hedgerow ran broadly north to south through the east of the Site. A rectangular building with several extensions, including a potential glasshouse or annexe was situated to the east of the hedgerow, set-back slightly from the Great Bridgewater Street. A smaller house is shown fronting Trafford Street, to the west of the aforementioned boundary. The hedgerows and boundaries do not follow the newly devised street pattern, and likely relate to earlier field divisions.

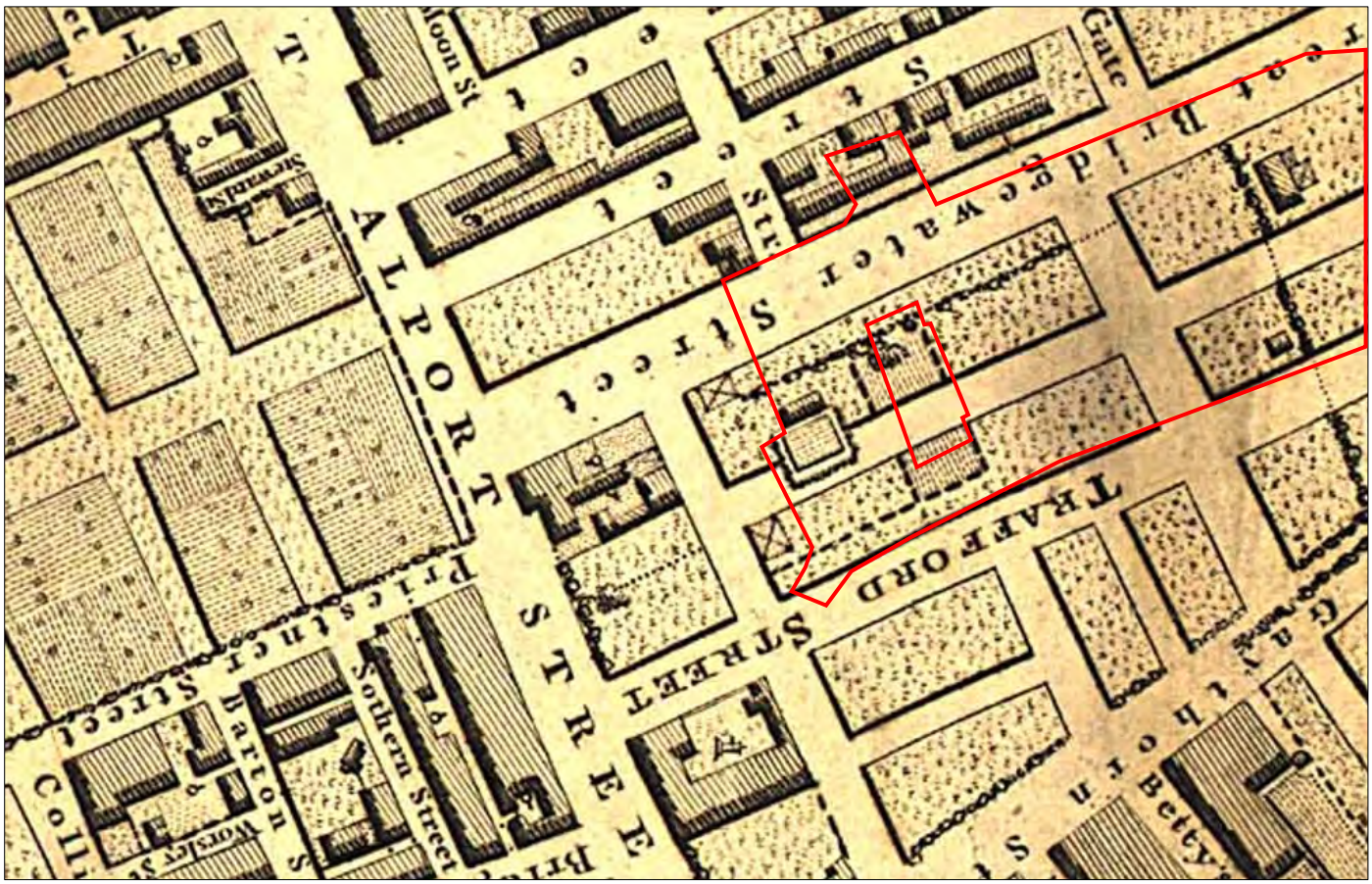


Plate 10 Extract from Laurent's map of 1793, showing the approximate Site boundary (not orientated north)

The first decade of the 19th century saw increased development, which is captured on Dean and Pigot's map of 1809 (Plate 11). Although most cartography from this period was produced at a scale that precludes detailed analysis, several buildings had been established within the Site and 'Trumpet Street' is marked on the survey. Dean and Pigot's plan of 1809 is the first available map that captures Great Bridgewater Street Methodist Chapel, which opened in 1801. The chapel lay immediately west of the Site and was flanked by two narrow strips of land on either side, probably used for burial plots. A square building that lay immediately west of the chapel, within the Site, likely represented a rectory or building associated with the chapel. In addition, two other buildings had been erected within the Site. The building on the north side of Trumpet Street is shown on later maps as a Sunday School linked to the adjacent Methodist Chapel. The building may have functioned as a Sunday School as early as 1809. The block of buildings erected between Trumpet Street and Trafford Street most likely represented domestic dwellings. A square building occupied the south

side of Trumpet Street, with square boundary to the south, presumably marking a rear garden or property boundary.

Dean and Pigot's map of 1809 captures a rectangular building, running between Great Bridgewater Street and Trumpet Street. Later maps suggest that this building may have represented domestic dwellings. An L-shaped block lay a short distance to the east, which corresponds to the western wing of a foundry shown on later maps. Later trade directories reveal that the foundry was owned by the Galloway brothers, sons of a millwright from Scotland, who moved to Manchester and established the Galloway & Bowman Caledonian Foundry on Great Bridgewater Street in *c.*1806.

In addition, the 1809 map captured two adjoined buildings, fronting Trafford Street. A large rectangular building occupied the full depth of land between Trafford Street and Trumpet Street, with a much smaller square building adjoining the western side. Later maps indicate that the large, industrial-sized building functioned as a cotton mill.

Dean and Pigot's map is also the first that captures the Rochdale Canal (HER 1368.2.0), which crosses through the south-east tip of the Site. The canal was completed in 1804.

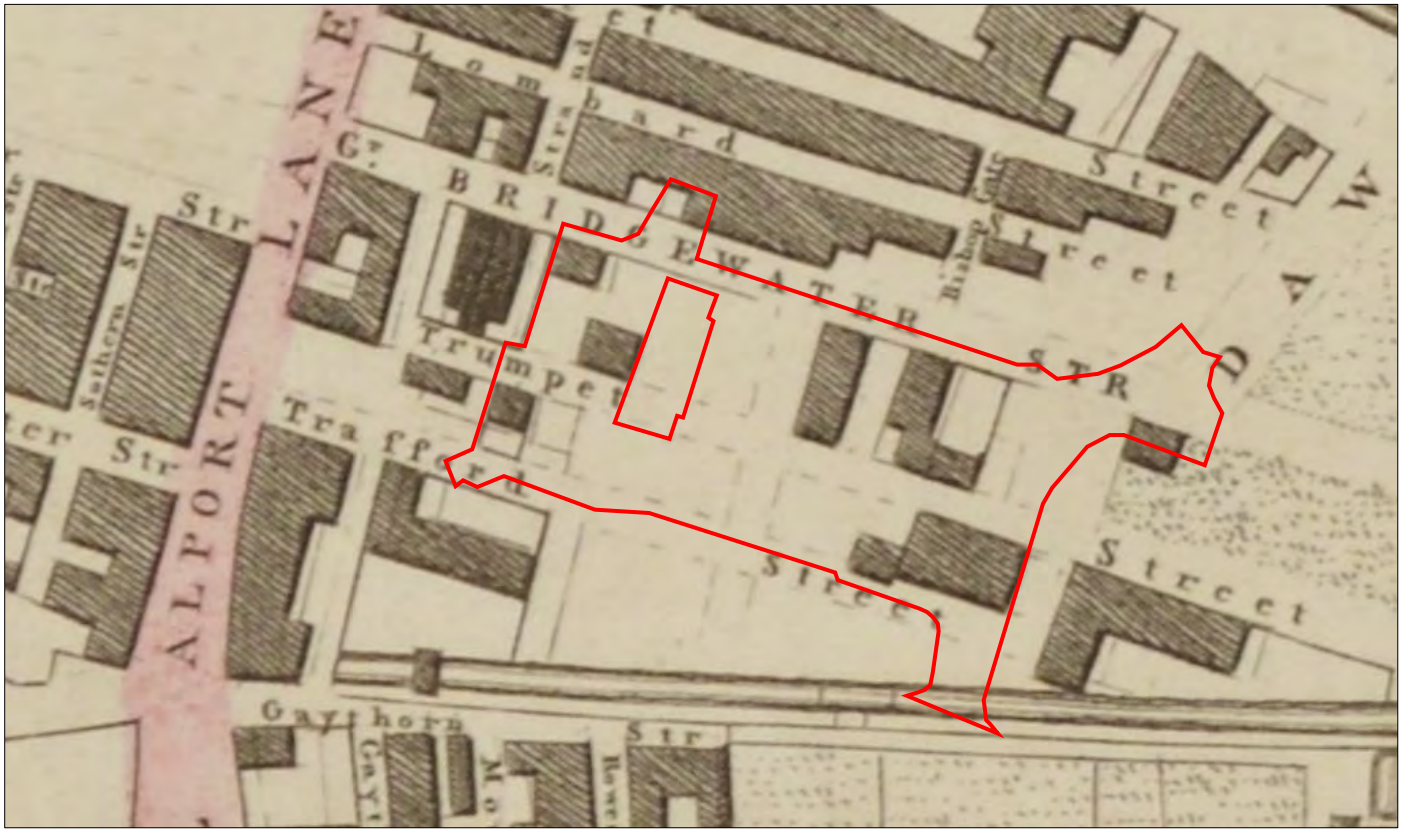


Plate 11 Extract from Dean & Pigot's map of Manchester, 1809, showing the approximate Site boundary

The next available map is that produced by Swire in 1824, although the plan does not seem to capture details of the individual buildings within the Site (Plate 12). The Site and its environs have witnessed further development. This development encompassed warehouses, industrial complexes, public and residential properties. The chapel grounds, which lie within the west of the Site appear to have been extended eastwards around this time, later the location of a burial ground. The square building that lay between Trafford Street and Trumpet Street had been incorporated into a complex of structures with an internal courtyard, which is likely an early representation of the Union Foundry. In addition, double-depth houses seem to have erected within the south-west part of the Site, on the southern side of Trumpet Street.

A long block of housing had been erected on Great Bridgewater Street to the east of the chapel. In total, three open yards, possibly in use at this time as open-air wharfs associated with the Rochdale Canal, lay

between the foundry and mill on the southern side of Trumpet Street. The first yard contains a small, square building fronting Trafford Street but is otherwise open, the middle yard had a rectangular building at its south-west corner, and the easternmost yard a slightly larger square building, fronting Trumpet Street.

The two adjacent buildings between Trafford Street and Trumpet Street likely represent buildings associated with a mill (annotated as such on later maps). The building is likely the same as that captured on Dean and Pigot's earlier plan. The mill is first annotated as such in *Plans of All the Cotton Spinning Mills in Manchester in c. 1822* (Plate 13). The 1822 plan shows a similar arrangement of buildings as those captured on Swire's map of 1824. The plan annotates the building as being owned by Thomas Marsden. Block 'a' was a five-storey factory with a loft, whilst block 'b' operated as a single-storey shop. The plans usually show the mill's steam power plant, however, the absence of a steam engine or boiler house from the plan of Marsden's Mill could imply that it housed hand-powered mules and jennies in its early years.

Several buildings are depicted between Opening Street and Albion Street, the easternmost being a square complex with entrance onto Great Bridgewater Street. The buildings at the east end of the block likely represents the Galloway & Bowman Caledonian Foundry that opened in 1806. Several houses fronting Trumpet Street and Great Bridgewater Street are shown as a single block on the map.



Plate 12 Extract from Swire's map of 1824, showing the Site Boundary

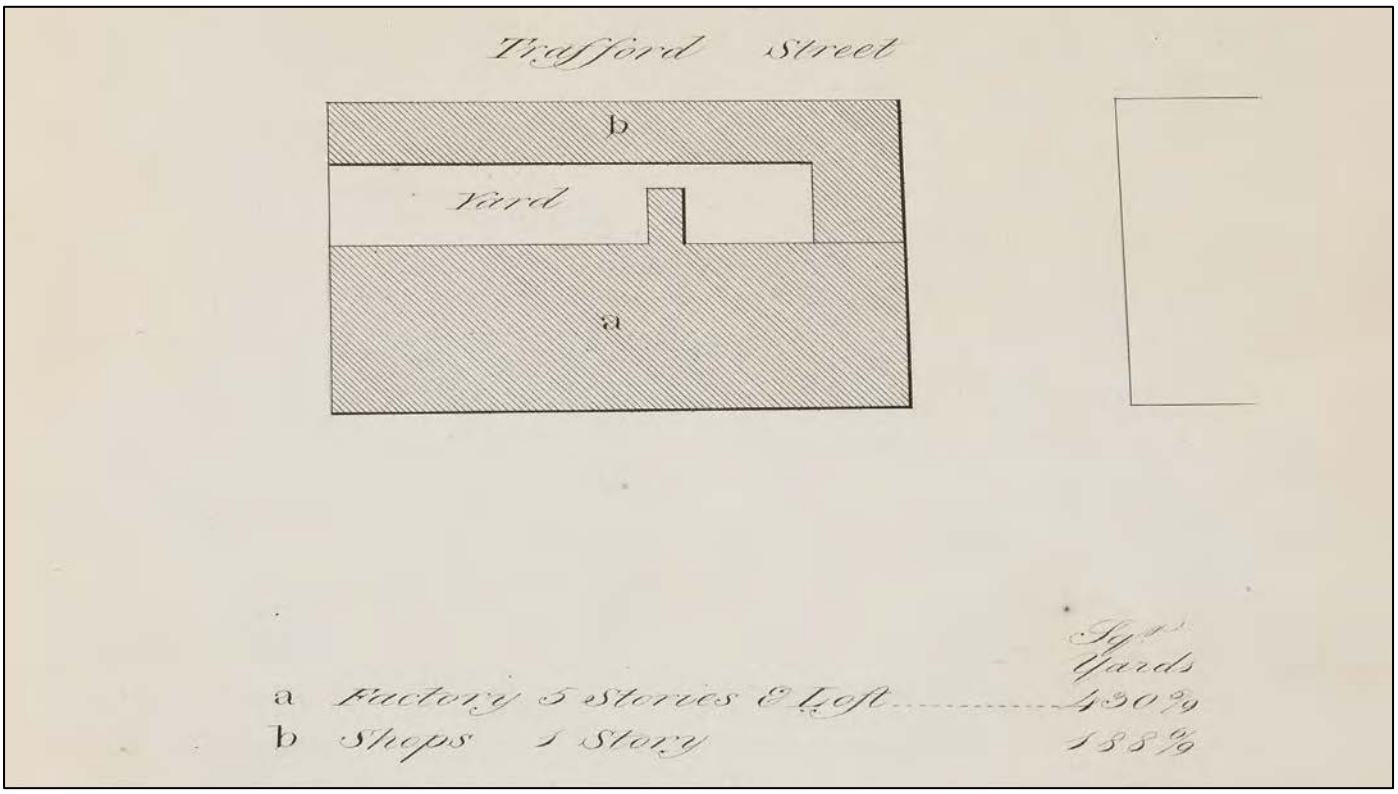


Plate 13 Extract from Plans of All the Cotton Spinning Mills in Manchester in c. 1822, showing Thomas Marsden's mill on Trafford Street

