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Michael Percival
Assistant Director
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17th November 2022 By email only

RE: ARCHAEOLOGICAL DESK-BASED ASSESSMENT FOR GREAT NORTHERN WAREHOUSE

Dear Michael,

I can confirm that the desk-based assessment originally produced on behalf of Tobermory SARL in May 2017 (Cook, O, and Miller, I, *Great Northern, Deansgate, Manchester: Archaeological Desk Based Assessment* Salford Archaeology 2017) remains fit for purpose for the development of the site. The site boundary is covered by that depicted in the DBA.

Although there is now planned to be some intrusive groundworks within the Leisure Box area the potential for, and significance of, any archaeological remains within the site area remains unchanged and therefore would only merit a watching brief. A two day watching has been carried out, in 2018, during installation of a manhole, and, more importantly, a Written Scheme of Investigation (WSI) produced for that work. As GMAAS will not require anything other than a watching brief due to the low significance of any potential remains then submission of the watching brief WSI would be the best course of action.

Yours sincerely



GRAHAM MOTTERSHEAD
(Excavations Manager, Salford Archaeology)

University of Salford MANCHESTER
1967 - 2017 50 YEARS

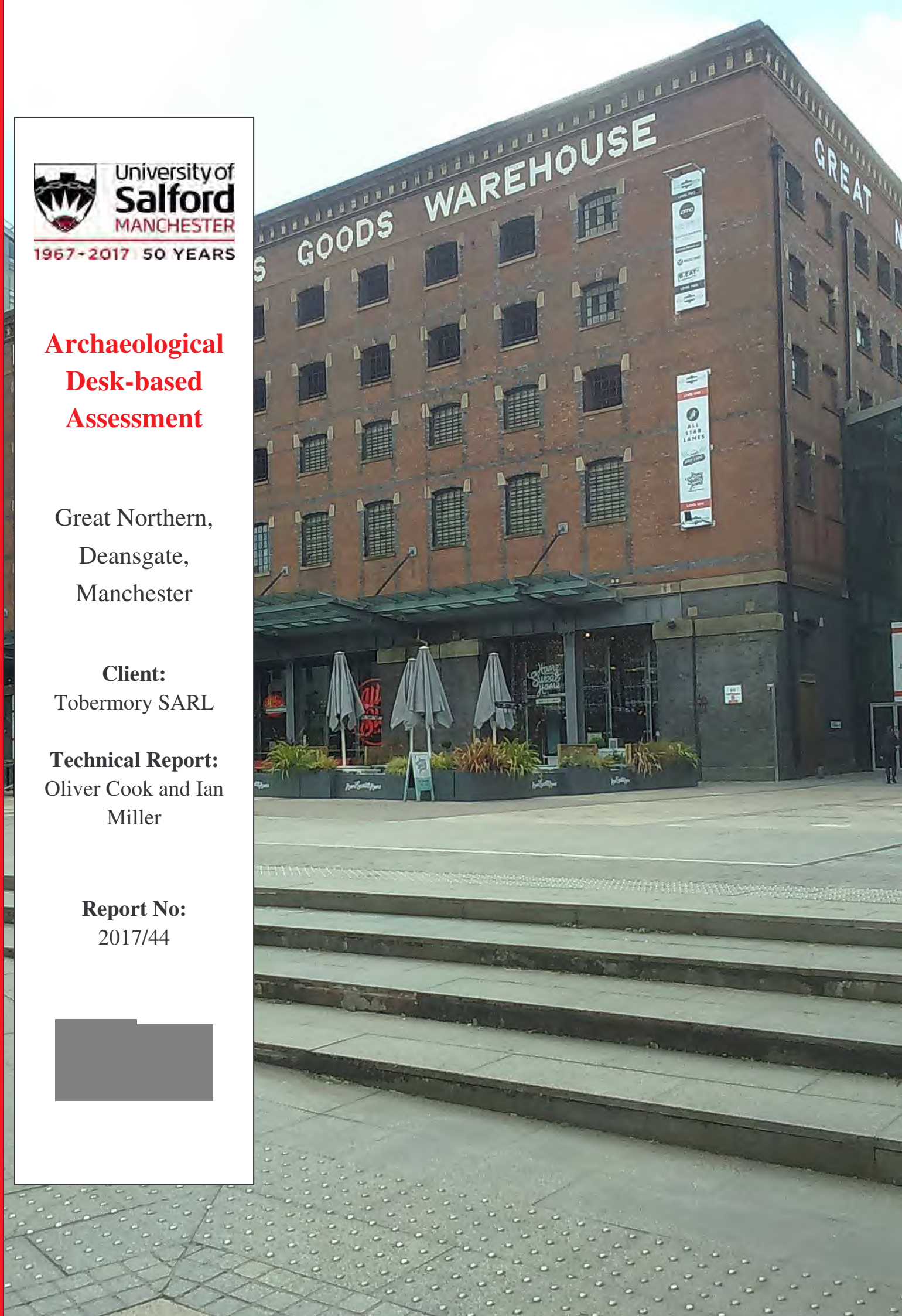
Archaeological Desk-based Assessment

Great Northern,
Deansgate,
Manchester

Client:
Tobermory SARL

Technical Report:
Oliver Cook and Ian Miller

Report No:
2017/44



Site Location: The Site is located in Manchester City Centre, bounded by Peter Street to the north, Watson Street to the east, Deansgate to the west, and Great Bridgewater Street to the south.