Bancks and Co's map of 1831 (Fig 4; Plate 14) 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 Swire's previous map, albeit in more detail. The plan clearly labels the building on the north side of Trumpet Street as a Sunday School. A building identified as a rectory on the 1809 plan also remains extant, and is shown as a self-contained structure, with a small yard and outbuilding to the rear. Both buildings lay within the chapel grounds. Union Foundry occupied a similar footprint. Bancks's map clearly shows that two double-depth properties, captured on Swire's slightly earlier map, lay within the south-west of the Site. The property to the west of the double-depths occupied a larger footprint, appearing as a rectangular structure on the plan. The size of this building implies that it may have functioned as a commercial premises.

The plan shows that a row of terraced houses fronted Great Bridgewater Street, which appear grander than those to the west of Opening Street, with larger footprints, rear extensions and private yard space. Slightly smaller terraced houses lined the north side of Trumpet Street. Either side of a courtyard (later 'Bostock Court') were two rows of blind-back houses. Situated adjacent to the houses and the foundry in the north, were three long rectangular buildings, separated from the properties on Great Bridgewater Street by a narrow alleyway. The alleyway ran between the first and second property and along the backs of the buildings. The first and second properties are depicted with small rear yards. The northside of Trumpet Street was occupied by a block of 18 back-to-back dwellings. In addition, the plan implies that the 18th-century properties in the north tip of the Site were single-depth dwellings, that occupied a street known as Strands Court on later mapping (Fig. 5).

Bancks's plan of 1831 is the first plan that captures the full footprint of the foundry that occupied the junction of Great Bridgewater Street and Albion Street. The building had a rectangular plan, with a large central courtyard and was accessed via Great Bridgewater Street. As mentioned above, contemporary trade directories reveal the site was owned by the Galloway brothers, son of a millwright from Scotland, who moved to Manchester and established Galloway & Bowman Caledonian Foundry on Great Bridgewater Street in *c.*1806. In 1820, William Glasgow joined the concern, and it became 'Galloway, Bowman and Glasgow'. By

1835, the ownership had passed to Glasgow.

Bancks's map annotated the mill building between Trumpet Street and Trafford Street as 'Commercial Mill' (first shown on Dean and Pigot's map of 1809, Plate 11). By 1831, it had been remodelled into one complex, with an internal courtyard. Pigot's directory of 1818 reveals that 'Commercial Mill' was owned by Thomas Marsden (Pigot, 1818, p. 309). The open yards first captured on Swire's map were still extant, but further outbuildings or sheds had been erected, such as the long, narrow range of buildings fronting Trafford Street.



Plate 14 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 15) and the Ordnance Survey map also published in 1851 (Fig 5) are the next available maps that accurately show the Site. Both of the 1851 plans (Plate 15) shows that the Site remained largely unchanged, though they provided greater detail than the previous maps. Minor changes include the extension of the Sunday School. Pavement lights are depicted alongside the Sunday School, implying that it may have been cellared. The plans also highlights that the chapel yard functioned as a burial ground, that occupied roughly 0.05ha between the chapel and Sunday School. Adshead's plan implies that the buildings along the south side of Trumpet Street were commercial buildings. In addition, both 1851 plans annotate the foundry in the south-west corner of the Site as 'Union Foundry'.

Adshead's map (Plate 15) annotates the foundry as 'Robinson's Machine Works' whilst the Ordnance Survey map of 1851 labels the site as 'Trumpet Street Mill (cotton)', suggesting that the premises had been converted from an iron foundry into a cotton spinning mill. According to the key on Adshead's map, the larger houses fronting Great Bridgewater Street and Opening Street functioned as places of business in this period, whilst the slightly smaller buildings on the west side of the street were a mixture of residential and commercial buildings. The properties surrounding Bostock's Court remained private dwellings. The buildings along Great Bridgewater Street appear to have paving lights or external stairs which is an indication that they were cellared. The back-to-back dwellings between Trumpet Street and Thompson's Court remained unchanged

and did not appear to contain cellars.

The mill that lay along Trafford Street is named on Adshead's map and the Ordnance Survey map of 1851 as 'Marden's Mill' and 'Commercial Mill', respectively. The Ordnance Survey map specifies that it was a cotton mill. Its function as a cotton mill may explain the construction of four rectangular structures to the west of the main complex as subsidiary sheds for storage or textile refinement.

The area of land to the west of Commercial Mill remains relatively undeveloped during this period and likely continued to function as open-air wharfs. Adshead's map provides an additional insight, annotating two rectangular buildings and an adjacent yard as a 'timber yard'.

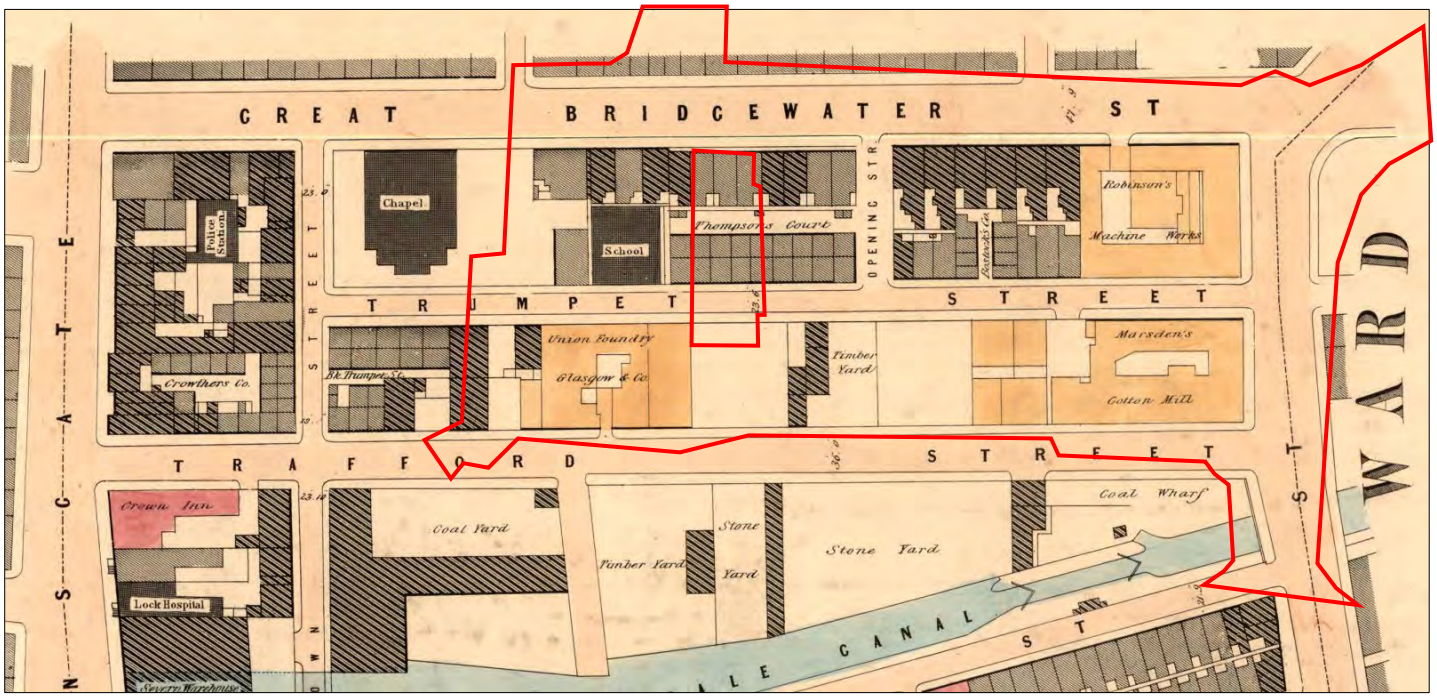


Plate 15 Extract from Joseph Adshead's map of 1851, showing the approximate Site boundary

The next available map to capture the Site is the Ordnance Survey map of 1891 (Fig 6; Plate 16). The map shows that the Site underwent a substantial transformation. The centre of the Site was cleared to make way for a new railway viaduct, linking Central Station (built between 1876-9) to the existing network (List Entry: 1292315; currently known as the Castlefield viaduct, between the G-Mex to Dawson Street). Demolition activity included the clearance of the houses, open yards and Union Foundry. The viaduct includes three structures: a brick-arched undercroft; the Great Bridgewater Street Bridge of brick and cast-iron construction; and the cast-iron viaduct running north-east to south-west.

By the time of the 1891 map, the rectory and Sunday School buildings had been remodelled and an extension had been built between the building and Sunday School to the south. Slater's commercial directory for 1879 indicates Henry Douthwaite occupied the residence associated with the Wesleyan Chapel – Chapel House (Slater, 1879, p. 435). The burial ground is marked on the plan as disused. A report from 1898 suggests that the burial ground was 'swept away' prior to the construction of the Great Northern Railway Company's viaduct (to the west of the Site) in 1899 (Salford Archaeology, 2016). However, the 1891 map suggests that the burial ground lay beyond the extent of the railway viaduct and may have still been present after its construction.

The two mills within the east of the Site remained extant, although the western wing of the Trumpet Street Mill was demolished. Following the completion of the viaduct, a toilet block was established to the west of Commercial Mill. A tramline had been laid along Albion Street, continuing to the north along Lower Mosley Street.

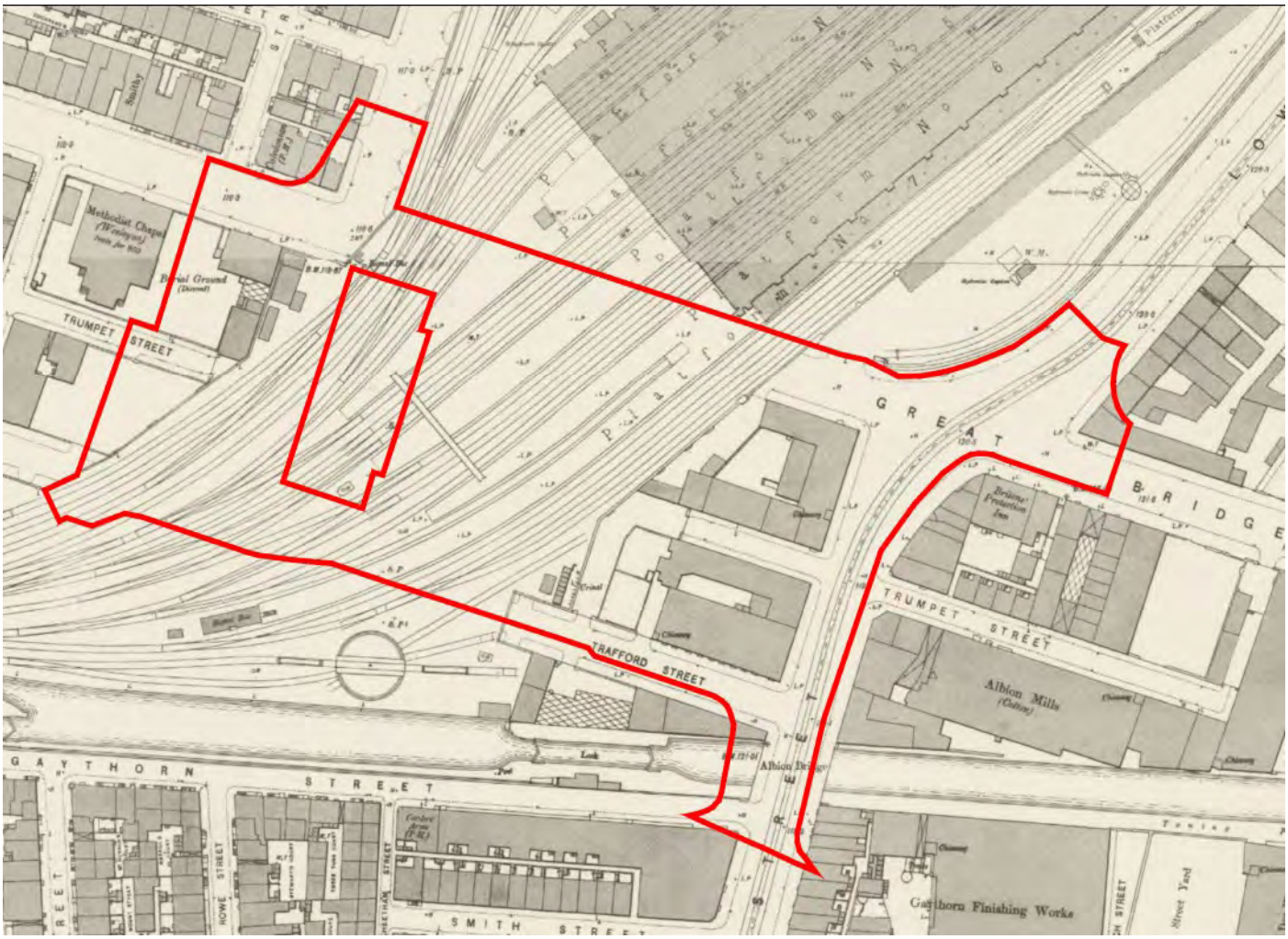


Plate 16 Extract from the Ordnance Survey map of 1891, courtesy of the National Library of Scotland, showing the approximate Site boundary

A plan of the viaduct arches and nearby buildings was produced as part of Goad's Fire Insurance Plans for Manchester in 1889 (Plate 17). This demonstrates the spaces beneath the arches were utilised for the storage of beer by T. Salts & Co in the north of the Site. Most of the brick arches functioned as stables, with an engine and retort house for the production of coal gas occupied the arches in the south of the Site. The remaining buildings that had been associated with the foundry and mill, in the east of the Site, were in use as carpenter's workshops, a warehouse and an office.

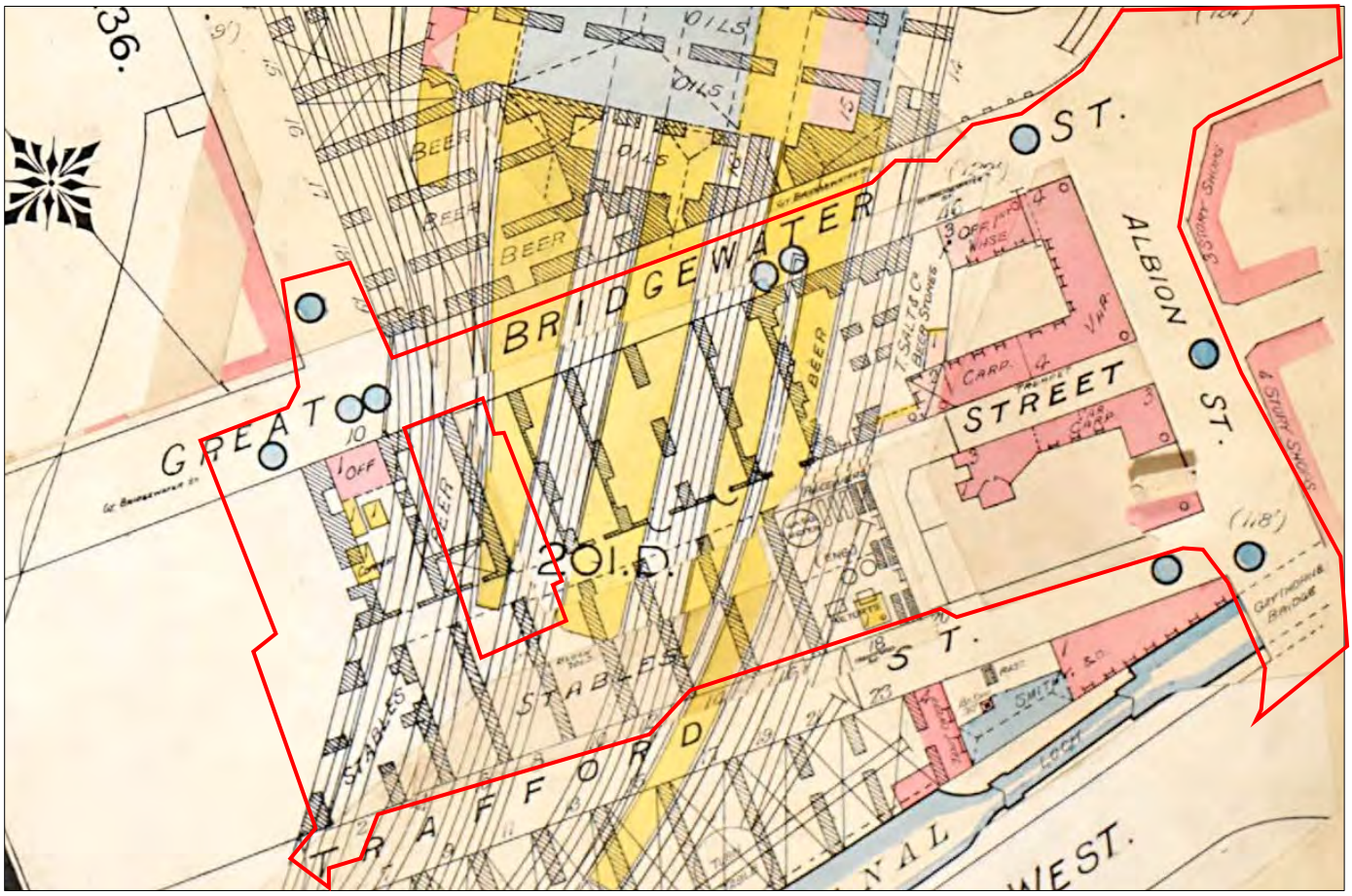


Plate 17 Extract from Goad's Fire Insurance Maps of Manchester, 1889, showing the approximate Site boundary

The Ordnance Survey map published in 1908 (Fig 7) shows the same arrangement of buildings within the Site, with no significant changes, aside from the demolition of the remaining buildings that were associated with the former chapel and the clearance of the former mill building on Trafford Street. The next edition of Ordnance Survey mapping published in 1922 (Fig 8) shows little change, although the north-west part of the Site had been redeveloped into a large industrial building. According to the Ordnance Survey mapping from the 1948 (Fig 9), the former foundry on the eastern side of the Site was utilised as an engineering works, whilst the north-west section of the Site had been entirely redeveloped into an Automobile Engineering Works.

The land to the west of the railway viaduct was developed in 2006 with the construction of the Beetham Tower, although a small area of hardstanding concrete is located between the tower and viaduct. The Site was developed in the last few decades as a car multi-level car park. To the east of the Site boundary, on the site of industrial buildings, is the elevated line of the Metrolink tramway supported by pillared arches.

4.8. Previous archaeological works

In total, 56 archaeological events have been recorded within 250m radius of the Site. Non-intrusive events include 21 desk-based assessments, five heritage statements, a heritage impact assessment and two building recordings. Intrusive archaeological investigations include nine watching briefs, six evaluations and nine excavations.

4.8.1. Previous archaeological work within the Site boundary

Several archaeological events have taken place within the Site and its immediate surroundings. A desk-based assessment undertaken by Salford Archaeology in 2016 for a parcel of land, which encompassed the current Site. The archaeological assessment concluded that the proposed development area had

considerable potential to contain buried remains of archaeological interest. It lay within the area of the Roman settlement and in the vicinity of several important archaeological sites and finds. Despite development during the 19th century, much of the central part of the site was not subjected to intrusive earth-moving works. Given the results obtained from excavations around the railway viaducts to the west of the site, there was potential for buried remains to survive *in-situ*. The foundations of early 19th-century workers' houses and several industrial buildings are considered to be of high local archaeological interest. The presence or absence of these remains required verification through archaeological evaluation (Salford Archaeology, 2016).

An additional desk-based assessment undertaken in 2019 by Salford Archaeology, included the land within the Site and the Central Station 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 the Station Approach in the north of the site. There was also evidence of canal infrastructure beneath the footprint of the main station hall. A watching brief was suggested. The report also illudes 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).

In 2020, a Written Scheme of Investigation outlined a programme of archaeological investigation across Phase 1 and part of the current Site (partially covering Plot 2a) (Salford Archaeology, 2020). Following on from the WSI, an excavation took place, which included land within the Site (partially within Plot 2a). The excavation revealed 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 (see Figs 13-4). The remains of an 18th-century metalled surface were also observed along with the remains of 19th-century workers' housing and the remains of part of an industrial building. Finally, 20th-century remains were also observed in some of the bays. These archaeological remains recorded were deemed to be of high local importance (Salford Archaeology, 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 excavation consisted of three trial trenches that were excavated within the north-west of the Site (corresponding to Plot 2b) in October 2020. The results revealed that the former graveyard had been cleared of burials sometime in the past and that the north-western part of the Site had been cleared of all archaeologically significant remains, probably during groundworks associated with the Beetham Tower development. The eastmost trench, Trench 3, 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 square 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).

4.8.2. Previous archaeological work beyond the Site boundary

Beetham Tower was constructed in 2006, immediately west of the Site (west of Plot 2b). An excavation was undertaken in preparation for the tower in 2005 (EGM3733) by Pre-Construct Archaeology. 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).

4.9. Summary of archaeological potential

Possible prehistoric activity has been uncovered within the Site suggesting that there is potential for further prehistoric remains to survive within the Site.

The Site lies partly within the Area of Castlefield Roman Vicus (HER 415.2.0). Previous investigations revealed Roman remains within the north-west part of the Site, comprising a Romano-British pit or linear feature (see Fig 13). Further remains were discovered within broadly the centre of the Site, including revealed 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 (see Fig 13-4). In addition, previous Roman findspots lie within the Site (HER 415.4.28), together with a section of Roman road associated with either the Manchester to Oldham, or the Manchester to Buxton road (HER 415.6.0) and the Roman road from Manchester to Buxton (HER 28.1.3).

In the late 18th century, two cottages with gardens had been established within the Site, together with a row of single-depth dwellings on the south side of Strand Court (Plate 9).

By 1801 the Great Bridgewater Street Wesleyan Chapel had been erected, and by 1809 a rectory, Sunday School, and the chapel's burial ground had been established. In addition, two double-depth properties had been established on the south side of Trumpet Street, and a narrow rectangular commercial building. An iron foundry had been established in *c.*1806, at the junction of Great Bridgewater Street and Albion Street, and Commercial Mill (Marsden's Mill), had been erected by 1809, between Trumpet Street and Trafford Street.

Between 1824 and 1831, the remainder of the Site had been developed including Union Iron Foundry, and various types of workers' housing, including double-depths, blind-backs and back-to-backs. Open yards occupied the south side of Trumpet Street.

The Site was subject to significant reorganisation in the late 1880s, when a new railway viaduct was built linking Central Station to the existing network (Castlefield Viaduct; List Entry 1292315), which is currently extant and is designated as a Grade II Listed Building. The construction of the viaduct led to the clearance of all the houses, Union Iron Foundry, the open yards and some of the buildings associated with the chapel. The burial ground was reported to have been 'swept away' prior to the construction of the Great Northern Railway Company's viaduct, however, the burial ground is still marked on maps following the construction of the railway viaduct. Several businesses occupied the brick arches beneath the viaduct.

An automobile engineering works had replaced the buildings formerly associated with the Great Bridgewater Street Methodist Chapel in the west of the Site by 1922. The former foundry in the east of the Site was utilised as an engineering works.

Much of the central part of the Site (partly corresponding to Plot 2a) was excavated in 2020 as part of Phase 1. A small portion of the north-west part of the Site (the north-east edge of Plot 2b) has also been excavated.

5. Gazetteer

The following gazetteer sites (GE) summarise the sites of potential archaeological interest and elements of the historic landscape within the Site and its immediate vicinity. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data, and includes both designated and non-designated heritage assets. The locations of the gazetteer sites are shown on Figure 10-12 within Appendix 1 - Figures.

Gazetteer Site (GE)	01
Site Name	Roman road (Manchester to Oldham or Buxton, site of)
Designation	Non-designated heritage asset
HER number	415.6.0
Period	Roman
NGR	centred SJ 8359 9759 (point)
Source	HER
Description	The HER (415.6.0) states: The Roman road was seen in section to the south of Central Railway Station, consisting of "3in of stiff clay on the Pre-Roman surface, covered by 5in of burnt brick, small stones, charcoal, fragments of pottery and nails, on which boulders were bedded, about 8in in thickness, and 8in of gravel with 2in of stone and clay over it, making a total of 26in. The road passed within 100yds of the Roman fort, which is entered by a short branch road, leading to the Eastgate. Considering that the road was seen to the south of Central Station, it has to mean that it was travelling eastwards from Castlefield fort. This means the road can be one of: - Manchester to Oldham, or the Manchester to Buxton. I personally think it is the Buxton Road." Manchester Central Station is currently Manchester Central Convention Complex.
Assessment	The proposed route of the Roman road may run through the Site and could be affected by the proposed development scheme.

Gazetteer Site (GE)	02
Site Name	Cottages (site of)
Designation	Non-designated heritage asset
HER number	-
Period	18th century
NGR	
Source	Historic mapping
Description	In total, three buildings are shown on Laurent's map of 1793. One building with adjoining structures is shown on land between Great Bridgewater Street and Trumpet Street. A third building lies in the west edge of the Site. An additional smaller single rectangular building is shown along Trafford Street. Neither of these cottages are shown on the contemporary map produced by Green in 1797-94.
Assessment	The cottages lay within the Site, however the foundations have most likely been damaged or destroy by later activity.

Gazetteer Entry (GE)	03
Site Name	Field boundaries / relict soils (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Post-medieval
NGR	Various: SJ 83518 97644; SJ 83618 97613; 383503 397640; 383625 397538
Source	HER
Description	Several field boundaries are shown on Laurent's map of 1793. and seemed t0 mark a property boundary of a former cottage (GE02). A field boundary ran east to west just south of Great Bridgewater Street. A second hedgerow marks a property boundary to the south of a rectangular building. A third ran broadly north to south, and a fourth ran along the line of Gaythorn Street in the south-east tip of the Site. A previous excavation within the north-west of the Site revealed that post-medieval buried soils survived within the Site.
Assessment	Remains of former field boundaries or post-medieval soils have the potential to survive *in-situ* within the Site as buried remains and could be affected by the proposed development scheme.