NGR: 383550 397825

Project: Great Northern

Internal Ref: SA/2016/65

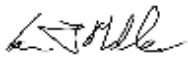
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Summary

In November 2016, Salford Archaeology was commissioned by Tobermory SARL to undertake an archaeological desk-based assessment to support a planning application for a proposed mixed-use scheme comprising residential, office and retail uses on land focused on the Great Northern Warehouse, a Grade II* listed railway warehouse situated off Deansgate in Manchester city centre (centred at NGR 383550 397825). The desk-based assessment was coupled with a site inspection, and aimed to identify as far as possible the nature, extent and significance of the archaeological resource so as to enable informed recommendations to be made for the future treatment of any surviving remains. The impact of proposed development on the historic built environment and the setting of designated heritage assets have been subject to detailed consideration in a separate study; this report is concerned solely with the below-ground archaeological resource.

Archaeological excavations carried out in 2004 on land immediately to the south of the proposed development area yielded important evidence for Roman activity, indicating that the area had formed part of the civilian settlement associated with the Roman fort at Castlefield. The evidence available suggests that the study area reverted to agricultural use beyond the edge of settlement following the abandonment of the Roman settlement in the late 4th or early 5th century. Documentary and place name evidence alludes to the re-establishment of settlement in the medieval and late medieval periods, later documented on maps in the 18th century. The rapid industrial growth of Manchester during the late 18th century altered the rural nature study area, with the erection of numerous blocks of housing. The pace of development accelerated during the early the 19th century, when industrial complexes, commercial premises, further houses were built. The impact of this intensive development on the archaeological resource has been demonstrated by previous limited investigations of the proposed development area, which have demonstrated that archaeological remains have been removed from parts of the proposed development area.

None of the potential below-ground archaeological remains identified within the study area are considered to be of national importance that would require preservation *in-situ*. However, there some potential for heritage assets of lesser archaeological significance to survive, which may merit preservation by record. These include the foundations of 18th- and 19th-century buildings, and the vestiges of post-medieval agricultural soils.

The 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. It may be anticipated, however, that ground-breaking works peripheral to the extant buildings will need to be monitored by an archaeological watching brief, as this would represent an appropriate strategy in this instance to mitigate the impact on any buried archaeological remains.

1. Introduction

1.1 Planning Background

In November 2016, Salford Archaeology was commissioned by Tobermory SARL to undertake an archaeological desk-based assessment to support a planning application for a proposed mixed-use scheme comprising residential, office and retail uses on land surrounding the Great Northern Warehouse, situated in the Castlefield area of Manchester (referred to herein as the Site). The desk-based study was coupled with a site inspection, and aimed to identify as far as possible the nature, extent and significance of the archaeological resource in the Site so as to enable informed recommendations to be made for the future treatment of any surviving remains. The Site is dominated by 19th-century railway architecture, namely the Grade II* listed Great Northern Warehouse. Flanking the western part of the Site are the Deansgate Terraces, late 19th-century premises, which are Grade II listed. The southern part of the Site is occupied by a modern building erected in *c* 2000, and a triangular building was constructed in the northern part of the site more recently, an area which currently forms the Great Northern Square.

The proposed development allows for the construction of several commercial units across the Site and considerable landscaping of the currently open spaces and other areas following the removal of modern additions to the Great Northern complex and Deansgate Terrace

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in *National Planning Policy Framework* (Department for Local Communities, March 2012).

The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the 12 core planning principles underpinning plan and decision making, conserving 'heritage assets in a manner appropriate to the quality of life of this and future generations' is one.

Section 12 specifically deals with this historic environment (paragraphs 126-141) and local planning authorities should consider:

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

- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 128 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets. This should be sufficient so as to understand the potential impact on their significance and this should be done using the appropriate expertise where necessary.

Paragraph 135 indicates that the effect of the proposal on non-designated heritage assets (designated assets are covered in paragraphs 132-34) should be taken into account. Paragraph 141 requires developers to record and advance understanding of heritage assets to be lost, in a manner appropriate to their importance and impact.

1.2.2 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 adopted a core strategy in 2012, which is scheduled until 2027, and the heritage strategy is outline in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

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 encourage where they are considered consistent with the significance of the heritage asset.'

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

2. Method Statement

2.1 Research

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study and site inspection. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2014).

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

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

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late 18th century.

2.2 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 Site in order to identify any evidence for surviving below-ground remains.

2.3 The Document

The following presents the historical and archaeological evidence for the study area. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with map regression (*Appendix 1*), and a site inspection (Chapter 6) is used to assess the significance of the remains (Chapter 7) and impact of the development (Chapter 8). A strategy for further investigation is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Site Location and Description

The Site (centred at NGR 383550 397825) is located in Manchester City Centre, bounded by Peter Street to the north, Watson Street to the east, Deansgate to the west, and Great Bridgewater Street to the south (Plate 1). The environs have been subject to considerable recent development, including the Beetham Tower situated to the south of the Site, and a block of buildings fronting Watson Street to the east.