Gazetteer Site (GE)	04
Site Name	Great Bridgewater Street Methodists Chapel burial ground (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83485 97663
Source	Dean and Pigot 1809; Swire 1824; Bancks & Co 1831; Adshead 1851; Ordnance Survey Mapping
Description	The Great Bridgewater Street Wesleyan Chapel, built in 1801, first appears on the historic map sequence in 1809. It was located on the corner of Great Bridgwater Street and Crown Street. The footprint of the building extended between Great Bridgewater Street and Trumpet Street, the chancel located at its southern end. It is flanked by two narrow strips of land either side, probably used for burial plots. By 1831 the chapel grounds were extended eastwards into Phase 3, which also contained a rectory and school. The site is last shown on the 1891 Ordnance Survey map, by which the grounds are marked as disused; this is supported by archival evidence indicating the burial ground went out of use in 1854. The Great Bridgewater Street Chapel Trust Minute Book reported that a plan of the graveyard alongside a record of the grave inscriptions was prepared by George Priestley in 1895. A later meeting in 1897 reported that the Great Northern Railway Company were 'determined to remove all of the human remains at their own expense'. An additional report from 1898 reveals that it was 'swept away' prior to the construction of the Great Northern Company's viaduct (to the west of the site) in 1899. The 1891 map (Fig. 6) shows that the burial ground remained intact after the construction of the viaduct and could suggest that human remains could survive *in-situ* within the Site.
Assessment	The footprint of the building lies to the west of the Site boundary and will not be impacted upon by the proposed development however, the burial lies within the Site.

	Human remains may survive within the Site (Plot 2b) and could be affected by the proposed scheme

Gazetteer Entry (GE)	05
Site Name	Chapel House'/ Great Bridgewater Street/ Rectory (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83523 97675
Source	Dean and Pigot 1809; Swire 1824; Bancks & Co, 1831; Adshead, 1851; Ordnance Survey mapping
Description	A square building is shown to the east of the Methodist chapel grounds. This detached property first appears on Dean and Pigot's map of 1809. It is shown abutting the eastern wall of the chapel grounds. Swire's 1824 map does not differentiate between this detached property and the adjacent row of terraced houses. Bancks and Co's map of 1831 clearly shows the property within the confines of the chapel grounds, the eastern wall of the grounds had been moved westwards. The building was self-contained with a small yard and outbuilding to the rear. The 1851 OS map indicates the building was cellared. By the time of the 1891 OS map, the building had been remodelled and an extension built between the building and Sunday School to the south. Slater's commercial directory for 1879 indicates that Henry Douthwaite occupied the residence associated with the Wesleyan Chapel – Chapel House. A trial trench evaluation and small open area trench were excavated within the footprint of the building, however, there was no below-ground evidence of the 19th-century structure.
Assessment	The footprint of the building lies within the Site, in an area that has already been investigated. There was no surviving evidence of the 19th-century rectory and therefore it has likely been damaged or destroyed by 20th- or 21st-century developments

Gazetteer Entry (GE)	06
Site Name	Commercial building on Trumpet Street (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83491 97633
Source	Bancks & Co's 1831; Ordnance Survey Mapping
Description	A long, narrow rectangular building that first appears on Bancks & Co's map of 1831. The building lay in the south-west of the Site (Plot 2b), adjoining two houses fronting onto Trumpet Street and spanned the width of the land between Trumpet Street and Trafford Street. Marked as a commercial building on Adshead's map of 1851. The building was demolished by the construction of the viaduct.
Assessment	The footprint of the building lies within the Site and therefore could be affected by the proposed development scheme.

Gazetteer Entry (GE)	07
Site Name	School building (Trumpet Street, site of)
Designation	Non-designated heritage asset
HER number	-
Period	Post-medieval
NGR	SJ 83518 97640
Source	Dean and Pigot 1809; Swire 1824; Bancks & Co 1831; Adshead, 1851; Ordnance Survey mapping
Description	A rectangular building can be located on historic maps to the east of the chapel grounds, opposite the Union Foundry on Trumpet Street. It is simply represented on the sequence of maps until Bancks & Co's survey of 1831, which reveals a rectangular plan, orientated lengthways along Trumpet Street. Behind the building is a narrow yard and outbuildings. The building is first identified as a school on the Ordnance Survey map, surveyed 1848-50 and Adshead's map of 1851; the former map shows the adjacent building as part of the Great Bridgewater Street Chapel School (Sunday). The internal floorplan is shown on the OS map as divided into four separate rooms. The façade of the building faced west towards the Methodist Chapel. The Ordnance Survey map of 1851 (Fig 6) shows that the building was cellared and included the building to the east, beyond the east Site boundary. The building is last shown on the OS map of 1891. This part of the site was cleared c.1898-99 ahead of the construction of the railway viaduct.
Assessment	The footprint of the building lies within the Site (Plot 2b), has the potential to survive within the Site as buried remains and could be affected by the proposed development scheme.

Gazetteer Entry (GE)	08
Site Name	Houses, Opening Street (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83577 97627
Sources	Dean and Pigot 1809
Description	A block of buildings was built on the eastern side of a road, which later was named Opening Street. The block ran between Great Bridgewater Street and Trumpet Street. The size of the block conforms to the dimensions of other rows of houses shown on the map, yet the scale of the map precludes any meaningful analysis. The site was later partially occupied by two separate rows of properties on the aforementioned streets, implying this block was demolished. The location of the properties was targeted in an excavation that took place prior to the development of Phase 1 in 2020. Remnants of workers' houses were revealed during the excavation (see Fig. 13-4).
Assessment	The footprint of the buildings has been excavated in 2020 and are unlikely to require further mitigation.

Gazetteer Entry (GE)	09
Site Name	Great Bridgewater Street Foundry (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83610 97613
Sources	Dean and Pigot 1809; Bancks and Co's 1831; Goad's Insurance Plan 1889; Ordnance Survey Mapping
Description	The development of the site commences with two adjoining buildings that form an L-shaped block, at the eastern end of Great Bridgewater Street and Trumpet Street, roughly opposite from the road: 'Bishop's Gate'. The location and plan of the building is consistent with the footprint of the foundry, including the entrance to the site from the south-west corner, as shown on OS mapping. The site was fully developed by 1824, the occupying the eastern corner of the Site up to Albion Street. The footprint of the foundry is rectangular with a central courtyard, accessed from Great Bridgewater Street. The site had been surveyed more accurately by 1831 but was only modified significantly in the 1850s with two extensions built in the central yard, perhaps to house an engine. Use of the building points to two firms; Galloway, Bowman & Glasgow; and, later, Robinson's Machine Works. The configuration of buildings presented in mapping from the 1850s remains largely unaltered until the construction of the railway viaduct in 1880. The earlier, western wing was demolished and possibly built over. Goad's insurance map from 1889 indicates that the buildings were later used for other purposes, showing them as carpenters' workshops. 20th century mapping indicates the buildings were standing until the 1980s. The construction of a raised tramline supported by a series of pillared arches in the 1990s impacted significantly on the site and no above-ground remains are standing.
Assessment	The footprint of the foundry lies within the east of the Site and is likely to be affected by the proposed development scheme.

Gazetteer Entry (GE)	10
Site Name	Marsden's (cotton) Mill (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83613 97582
Sources	Dean and Pigot 1809; Swire's map 1824; Bancks and Co's 1831; Adshead 1851; Goad's Insurance Plan 1889; Ordnance Survey Mapping
Description	The mill buildings first appear as two units on Dean & Pigots map of 1809 (Plate 5). The main block is situated at the junction of Trumpet Street and Albion Street, occupying the depth of the plot between Trumpet Street and Trafford Street. The mill lies within the south-eastern part of the Site. Swire's map of 1824 (Plate 6) usefully differentiates between the southern and northern buildings. The 'Plans of All the

	Cotton Spinning Mills in Manchester in c. 1822' annotates the building as being owned by Thomas Marsden. Block 'a' was a five-storey factory with a loft, whilst block 'b' operated as a single-storey shop. The plans usually show the mill's steam power plant, however, the absence of a steam engine or boiler house from the plan of Marsden's Mill could imply that it housed hand-powered mules / jennies in its early years. By the time of Bancks & Co's survey (Fig 4) the mill is shown more clearly. Pigot's commercial directory, for 1818, reveals the owner of 'commercial mill' was Thomas Marsden. An annotation on Adshead's map of 1851, reads 'Marden's Cotton Mill', implying it was still under his ownership. A further four ajoined rectangular buildings are also shown on Adshead's plan of the mill to the west of the existing buildings; these may have functioned as warehouses for the storage of cotton. Goad's fire insurance map of 1889 (Plate 11) indicates the three-storey building was being used as a carpenter's workshop. The southern wing of the building, potential engine house and sheds are no longer shown. These buildings were evidently demolished around this time and do not appear on the 1908 edition of the OS maps. In the 1990s an elevated tramline was constructed to the east of the Site. The structure is supported by pillared arches, which may have impacted certain areas of the mill site.
Assessment	Remains of the mill may be present within the Site and could be affected by the proposed scheme.

Gazetteer Entry (GE)	**11**
Site Name	Union Foundry, Trumpet Street (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83508 97648
Sources	Dean and Pigot 1809; Swire 1824; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description	During the first quarter of the 19th century, a foundry was developed on Trumpet Street (west) around an established building. This earlier configuration of the site consists of a single rectangular building with the adjacent plots of land laid out. At the time of Swire's map the footprint of the complex occupies a rectangular plot of land and has an inverted 'T-shaped' courtyard on the eastern side. The foundry is last shown on Adshead's map of 1851 and was cleared prior to the construction of the railway arches and viaduct in 1880.
Assessment	The foundry lies within the north-west of the Site. Buried remains of the foundry may survive *in-situ* and therefore could be affected by the proposed development scheme.

Gazetteer Entry (GE)	**12**
Site Name	Double-depth houses, Great Bridgewater Street (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83599 97630

Sources	Bancks and Co's 1831; Adshead's 1851; Ordnance Survey Mapping
Description	the first half of the 19th century, a row of terraced houses was constructed in the northern part of the Site. These properties were located between the junction of Great Bridgewater Street and Opening Street and the Foundry, at the eastern extent of the Site. The properties are first shown on Bancks & Co's map of 1831. The properties were double-depth, with rear extensions, cellars and private yards. Adshead's map, also published in 1851 shows that the properties comprised a mixture of domestic and commercial premises. The properties were last shown on Adshead's map and were demolished to make way for the railway infrastructure in the 1880s. Most of the houses were targeted in the 2020 excavation, whereby the fragmentary remains of houses were uncovered (see Fig. 13-4).
Assessment	The footprints of the buildings were excavated in 2020 and are unlikely to require further mitigation.

Gazetteer Entry (GE)	**13**
Site Name	Houses, Trumpet Street (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83602 97610
Sources	Bancks and Co's 1831; Adshead's 1851; Ordnance Survey mapping
Description	Slightly smaller double-depth dwellings than those on Great Bridgewater Street. The houses occupied Trumpet Street. The dwellings do not seem to have included cellars. They first appear on Bancks & Co's map of 1831 (Fig 4). Demolished in *c.*1880. Some of the houses were targeted during the 2020 excavation and are unlikely to require mitigation (see Fig. 13-4).
Assessment	The footprint of the buildings lies within the Site and may survive as buried remains and could be affected by the proposed scheme.

Gazetteer Entry (GE)	**14**
Site Name	Blind-back houses, Bostock's Court (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	SJ 83590 97615
Sources	Bancks and Co's 1831; Adshead's 1851; Ordnance Survey mapping
Description	The site was developed as housing by the time of Bancks & Co's map of 1831 (Fig 4). Two rows of blind-back properties are shown on either side of Bostock's Court, six houses in total. The square properties back onto the houses that fronted Trumpet Street. The buildings were demolished in c.1880. The houses were targeted during the 2020 excavation and are unlikely to require mitigation.
Assessment	The footprints of the buildings were excavated in 2020 and are unlikely to require

	further mitigation.

Gazetteer Entry (GE)	15
Site Name	Back-to-back dwellings, Thompson's Court (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	383559 397625
Sources	Bancks and Co's 1831; Adshead's 1851; Ordnance Survey mapping
Description	A row of 18 back-to-back dwellings lay between Thompson's Court and Trumpet Street. The dwellings were first captured on Bancks's and Co's plan of 1831. The dwellings were destroyed ahead of the construction of the Castlefield viaduct in the 1880s. The buildings were subjected to excavation in 2020 (see Fig. 13-4).
Assessment	The footprints of the buildings were targeted during the 2020 excavation and are unlikely to require mitigation.

Gazetteer Entry (GE)	16
Site Name	Castlefield railway viaduct from G-MEX to Dawson Street
Designation	Grade II Listed Building
HER number	1292315
Period	Late 19th century
NGR	SJ 83569 97628
Sources	Historic England
Description	List Entry: 1292315 states **"**Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street". The Site contain the portion of the viaduct that "is east of Duke Street viaduct is of brick with segmental arches and castellated brick piers".
Assessment	The brick undercroft will be retained as part of the proposed scheme. There is potential for earlier archaeological remains to survive between the piers.

Gazetteer Entry (GE)	17
Site Name	Rochdale Canal
Designation	Non-designated heritage asset
HER number	1368.2.0
Period	Early 19th century

NGR	Linear SJ 8486 9834 to SJ 834 976
Sources	HER; Historic Mapping
Description	HER 1368.2.0 states: "Urban canal section c.1.25 miles long, connected with the Ashton-under-Lyne Canal at Dale Street. Nine broad locks down to the Bridgewater Canal at Castlefield which gave it the name 'Rochdale Nines'. A third junction is formed with the Manchester & Salford Canal in Great Bridgewater Street area. Infilled canal arms. Part of the Cheshire Ring of canal navigations. Parliamentary approval of 1799, and 1800. Completed 1804. Now mainly used for pleasure craft. Originally proposed in 1766, but not built until 30 years later, the 33-mile canal linked the Bridgewater Canal to the Calder and Hebble Navigation in Yorkshire. The Manchester section, over 8 miles long with 8 locks, opened in 1804". The canal runs through the south-east tip of the Site.
Assessment	The canal will be retained as part of the proposed scheme.

Gazetteer Entry (GE)	**18**
Site Name	Roman findspot
Designation	Non-designated heritage asset
HER number	415.4.28
Period	Roman
NGR	SJ 8359 9758 (findspot)
Sources	HER
Description	The neck of large amphora was found at Trafford Street, Manchester in 1903 (HER.415.4.28).
Assessment	The presence of Roman remains within the Site indicates that the remainder of the Site has high potential to contain Roman remains that could be affected by the proposed development scheme.

Gazetteer Entry (GE)	**19**
Site Name	Toilet Block (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Late 19th century
NGR	SJ 83594 97593
Sources	Ordnance Survey mapping
Description	Urinal and toilet block probably serving workers on the railway.
Assessment	The footprint of the building lies within the Site but it is likely to have been affected by later activity. These buildings are of limited research potential.

Gazetteer Entry (GE)	**20**
Site Name	Engine and Gas Retort House (site of)

Designation	Non-designated heritage asset
HER number	-
Period	Late 19th century
NGR	SJ 83572 97599
Sources	Ordnance Survey mapping
Description	Railway engine and retort house is shown under the south-east corner of the brick undercroft on Goad's Insurance map, adjacent to the toilet block (north of Trafford Street). Recently converted into commercial premises, it is likely much of the gas and engine installations were removed during conversion of these spaces.
Assessment	The footprint of the building lies within the brick undercroft and could be affected by the development proposals.

Gazetteer Entry (GE)	**21**
Site Name	Prehistoric remains (site of)
Designation	Non-designated heritage asset
HER number	-
Period	Prehistoric
NGR	383600 397619
Sources	Salford Archaeology 2020-3
Description	During 2020, ahead of Phase 1, an open area excavation took place beneath the viaduct, in the brick undercroft. The excavation trench partly encompasses the present Plot 2a Site (Fig. 13). A preliminary report suggests that two potential prehistoric pits were excavated within Bay 9 (Salford Archaeology Archive, internal ref: SECL 2006), which lies within the immediate vicinity of the Site (Salford Archaeology, 2023).
Assessment	The presence of potential prehistoric remains suggests that additional prehistoric remains may survive within the Site, which could be affected by the proposed development scheme.

Gazetteer Entry (GE)	**22**
Site Name	Roman remains
Designation	Non-designated heritage asset
HER number	-
Period	Early 19th century
NGR	383600 397619; 383522 397663
Sources	Salford Archaeology 2020-3
Description	A Romano-British pit or linear feature, overlain by post-Roman plough soils, was excavation in 2020 within an area that corresponds to the north-west corner of the Site. 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. The evaluation trench was extended into a small open area excavation. Further archaeological features were excavated and have been interpreted as Roman based on their stratigraphic positions, although none of the features were securely dated (See Fig. 13). In addition, the archaeological excavation that took place before the construction of Phase 1 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 settlement. The majority of Roman remains were excavated within bays 5, 7 ,8 and 9.
Assessment	The presence of Roman remains within the north-west corner of the Site, indicates that the remainder of the Site has high potential to contain Roman remains that could be affected by the proposed development scheme.

Gazetteer Entry (GE)	**23**
Site Name	Castlefield Roman Vicus Area of Roman Manchester (place of)
Designation	Non-designated heritage asset
HER number	415.2.0
Period	Roman
NGR	Centred SJ 8333 9768 (530m by 745m)
Sources	HER
Description	The HER states: 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.
Assessment	The west half of the Site (Plot 2b) 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 (GE)	**24**
Site Name	Manchester to Buxton Roman road (site of)
Designation	Non-designated heritage asset
HER number	28.1.3
Period	Roman
NGR	Centred SJ 8536 9615 (3924m by 2859m)
Sources	HER
Description	The HER (28.1.3) states: Part of the Roman road from Buxton to Manchester. "There seems no doubt that the very direct road through Stockport to Manchester does

	indeed mark the course."
Assessment	The proposed route of the Roman road seems to lie with the south-east of the Site and could be affected by the development proposals.

Gazetteer Entry (GE)	**25**
Site Name	Single and double-depth dwellings, Strand Court (site of)
Designation	Non-designated heritage asset
HER number	-
Period	18th century
NGR	383546 397682
Sources	Green's 1787-94; Bancks's and Co 1831; OS mapping
Description	Green's map captures a row of single-depth buildings off Strand Court in the late 18th century. Bancks's map shows that a row of double-depth buildings had been erected to the south of the court. Partially demolished in the 1880s to allow for the construction of the railway viaduct. All remaining buildings had been cleared by 1908. The properties with the slightly larger footprint had external staircases indicative of cellars.
Assessment	The former houses have some potential to survive within the Site and could be affected by the development proposals.

6. Significance

6.1. Policy context for heritage assets

Under both national and local planning policy, both designated and non-designated heritage assets are to be considered within the planning process (as previously stated in Chapter 3). The NPPF emphasises assessing the development proposals in line with an up-to-date local plan. Therefore, Policy EN3: Heritage of Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF).

6.2. Designated heritage assets

The Site contains a 19th-century railway viaduct that is afford statutory protection as a Grade II Listed Building (HER 1716.1.0).

The Site is situated within 250m of 25 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 Chapter 1.2).

6.3. Significance of the archaeological resource

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) provides a methodology for assessing archaeological significance. This criterion has been used to assess archaeological significance, below.

6.3.1. Historical and archaeological interest

The Site sits within the Area of Roman Manchester (GE01; GE18; 22-4) associated with the vicus and fort add to the archaeological interest of the Site. The potential for prehistoric remains also adds to the Sites' archaeological interest.

The Site lay within an area of Manchester known as Alport during the late medieval to post-medieval period. This area was likely pannage and later used as arable land (GE03). Other archaeological remains of the Site would most likely relate to the industrial period, such as industrial complexes (GE06 & GE09-11), workers' housing (GE08 & GE12-15) and a burial ground and associated buildings (GE04; GE05; GE07). The Roman, medieval and industrial period is a significant part of Manchester's history and therefore remains relating to these periods would be of historical and archaeological interest (DCMS, 2013, p. 10).

6.3.2. Baseline Significance conditions

Period

Prehistoric pits (GE21) have been excavated during Phase 1. These were excavated within the immediate vicinity of the Site and would be considered significant to period.

The Site lies within the Area of Castlefield Vicus and contains evidence of Roman activity (GE01; GE18; GE22-4). There is potential for recovery of settlement and / or roadside activity from this period, which would be considered significant due to period.

Late 18th-century mapping implies that the Site mostly consisted of open fields with hedgerows (GE03), with a row of single-depth dwellings along Strand Court (GE25) and three cottages (GE02), however 18th-century activity is likely to have removed by later remains.

The development of the Site during the late 18th and early 19th century of Manchester resulted in the Site being occupied by various workers' dwellings and commercial units (GE06; GE08; GE12-15), as well as two foundries (GE09 and GE11) and cotton mill (GE10). A burial ground associated with Great Bridgewater Street Chapel (GE04), along with a rectory (GE05) and Sunday school (GE07). Site's reflecting Manchester's industrial heritage may be considered significant due to period.

The Rochdale Canal (GE17) and Grade II Listed Castlefield Viaduct (GE16) currently occupy the Site and will be retained within the scheme.

Rarity

Potential prehistoric pits were excavated during Phase 1. Prehistoric remains are very rare within Manchester and would be considered significant due to rarity.

Previous archaeological work and research has shown the Site to be located on the eastern edge of the Roman civilian settlement, alongside a road, or roads, leading east from the fort. Whilst excavations within the Site and elsewhere in Castlefield have produced evidence for settlement activity, the Site represents one of the largest remaining plots in which physical evidence may still survive, especially within the Site. Any further remains could be considered significant due to rarity.

The Site consisted of a mixture of cottages and fields divided by hedgerows or field boundaries during the 18th century. Buried remains associated with pre-18th-century Manchester may be considered significant due to rarity, as few remains survive within the area due to extensive development during the industrial period.

Archaeological remains associated with the 19th-century domestic houses and 19th-century cotton mills may not be considered rare as several examples have been excavated in the past 30 years. In contrast, foundries are poorly understood and may have some rarity value.

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 the Castlefield fort and settlement. The foundries, mill, school and range of housing encapsulate the urban development of the 19th century and therefore may have group value.

Survival / condition

The survival, extent and condition of below-ground archaeological remains within the Site is presently unknown. Previous excavations within the Site and the area now occupied by the Beetham Tower, have revealed evidence of Roman, post-medieval and 19th-century activity, therefore the remainder of the Site has high potential for remains to survive *in-situ*. The burials within the burial ground are said to have been removed in the 19th century, and the trial trenches did not reveal any evidence of human remains. However, this cannot be completely ruled out and they could be present within the west of the Site (Plot 2b; see Figs 13 and 14).

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 the immediate vicinity of two potential prehistoric pits. The survival of remains associated with Prehistoric 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/prehistory) Table 3:

Prehistoric period	
Agenda No	**Agenda Description**
PH10	How can we broaden our view of the Neolithic and the Bronze Age to a wider regional context?
PH23	How can we identify previously unknown prehistoric sites?
PH25	How can we better understand the distribution of prehistoric archaeology across the landscape?
PH26	What was the changing nature of the relationships between people and their environment during the prehistoric period?
PH29	What activities were undertaken during the Palaeolithic in the North West of England?

Table 3 Prehistoric research agendas

Previous excavations during Phase 1 revealed evidence of prehistoric activity, which could imply further prehistoric remains lie within the Site, however, the likelihood is considered to be very low. Any further remains that were found could have the potential to address the research agendas listed above (Table 3).

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	
Agenda No	**Agenda Description**
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

Evaluation trenching in the north-west corner of the Site (in the north-east edge of Plot 2b) and an excavation that corresponds to roughly the centre of the Site (partially within Plot 2a) revealed evidence of Roman remains, therefore, there is high potential for Roman activity to survive within the remainder of the Site to address the research agendas listed above (Table 4).

The Site was within an area of arable land during the post-medieval period. The survival of field boundaries, features and soils may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (https://researchframeworks.org/nwrf/ post-medieval; Table 5):

Post-medieval and industrial	
Agenda No	**Agenda Description**
PM11	How can palaeoenvironmental indicators of consumption enhance our understanding of the wider patterning and social context?

PM15	How well recorded and understood are farming landscapes, field patterns, distributions of buildings and building types?
Ind09	How does the nature of rural settlement change during this period?
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 research agendas

Buried remains of field boundaries and relict soils have been excavated during the 2020 excavations and imply that further remains could survive within the Site, therefore, the Site has the potential to address the research aims listed above (Table 5).

Various workers' houses that been erected across the Site in 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 Period	
Agenda No	**Agenda Description**
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

Almost all the workers' houses were targeted during Phase 1 and have no further potential to address the research agendas listed in Table 5. There is limited potential for the Site to address the research agendas listed above (Table 6).

In total, two foundries and a cotton mill partly fell within the Site in the early 19th-century. Remains of these industrial complexes have the potential to address the research agendas outlined in the current Archaeological Research Framework for North West England (https://researchframeworks.org/nwrf/sample-page/industrial): Table 7:

Industrial Period	
Agenda No	**Agenda Description**
Ind53	What can archaeology tell us about the production and use of consumer products and their typologies from the late 18th to early 20th centuries?
Ind58	How have industrial buildings adapted to new technology and processes?
Ind60	How can we make sense of the relative significance of historic industrial processes and building types perceived as poorly understood and recorded?
Ind100	How do we capture the process of industrialisation

Table 7 Industrial period research agendas

Buried remains of the foundries and cotton mill lie within the east of the Site and have high potential to address the research aims listed in Table 7.

The Great Bridgewater Street Chapel rectory, Sunday School and burial ground were located within the north-west of the Site. The remains of the burial ground and religious buildings may have the potential to address the research agendas outlined in the current Archaeological Research Framework for North West England (https://researchframeworks.org/nwrf/sample-page/industrial) Table 8:

Industrial Period	
Agenda No	**Agenda Description**

Ind44	What do burial practices, including monuments and skeletal assemblages, say about the social context and impact of industrialisation?
Ind45	What may be deduced from cemetery studies about changing attitudes to burial and remembrance and evolving funerary architecture?

Table 8 Industrial period research agendas

There appeared to be no evidence of the rectory walls or 19th-century burials during the 2020 evaluation in the north-west part of the Site (Table 8). However, this does not rule out the possibility for human remains to survive within the south of the Site, therefore the Site has the potential to address the research aims listed in Table 8.

6.4. Human Remains

The *Archaeology and Burial Vaults: a guidance note for churches* (APABE, 2010) states that:

"Understanding the significance and value of our places of worship enables us to better conserve and protect them. A strong research base must underpin this, and archaeological projects, where needed as a result of necessary modifications and development, will enhance our knowledge. However, carefully considered research themes, linked to regional and national research agendas are needed to direct endeavour and ensure that archaeological projects are tightly focussed and proportionate."

Human remains are by their very nature, sensitive and significant, and require respectful treatment. Burials within vaults have heightened sensitivities, as they are placed in a deliberately protective enclosure within walls and generally within churches or chapels rather than "open" burial in a churchyard. The opening of coffins is often considered unnecessary and disrespectful and can lead to help and safety concerns, particularly with sealed lead coffins (Church of England and English Heritage 2005, Annexe S3, Para 231, 232). It is therefore important that these remains are treated accordingly, and that the removal or exposure of burials follows a staged programme of work backed by a justifiable research strategy, whether this is for *in-situ* recording or where it is necessary to remove the remains from the site (APABE, 2010). Further advice and guidance on the treatment of excavated human remains is support by Historic England and provided by APABE (APABE, 2015).

6.5. Summary of significance

A summary of the potential and significance of the archaeological remains within the Site is outlined in the table below (Table 9). These conclusions have been informed by the above criteria, professional judgment, the ICOMOS guide to assessing the value of heritage assets, their chance of survival, as well as contributions that could be made towards local and regional research agendas.

Identified Asset	Period	Potential	Archaeological significance
Prehistoric remains (GE21)	Prehistoric	Unknown	Medium
Roman remains (GE01, GE18, GE22-24)	Roman	High	Medium
Marsden's Mill (GE10)	Early 19th century	High	Medium
18th-century remains (GE02-3 and GE25)	Post-medieval to industrial	High	Low
Foundries (GE09 and GE11)	Early 19th century	High	Low
School (GE07)	Early 19th century	High	Low
Burial ground (GE04)	Early 19th century	High	Low
Rectory (GE05)	Early 19th century	Low	Low
19th-century workers' houses (GE08, 12-5)	Early 19th century	Excavated during phase 1	Negligible

and commercial building (GE06)			
Toilet block (GE19)	Late 19th century	Limited	Negligible
Engine and retort house (GE20	Late 19th century	Limited	Negligible

Table 9 Summary of potential archaeological sites and their significance

This assessment concludes that the site is of archaeological interest and has the potential to contain buried remains of low to medium significance that date to the prehistoric, Roman, post-medieval and industrial period.