The Site comprises of four components: the Great Northern Square; Great Northern Warehouse and the Atrium Connection Building; part of the Leisure Box; and the northern part of the Deansgate Terrace.

The northern part of the Site is occupied by the Great Northern Square, amphitheatre space and pavilion bar, which is located along Peter Street. The bar is not included within the red line boundary for the proposals and will remain in its current form. The Great Northern Square comprises a mix of soft and hard landscaping and has a number of existing trees, which are of low to moderate quality. Some of the existing trees located along the pavilion bar and the amphitheatre fall within the southern boundary of Peter Street/Deansgate Conservation Area, however none of the trees within the Site and the application boundary benefit from a Tree Preservation Order.

Adjoining the Great Northern Square to the south is the Grade II* Great Northern Warehouse building (the former Great Northern Railway Company's Goods Warehouse), which currently accommodates a number of established retail, restaurant and leisure uses, including a bowling alley and casino, together with circulation space and public car parking. To the south of the Great Northern Warehouse is the modern Atrium Connection Building, which acts as a connecting structure to provide pedestrian access between the Great Northern Warehouse and the Leisure Box, as well as a bridge that connects into a pedestrian route to Deansgate-Castlefield Metrolink Station.

The Leisure Box is a modern building located within the southernmost extent of the Site and includes a number of leisure uses including a cinema, gym and a further multi-storey car park. This application relates to part of the Leisure Box where temporary works are required to facilitate continued access; it is not anticipated that any ground-breaking works will be required within the footprint of the Leisure Box to deliver the proposals, and there will thus be no impact on any buried archaeological remains.

The Grade II Listed Deansgate Terraces are located along the western boundary of the Site, fronting Deansgate and ranging from two to four storeys in height. At lower levels, there are 29 retail unit frontages, some of which have been merged into larger self-contained units, accommodating a mix of uses including cafes, shops, restaurants and estate agents. The upper levels of Deansgate Terrace provide some office space and storage for the units at lower level, as well as the Great Northern Management Suite.



Plate 1: Recent aerial view across the Site, looking west, showing the Grade II listed Great Northern Warehouse to the left and the Leisure Box to the right, situated to the rear of the Deansgate Terrace*

3.2 Geology and Topography

The underlying solid geology of the Site, as mapped by the British Geological Survey at 1:50000, is comprised of the Chester Pebble Beds Sandstone and Manchester Marl. To the north of the Site runs the West Manchester Fault line. Overlying the sandstone and marl bedrock are glacially deposited sands and gravels.

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

The Site covers relatively level land, which lies at a height of approximately 36.5-42m above Ordnance Datum.

Designations

The Site contains three designated heritage assets, comprising the Grade II* listed Great Northern Warehouse (ID 1268529), and adjacent Deansgate Terrace (ID 1210103) and the former entrance to Deansgate Goods Station at 223-233 Deansgate (ID 1282974), which are afforded statutory protection as Grade II listed buildings. Part of the Site Area lies within the Peter Street Conservation Area. The Castlefield and St John Conservation Areas lie in close proximity, to the west of the Site Area.

There are also numerous listed buildings within 250m of the Site, which include prominent buildings such as Central Station; details of these listed buildings are presented in a Heritage Assessment prepared to support the current proposals. This Heritage Assessment presents a detailed consideration of the harm of the proposed development on the setting of the conservation area and designated heritage assets, and is thus not reiterated in this report.

4. Historical Background

This section of the report is based on cartographic and documentary research, and provides a framework to the present study, working chronologically through the periods listed below. Each section details evidence of archaeological remains and the potential for their recovery. Key sites are summarized in the Gazetteer of Sites (Chapter 5).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10000 BC
	Mesolithic	10000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-Medieval		AD 1540 – AD 1750
Industrial Period		AD 1750 – 1914
Modern		Post-1914

Table 1: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that the Castlefield area may have been conducive for late prehistoric settlement on account of the natural topography, underlying geology and its location close to the confluence of the rivers Medlock and Irwell (UMAU 2002).

No prehistoric finds are known to have come from within the Site, although evidence for prehistoric activity has been found during excavations nearby (Connelly 2001). During the course of an excavation at Liverpool Road, two Mesolithic flints, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered (HER 13944.1.0). Additional finds were retrieved from rescue excavations at Barton Street, located a short distance to the south-west of the Site.

4.1.2 Archaeological Potential

A small number of prehistoric finds recovered from archaeological excavations near to the Site, on Liverpool Road, Barton Street and Owen Street, imply activity in the wider area during the prehistoric period. The potential for buried archaeological remains deriving from this period within the Site cannot be discounted, although this potential is considered to be low.

4.2 Romano British Period

4.2.1 Archaeological Evidence

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909). The site of this encampment is marked today by Camp Street in Castlefield, situated a short distance to the south-west of the Site. The fort underwent several phases of subsequent development, the earlier defences being deconstructed and improved. The military complex evolved in response to the on-going military campaigns, from a purely defensive site to an established supply depot, essential to the expansion and consolidation of control in the north. The maturation of the military complex can be seen in the growing body of evidence for a military annexe, occupying an area to the north and east of the fort (Arrowsmith 2016, 9-12). The limits of the annexe have been defined by a wide, defensive ditch and palisade, identified in various excavations in Castlefield, with the eastern limit found at 340 Deansgate, a short distance from the Site.

As this military complex developed, a network of roads was laid out and a substantial extramural settlement, or *vicus*, grew up. This settlement was made up of civilians, attracted by the security and commercial benefits of the fort. Occupation spread in a northerly direction from the fort, and along the line of Chester Road to the south (Grealey 1974, 11). 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 of trade and consequently lasted until the late 3rd century AD. 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, adjacent to the Site (Plate 2).

A grid-system of major and minor roads has been identified to the south-west of the Site Area. Archaeological evidence included substantial gravel roads identified during the White Lion Street and Tonman Street excavations in the 1970s (Arrowsmith, 2016, 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 *et al,* 2007; Proctor 2005). These pits have been interpreted as means of gravel extraction, sunk into layers of glacially deposited pebbles, extracted for road building then quickly refilled. The construction of major roads, preceded 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 had been lost to 18th- and 19th-century industrial development, pockets of undeveloped land have provided important evidence for Roman activity. Successive phases 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 had 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 2006, 184); 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 south 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 occupied formerly by the 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 120m 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* AD 120-60, 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 AD 200-50 was recovered (Pre-Construct Archaeology 2005).

Beyond the extent of 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 2017). 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.

Perhaps some of the best-known Roman finds come from the south side of the River Medlock. Three sculptured stones were found at a depth of *c* 2m by workmen sinking a drain in 1821. One of has been identified as *Cautopates*, a figure associated with the worship of the Mithras, from which it is inferred that a Mithraeum, or building used for the worship of the god, stood within the locality. 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 yards south-west of the Roman fort' (Bruton 1909, 35; SMR 415.4.27). Another altar to the goddess *Fortuna Conservatris* was found in 1612 'under the roote of an oak in Medlock neere Knott Mill' (Bruton 1909, 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. 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 enclosure ditch were also identified. The discovery of the altar compliments other evidence of cult activity, suggesting temples and mausolea lined the Roman road from Chester as it dropped down to the ford across the River Medlock.

4.2.2 Archaeological Potential

The Site lies partially within the projected zone of the Roman *vicus*, flanking one of the roads leading out from the fort (HER 415.6.0). Several important archaeological excavations have been conducted and antiquarian observations made to the south-east and south of the Site, which together inform an understanding of the Roman history of Manchester. Whilst physical evidence for any Roman activity across most of the site will have been destroyed in the 19th century during the construction of the Great Northern Warehouse, there is still some potential for Roman remains to survive in those parts of the Site that are undeveloped.