7. Impact Assessment

7.1. Site conditions

The site currently comprises the Grade II Listed viaduct and brick undercroft, the Metrolink, hard-standing surface and roads.

7.2. Proposed development

The Proposed Development will be delivered across two plots comprising the following principal uses:

Plot A: a hotel with residential apartments above.

Plot B: affordable homes.

Together with these principal uses, the Proposed Development comprises residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

Plot 2a is located immediately east of the recently completed Phase 1 building, on land partially comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) with associated bar and restaurant and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3) with associated residential amenity spaces. Secure cycle spaces, serving this and the Phase 1 building, are provided at the ground floor level. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.

Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23- storey residential building accommodating affordable 1-, 2- and 3-bed apartments (Use Class C3), secure cycle parking spaces, flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

7.3. Review of impact on the archaeological resource

The development proposals will involve ground-breaking works across the site, which has the potential to impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of prehistoric remains, Roman activity, late medieval to post-medieval relict soils and field boundaries, a burial ground and associated religious buildings, an early 19th-century cotton mill and early 19th-century foundries. Any remains that do exist within the Site are likely to be of low (local) to medium (regional) significance and, without a programmed of mitigation, the scheme could damage or destroy these remains.

8. Conclusions

8.1. Planning policy

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.

8.2. Recommendation for further work

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. However, following consultation with GMAAS, it is anticipated that, in the first instance, a programme of archaeological evaluation (either consisting of a strip, map and record or trial trenches) should take place within the Site to establish the presence or absence of buried archaeological remains, and if present, their extent and significance. In addition, archaeological monitoring in the form of a watching brief should take place during any ground-breaking works beneath the main roads and the road junction in the north-eastern corner of the site.

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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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 1948

Figure 10: Gazetteer sites superimposed onto modern mapping

Figure 11: Gazetteer sites superimposed onto modern mapping

Figure 12: Gazetteer sites superimposed onto modern mapping

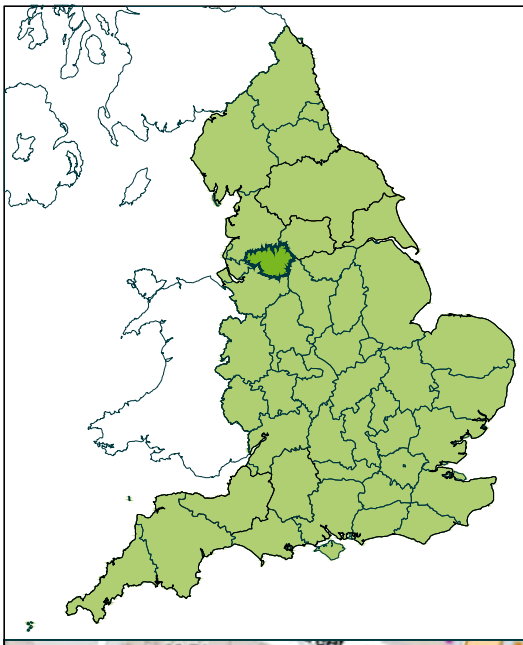
Figure 13: Area of previously excavated trenches

Figure 14: Approximate development plots, areas of archaeological potential and previous excavation trenches superimposed onto modern mapping

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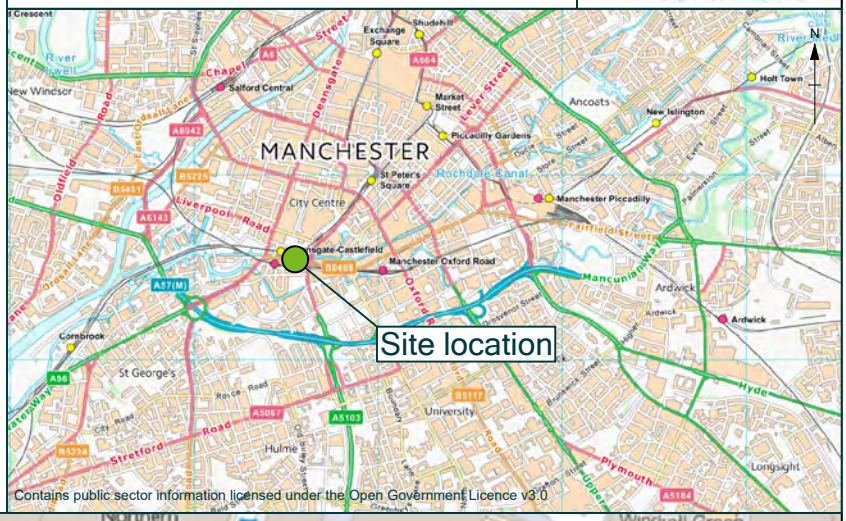


Viadux, Manchester

Project Code: 61041

Figure 1: Site location plan

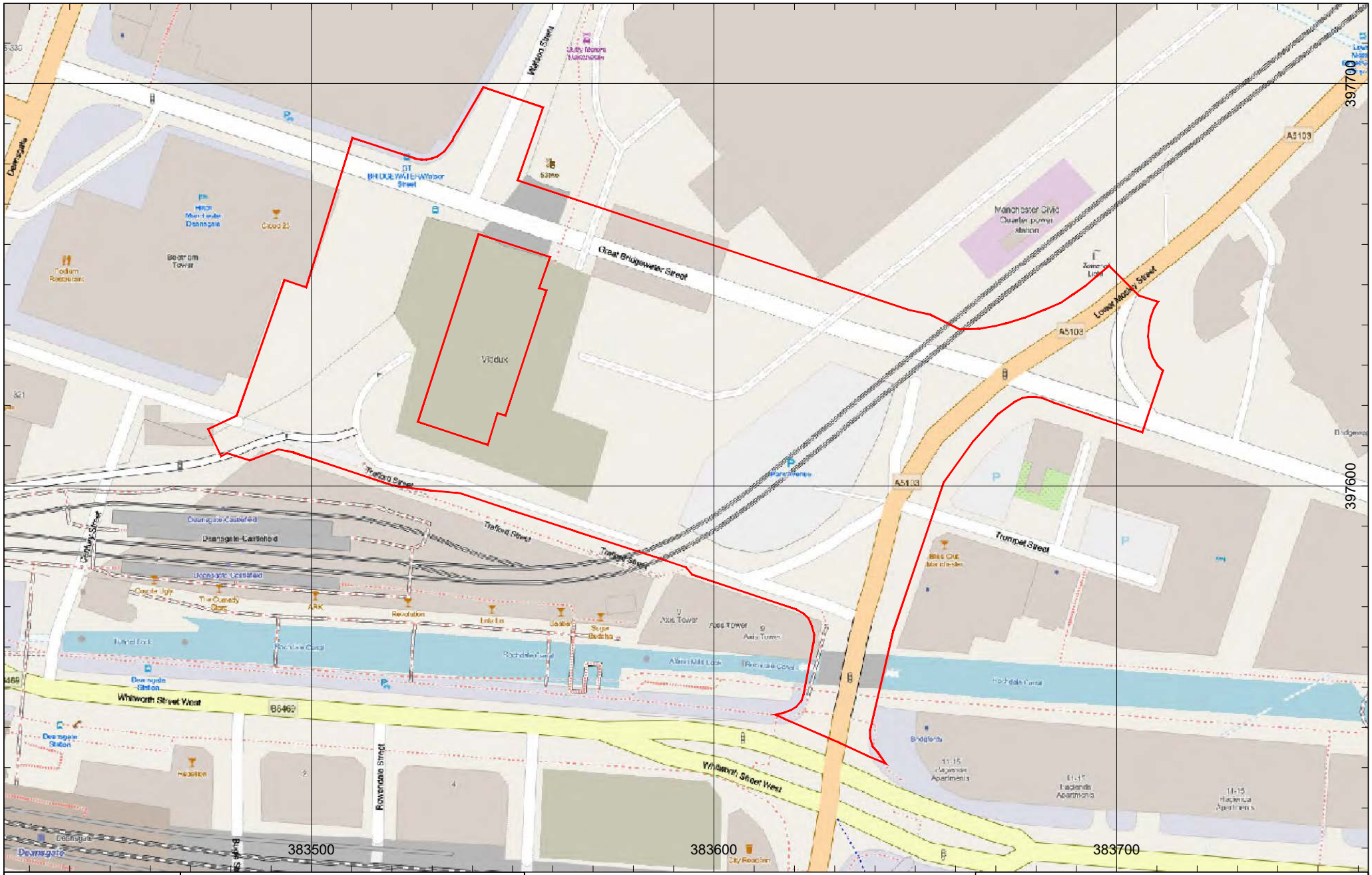
CIVIC HERITAGE





Map data © OpenStreetMap contributors Microsoft, Facebook, Google, Esri Community Map contributors, Map layer by Esri Powered by Esri

Civic Heritage, Carver's Warehouse 77 Dale Street Manchester M1 2HG



CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

Viadux, Manchester

Project Code: 61041

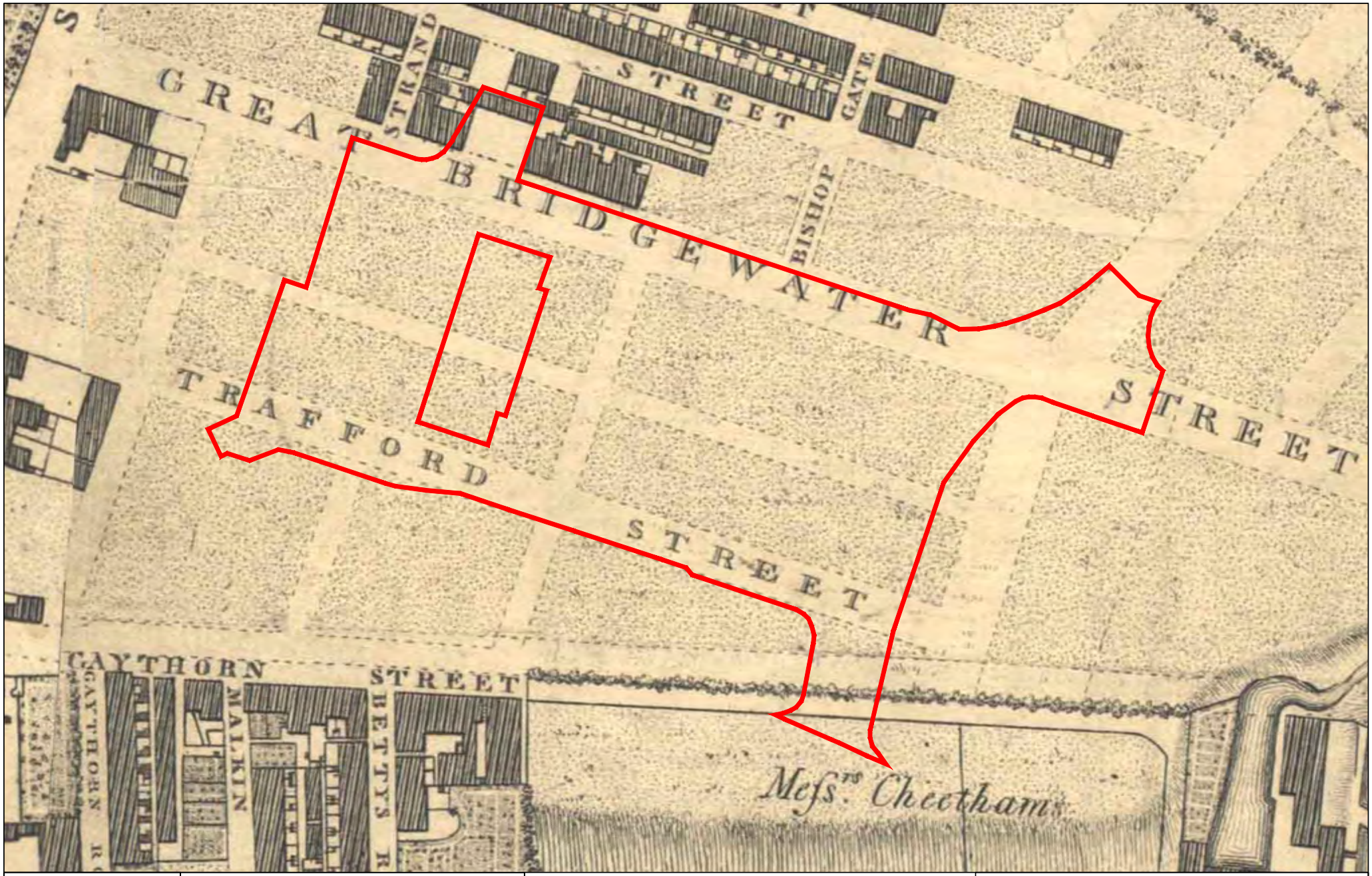
Figure 2: Site boundary superimposed on modern mapping

N

Key: Site boundary

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0 50 m

Scale at A4 1:1250

Viadux, Manchester

Project Code: 61041

Figure 3: Site boundary superimposed on Green's map 1787-94

N

Key: Site boundary

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CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