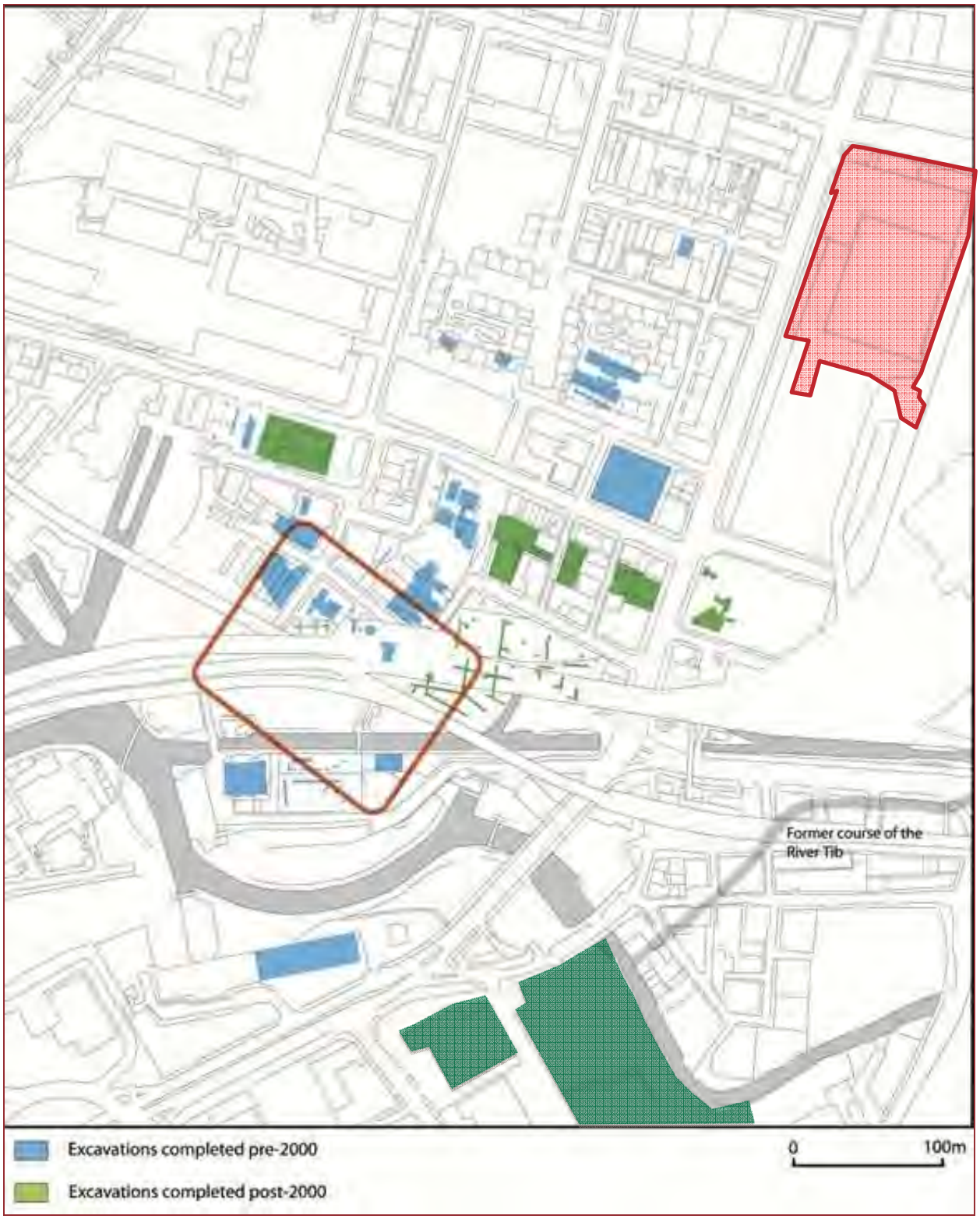


Plate 2: A map of Castlefield, showing the location of Roman excavations and the Site boundary (red)

4.3 Early Medieval Period

4.3.1 Archaeological Evidence

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

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that attempts were made to recolonise the Roman fort, with the establishment of a church and associated hamlet during the Saxon period. Several Anglo-Saxon coin hoards (HER 123.1.0 and 124.1.0) and a gold finger ring (9916.1.0) found in the vicinity of the Site imply continued use of the landscape during the Early Medieval period.

4.3.2 Archaeological Potential

Evidence from the Early Medieval period is lacking from the Castlefield area. This absence of physical evidence has suggested abandonment of the Roman settlement *c* AD 400, although the exact nature of this transition is uncertain. The later medieval period saw the use of much of the area around the south of Deansgate, then known as Alport, as pannage. Whilst it is likely the area was turned to agricultural land and later woodland, it is possible the name 'Aldport' or old market may refer to the Roman settlement and as such indicate continued use of the area following the collapse of the Roman Empire (Proctor, 2005). Several Anglo-Saxon coin hoards (HER 123.1.0 and 124.1.0) and a gold finger ring (9916.1.0) found in the vicinity of the Site, dating to this period imply continued use of the landscape. The potential for Early Medieval remains should not be discounted, but is considered to be low.

4.4. Medieval and Post-medieval periods

4.4.1 Archaeological Evidence

Post-Conquest Manchester was established around the manor house and parish church of St Mary, located over 0.6km to the north-east of the Site. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14).

Although there is a paucity of documentary evidence pertaining to the tentative area of settlement around Aldport, much of this area is believed to have taken up by a deer park, named Aldport Park (HER 112.1.0). This was established 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. The park is documented from the late 13th century, and is thought to have still been existence in the 16th century.

The Site remained almost wholly undeveloped until the 18th century; settlement it seems was dispersed, consisting predominantly of hamlets and isolated buildings. Accounts of grand residence, known as Alport Lodge and a hamlet bearing the name, Alport Town, were in existence from the 17th and 18th centuries, respectively. To date, no physical evidence has been recovered relating to these areas of occupation.

The only other known focus of activity in the wider area was a mill at Knott Mill (GMAU 1993), located to the south on the River Medlock. The earliest reference to this mill dates from 1509, when a licence was given for the mill dam. It has been suggested that the mill, and subsequently this part of Manchester, derived its name from the miller (Farrer and Brownbill 1911, 178). The site of the mill is thought to have been incorporated into, or built upon, by the Duke's Warehouse.

By the late 18th century, the burgeoning town of Manchester incorporated the hamlet of Alport Town and the former fields and gardens of Castlefield. The rural landscape was diminishing, as a large number of houses, industrial and commercial premises were constructed to meet the demands of trade and industry.

4.4.2 Archaeological Potential

There is proven archaeological potential within the Castlefield area for the recovery of ploughsoil horizons, dating the medieval and post-medieval periods; given the position of the Site on the fringe of the historic town, opportunity for similar deposits should not be discounted. The extent of settlement activity appears from the historic records to be sporadic for the periods leading up the 18th century, although cartographic and historic records imply parts of the Site offers some potential for late medieval and/or post-medieval stone and timber-framed buildings. There is a high probability these remains were altered during the course of the 19th century but may survive in places.

4.5 Industrial and Modern periods

4.5.1 Archaeological Evidence

The onset of the rapid industrialisation centred on Manchester from the 18th century resulted in a massive expansion of the town's population. It was during this period that some of the principal streets, including Deansgate, Market Street and Shude Hill, developed commercially (Farrer and Brownbill 1911, 180). 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 the factory-based cotton manufacturing industry of international repute (Baines 1835). This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The first true industrial canal in Britain was that built by the Duke of Bridgewater, which was completed from his mines at Worsley to Manchester in 1764, with a terminus at Castlefield (Hadfield and Biddle 1970).