Viadux, Manchester

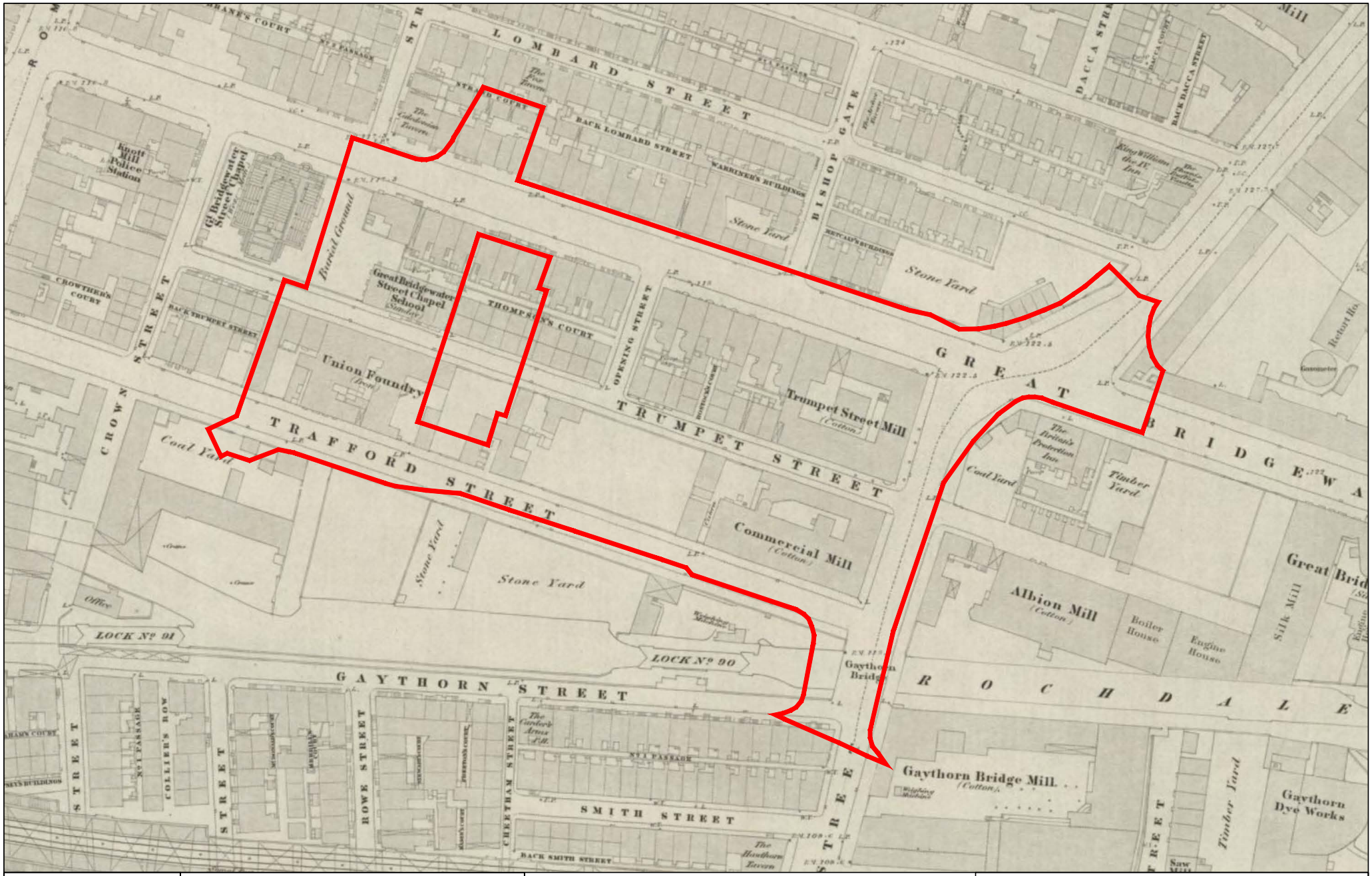
Project Code: 61041

Figure 4: Site boundary superimposed on Bancks & Co's map 1831

N

Key: Site boundary

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CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

Viadux, Manchester

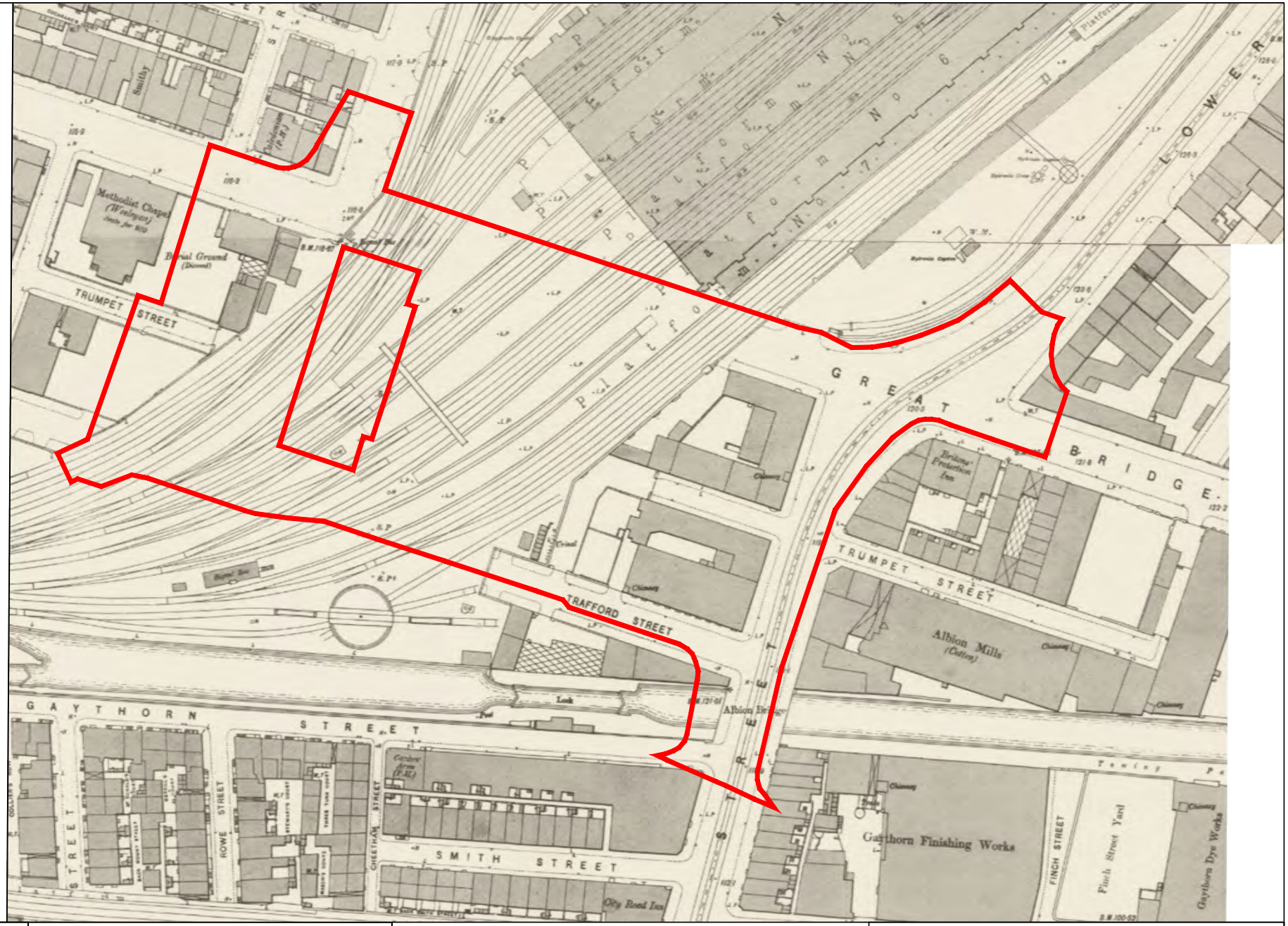
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Figure 5: Site boundary superimposed on the Ordnance Survey plan of 1851

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Key: Site boundary

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CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

Viadux, Manchester

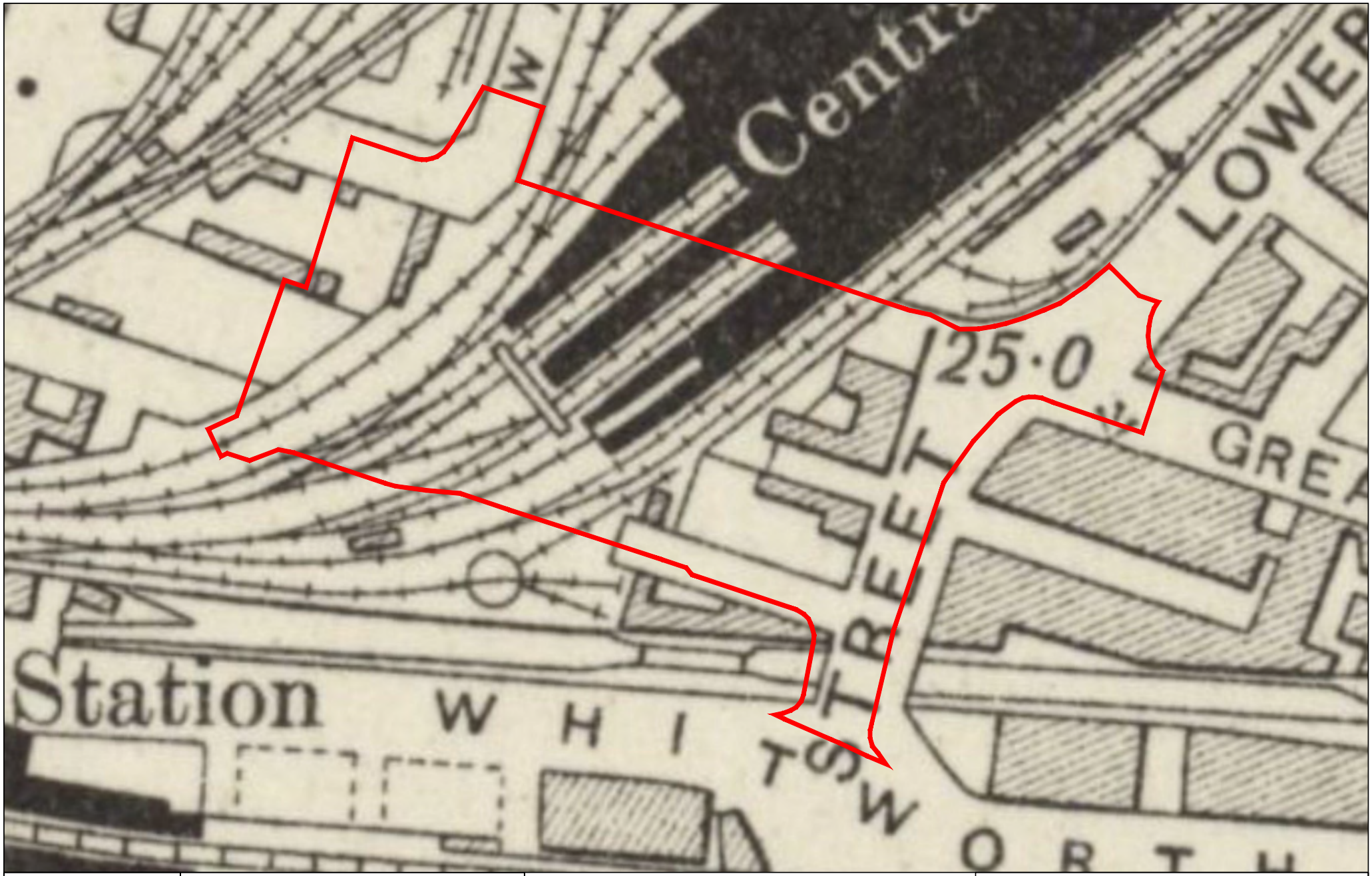
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Figure 6: Site boundary superimposed on the Ordnance Survey plan of 1891

N

Key: Site boundary

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Scale at A4 1:1250

Viadux, Manchester

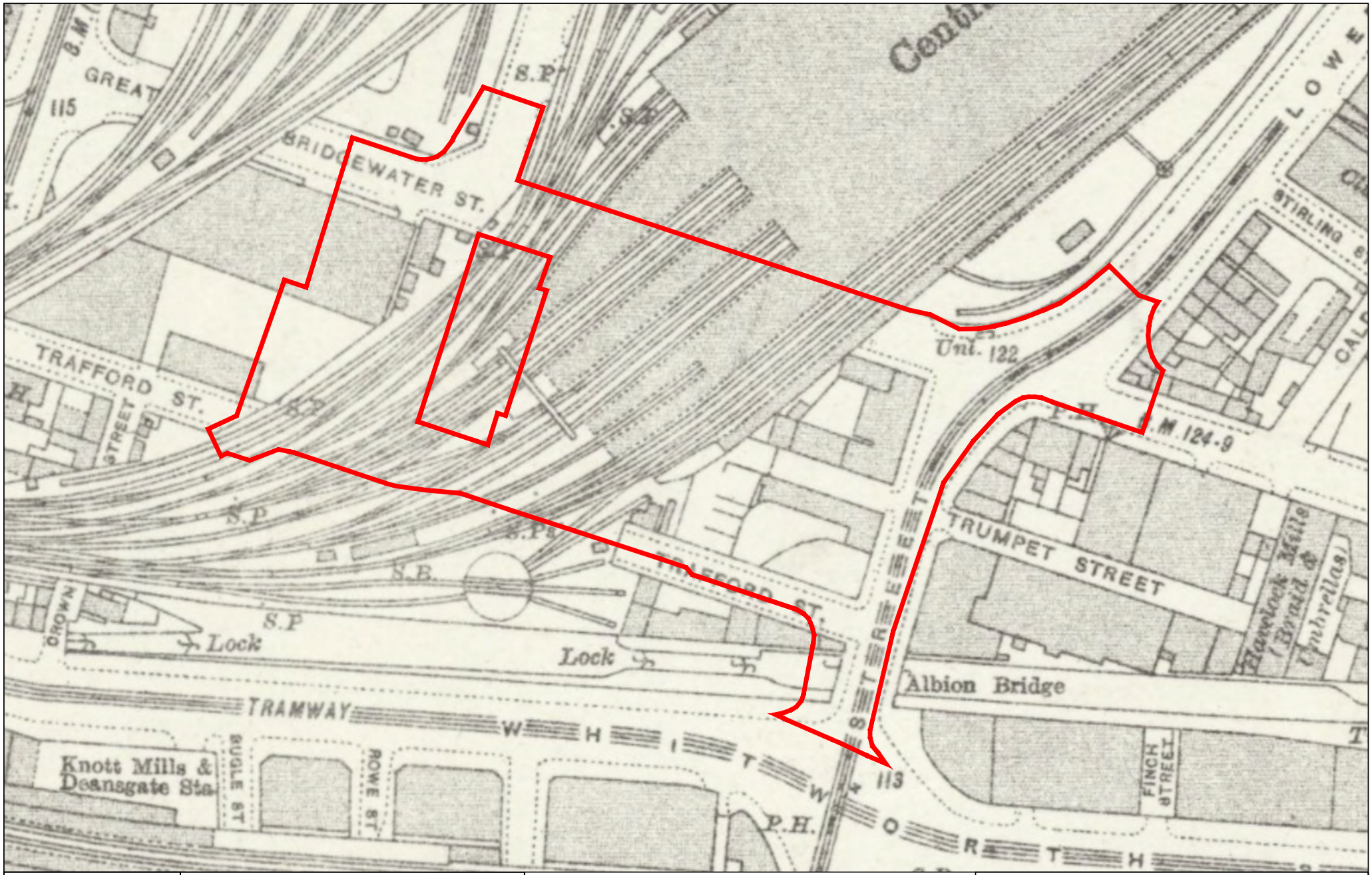
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Figure 7: Site boundary superimposed on the Ordnance Survey plan of 1908