By the 1830s, however, the canal network was slowly becoming more obsolete, following the introduction of a viable railway. This brought an alternative, and faster, means of transporting bulk goods. The advantages of this new form of transportation were recognised instantly, leading to the rapid expansion of the railway network. The Ashton Canal was purchased by the Manchester, Sheffield & Lincolnshire Railway in 1842, and was operated as a single concern together with the Peak Forest and Macclesfield canals. The Rochdale Canal Company resisted take-over bids from various railway companies initially but, in 1855, it leased the canal to a consortium of railway companies.

The 19th century saw the construction of multiple railway terminals across the city, the including Central Station. Central Station was built with an extensive warehouse and together with the canal and road network functioned one of the main goods stations in Manchester (Nevell 2008, 118). This lay to the east of the Site, connected to the rail network by an impressive viaduct spanning Great Bridgewater Street. The completion of the Great Northern Railway Goods Warehouse between 1896 and 1898 brought yet more change. The scale and intensity of this development altered the area irreversibly, removing all traces of the homes, shops and factories of Alport Town.

The Great Northern Warehouse was constructed to the north of the core of Alport Town. It consisted at ground- and first-floor level as a loading platform, made accessible from ramps on Watson Street. These allowed the goods transported via the railway to be unloaded with ease. The viaduct connecting the warehouse ran north/south across the former site of Alport Town. The building similarly had access to the Manchester and Salford Junction Canal. The convergence of road, rail and canal transport made the site unique. The sheer scale of its construction imposed greatly on the surrounding area; to ameliorate the view from ground level, a pleasant row of grandly finished commercial premises were erected along Deansgate. This frontage, once the longest of its kind in Britain, acted as a screen to the monumental railway complex. The Great Northern Warehouse and much of the Deansgate Terrace survive to this day.

4.5.2 Archaeological Potential

The Site has considerable potential to contain buried archaeological remains pertaining to the 18th and 19th centuries, as discussed in *Section 4.6* below. A consideration is made only to the remains which lay beyond the footprint of the existing buildings and areas affected by the current re-development.

4.6 *Development of the Site*

4.6.1 Cartographic and Documentary Evidence

The development of the Site during the post-medieval and industrial periods can be traced reasonably well from the available sequence of historic mapping. These maps, spanning the 17th to 20th century, document changes to the built environment and detail the growth of the town. Today, the Site occupies a position in the bustling business district of the city centre; however before the late 18th century the area was very much peripheral to the main focus of settlement, habitation concentrated instead the vicinity of the Cathedral. A small hamlet known as Alport Town with early medieval origins persisted to the south of Deansgate.

An inset in Casson and Berry's map of 1751 provides the earliest cartographic representation of Manchester, showing the extent of the town about 1650 (Plate 3). It gives an indication of the spread of settlement and demonstrates the northern end of Deansgate had been subject to only minor development; rows of properties are shown along the main streets. The Site at this time appears undeveloped and there is no sign of Alport, which lay beyond the limits of the map. Manchester at this time covered a small portion of the later town and was reserved largely to an area around the Cathedral and three radial thoroughfares: Long Millgate, Market Street Lane and Deansgate.



Plate 3: A Plan of Manchester and Salford about 1650, marking the approximate location of the Site boundary

The earliest map showing the Site is Casson and Berry's plan of 1741 (Fig 2). This marks the position of Deansgate and Quay Street, from which it is possible to locate the boundaries of the Site. This is shown to have comprised three large fields and the hamlet of Alport Town, and five blocks of buildings arranged around a rectangular enclosure, aligned north-north-west/east-south-east. The alignment of this grouping appears to correspond with the surrounding field boundaries. Two additional buildings lay to the western side of Deansgate, beyond the limits of the Site, in proximity to an unnamed street (later Camp Street). The largest building (Site **1**) within the Site occupied the northern part of the enclosure. It had a 'T'-shaped plan, probably consisting of two separate wings, and straddled a field boundary or hedgerow (Site **8**) enclosing the hamlet of Alport Town on the north-east side. Situated opposite the large building (Site **1**) lay an elongated rectangular block (Site **2**), straddling to the southernmost field boundary (Site **10**). To the west of the building (Site **2**), situated on the corner of Deansgate and Alport, was another smaller structure. Two additional buildings (Sites **4a** and **4b**) are shown fronting Deansgate to the north; these adjoined properties appear to be rectangular in plan, placed corner to corner. A third field boundary (Site **9**) formed the south-eastern limit of the hamlet, running north-east/south-west, between Sites **8** and **10**.

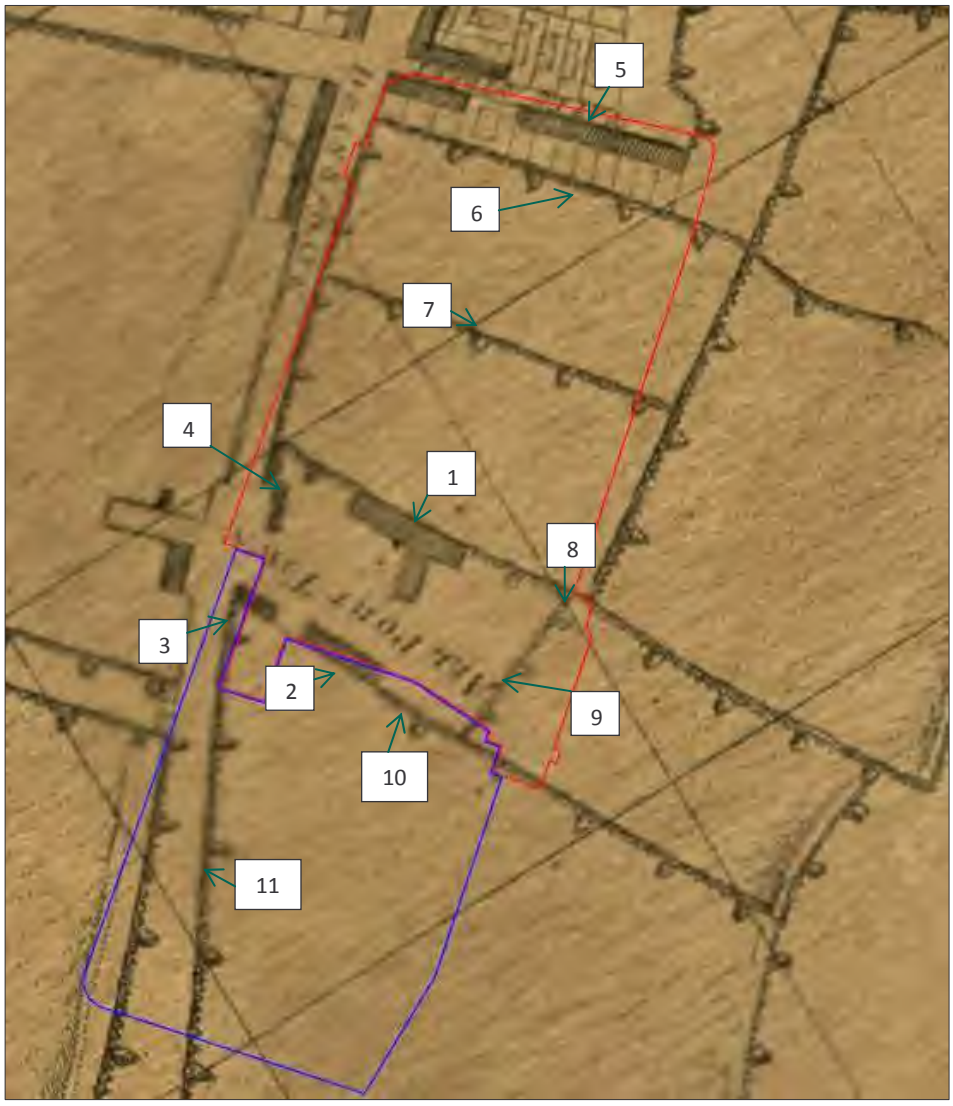


*Plate 4: Extract from Casson and Berry's map of 1741, showing Gazetteer Sites **1-11***

Historic sources reveal that the hamlet came to be known as Aldport Fold (Proctor 1874, 131), a small enclave of buildings with boundary walls and gates to allow for grazing animals to be taken in. The hamlet had been partially enclosed by development, with dwellings constructed along the northern, southern and western perimeters; the eastern aspect remained entirely open to pastureland, fields until the late 18th century. A detail on a later map of 1793 by Laurent indicates that tenters (frameworks supporting hooks for the hanging of dyed fabric) were arranged in a field to the east of the hamlet, implying a shift from agricultural to textile-based activity in the area around Dyer's Lane.

By the second quarter of the 18th century, Manchester had also expanded considerably southwards along Deansgate; its southern extent, shown on Casson and Berry's map of 1741, lay close to the junction of Quay Street and Deansgate (Plate 4). A row of four properties with holdings occupied the western side of Deansgate. To the east, fronting Yates Street, were an additional 11 buildings (Site **5**). The properties shown fronting Yates Street were constructed in two blocks separated by small square enclosure, possibly an open yard or holding pen. To the rear of the buildings was a series of rectangular holdings or gardens, backing onto a field boundary (Site **6**) running north-north-west/east-south-east.

The next cartographic representation of the site is provided by Tinker's plan of 1772 (Plate 5; Fig 3). The plan captures the development of the western side of Deansgate between Quay Street and Camp Street. The arrangement of buildings within the Site appears largely unaltered. The large building (Site **1**) appears to have been extended westwards, adjoining Site **4a**. On its eastern side, a small northerly extension or wing was added. Similarly, a new block (Site **13**) was added to the corner property (Site **3**); this larger, northerly extension (Site **13**) fronted Deansgate, and lies beyond the Site boundary. Tinker's map provides additional detail. The field boundaries exhibit minor alterations. An unnamed track way (later Dyers Lane) is shown immediately south of Alport Town, formed of two parallel hedgerows or boundaries, whilst to the north a D-shaped area of pasture had been enclosed. The enclosure respected the orientation of earlier holdings, bounded by earlier field boundaries (Sites **6** and **8**). It would appear an adjoining boundary had been modified and is shown curvilinear in plan; a large circular feature, perhaps a structure or pond was added at the eastern extent.