N

Key: Site boundary

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CIVIC HERITAGE

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Scale at A4 1:1250

Viadux, Manchester

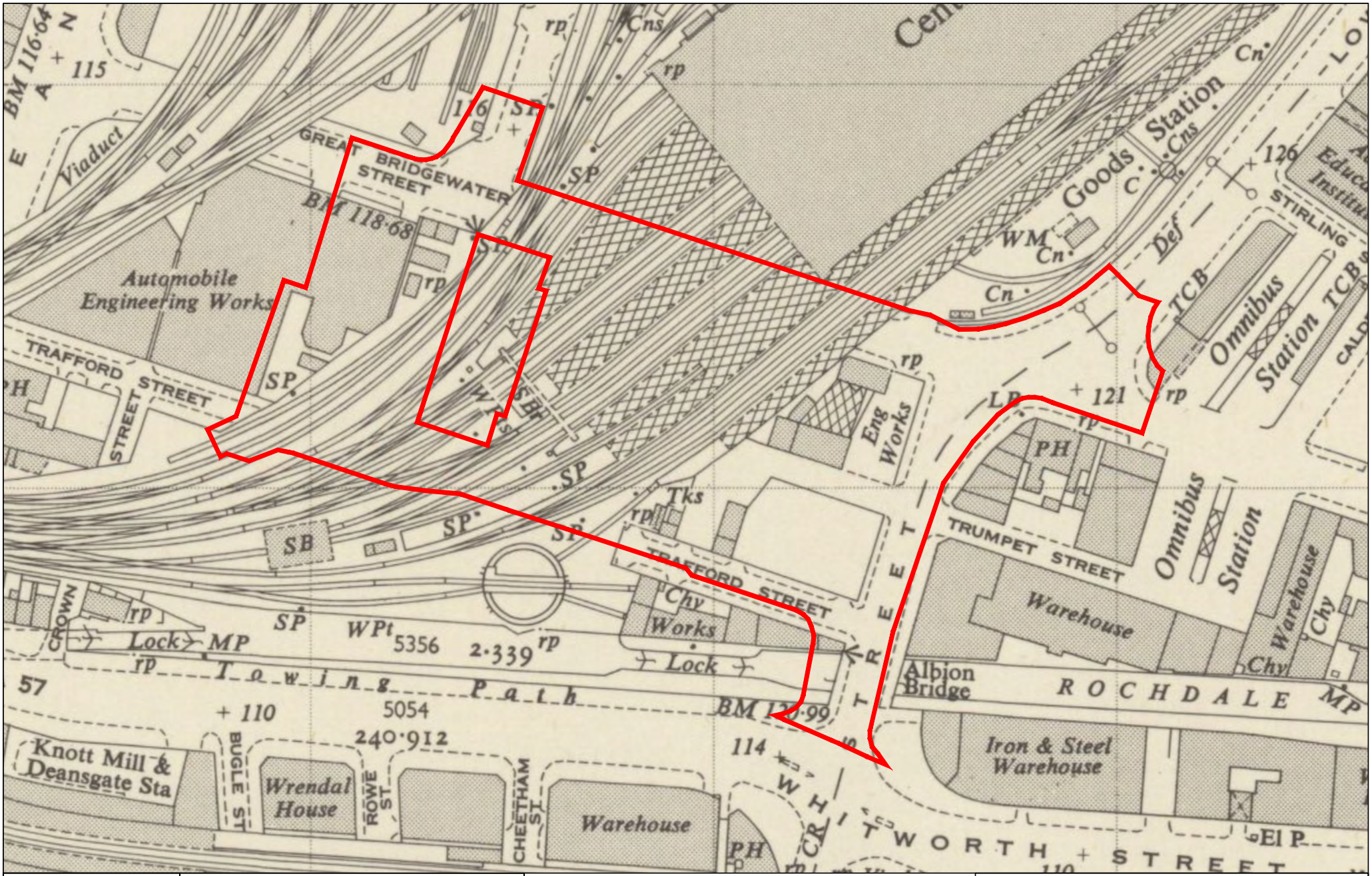
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Figure 8: Site boundary superimposed on the Ordnance Survey plan of 1922

N

Key: Site boundary

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0 50 m

Scale at A4 1:1250

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Figure 9: Site boundary superimposed on the Ordnance Survey plan of 1948

N

Key: Site boundary

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Scale at A4 1:1250

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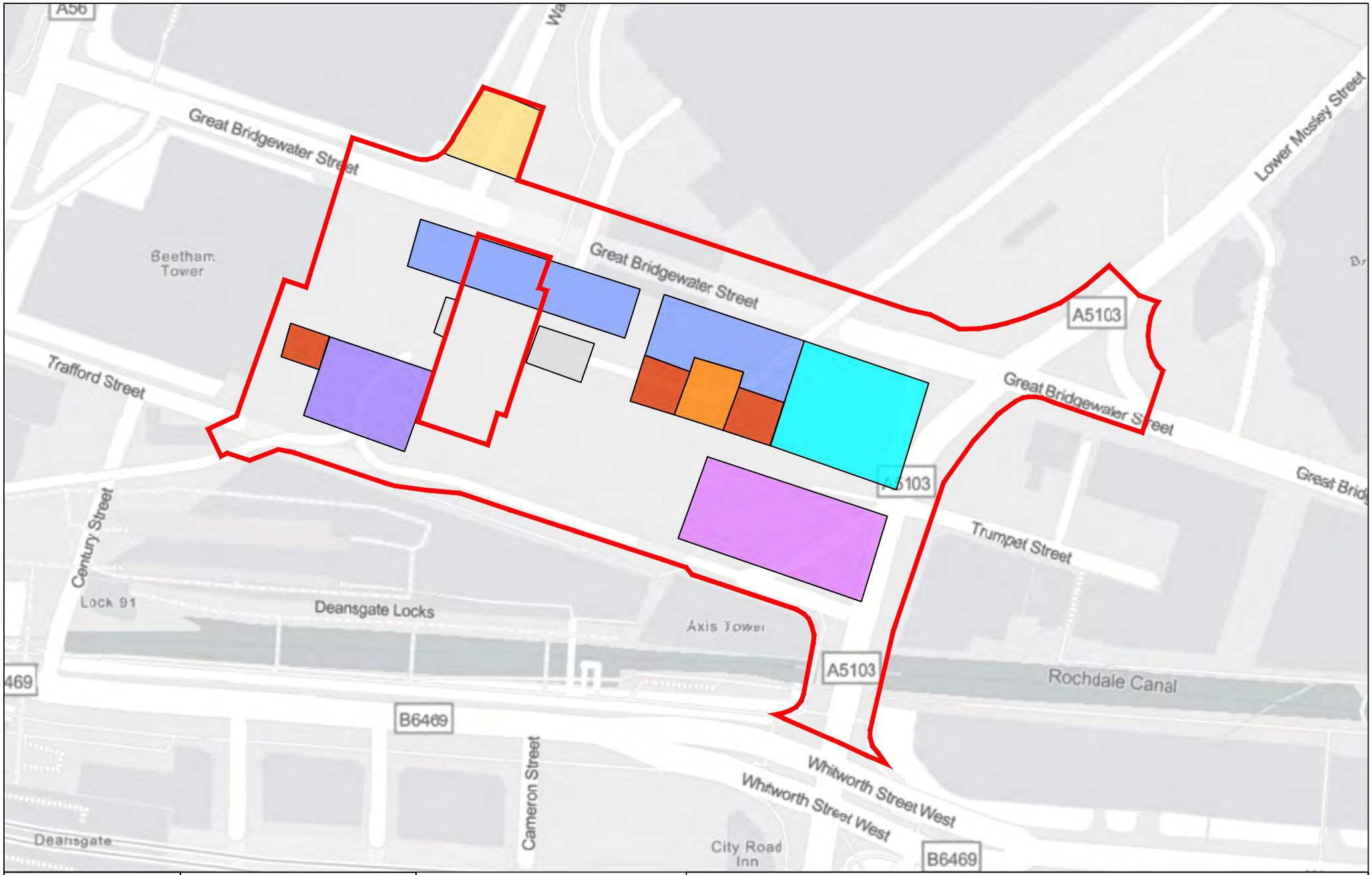
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Figure 10: Location of Gazetteer Entries

N

- Site boundary
- GE01 - Roman road
- GE02 - Cottages
- GE03 - Field boundaries
- GE04 - Burial ground
- GE05 - Rectory
- GE06 - Trumpet Street industrial building
- GE07 - Sunday school
- GE08 - Opening street
- GE17 - Rochdale Canal
- GE18 -Roman findspot
- GE23 - Castlefield Vicus
- GE24 - Manchster to Buxton Roman road

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0 50 m

Scale at A4 1:1250

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Figure 11: Location of Gazetteer Entries

N

Key:

- Site boundary
- GE09 - Great Bridgewater Street Foundry
- GE10 - Marden's Mill
- GE11- Union Foundry
- GE12- Great Bridgewater Street houses
- GE13 - Houses on Trumpet Street
- GE14- Bostock's Court
- GE15 - Thompson's Court
- GE25 - Stand Court

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0 50 m

Scale at A4 1:1250

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Figure 12: Locations of Gazetteer Entries

N

Key:

- Site boundary
- GE16 - Viaduct
- GE19 - Toilet block
- GE20 - Engine and gas retort house

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0 50 m

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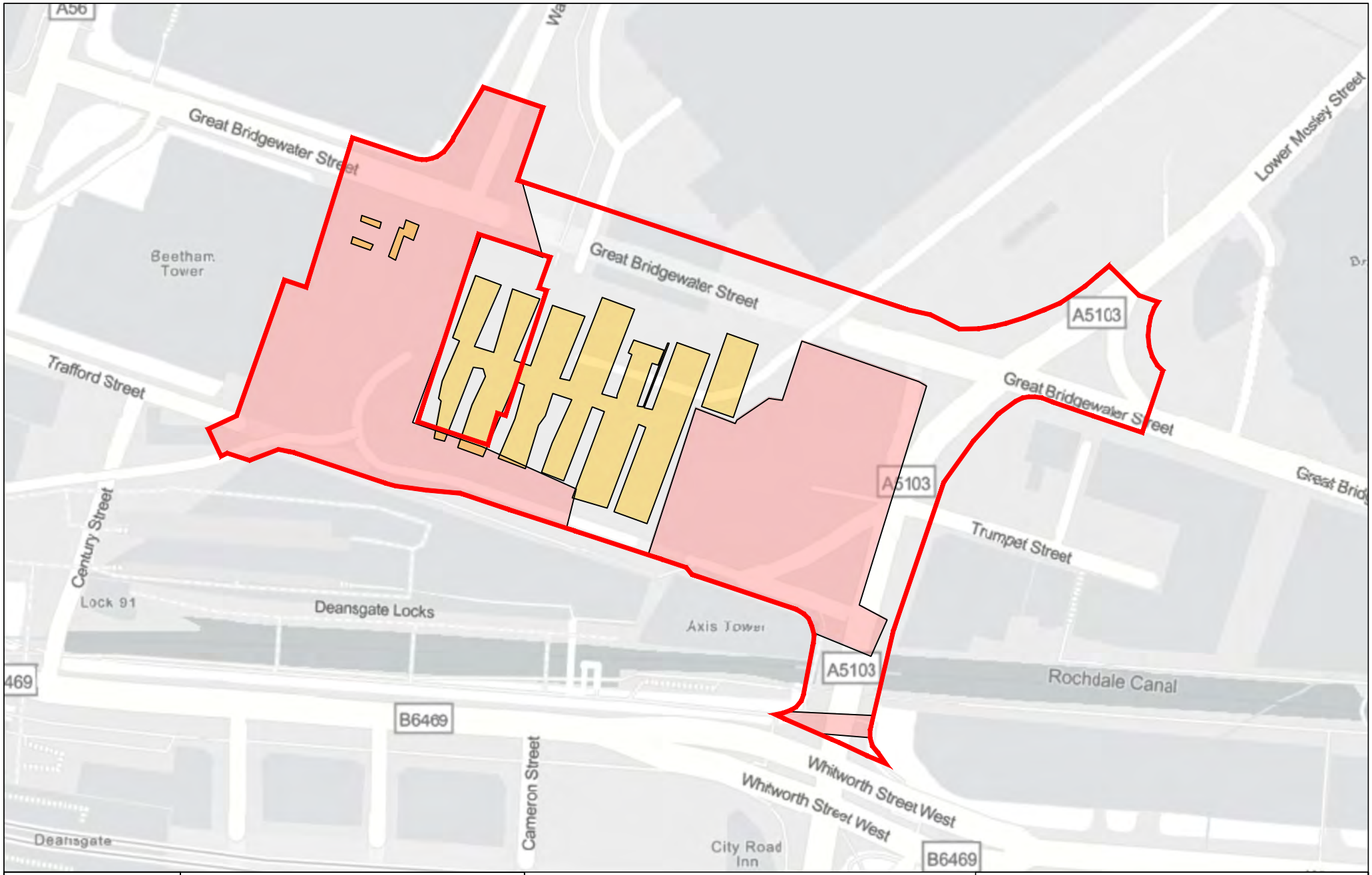
Figure 13: Previous excavation trenches and railway viaduct

N

Key:

- Site boundary
- GE16 - Viaduct
- Previous excavation trenches

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0 50 m

Scale at A4 1:1250

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Figure 14: Approximate development plots, areas of archaeological potential and previous excavation trenches

N

- Site boundary
- Areas of archaeological potential
- Previous excavation trenches

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