Plate 5: Extract from Tinker's Plan of 1772 showing Gazetteer Sites

The remnant medieval and post-medieval buildings depicted on 18th-century maps were almost certainly of timber-framed construction. It had become practice to construct such buildings on stone pads or dwarf stone walls. A collection of images produced between 1770 and 1850 provide a tantalising glimpse of such buildings that persisted along Alport Lane and Deansgate into the 19th century (Plate 6).

The earliest published maps that show the Site in detail are William Green's survey of 1787-94 and Charles Laurent's *Map of Manchester & Salford*, published in 1793. These capture the accelerated growth of the town during the late 18th century and reveal a large number of properties were constructed to the north and south of Alport Town on former agricultural land. The hamlet and its rural environs had in the space of 20 years been engulfed by this new development.

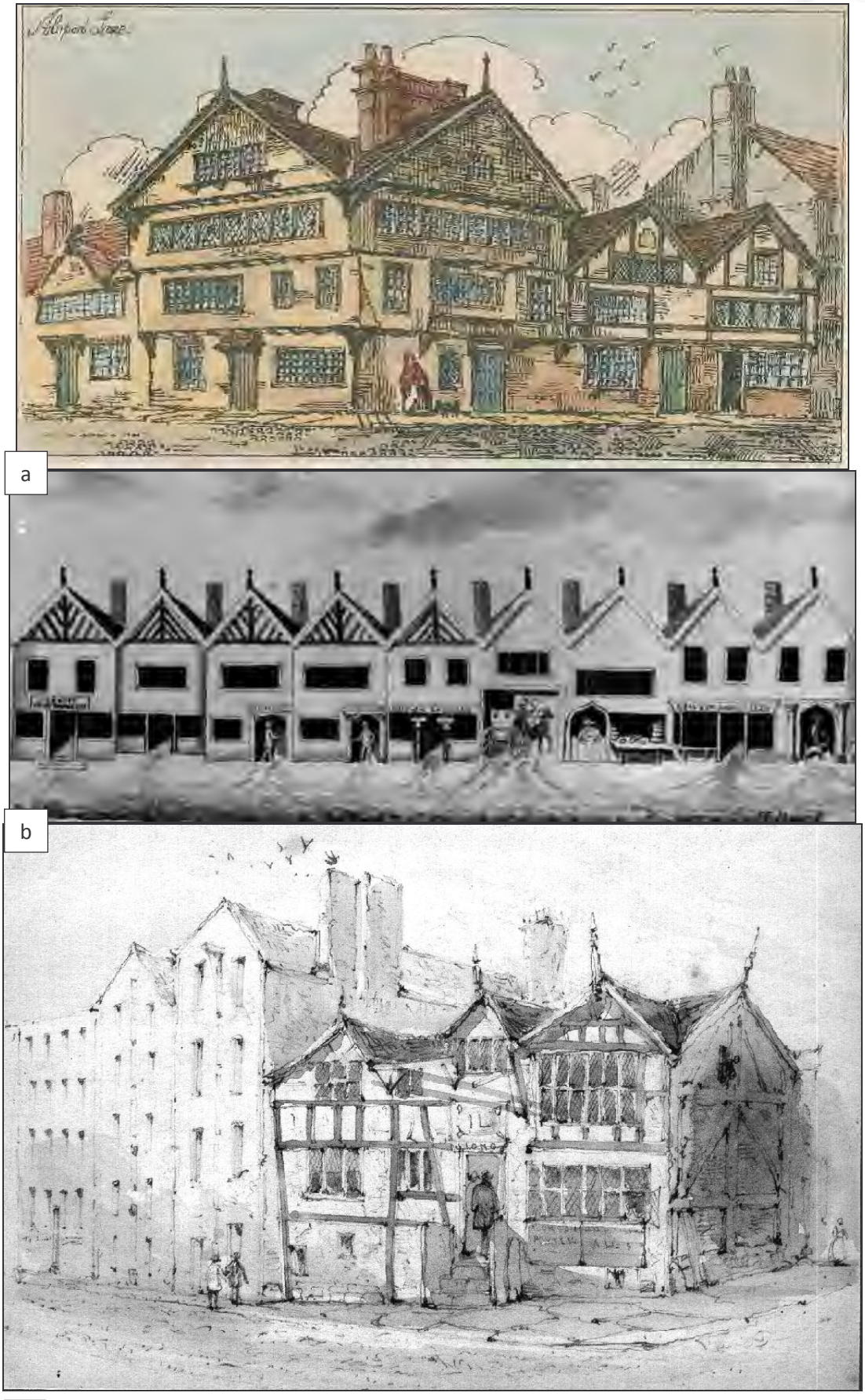


Plate 6: Examples of timber-framed buildings in the Deansgate area
(a) Alport Lane c1770; (b) Deansgate houses c1800; (c) Deansgate c1850

Alport Town underwent significant change that is depicted in relative detail on Green's map (Plate 7). Whilst the core of the earlier buildings remained (Sites **2**, **3**, **4** and **13**) the largest structure shown on the earlier mapping (Site **1**) is no longer visible. Site **2** had been extended considerably at its north-west extent, whilst a number of outbuildings and walls were constructed to the rear of Sites **3** and **13** (outside the Site boundary), perhaps serving as privies and adjoining passages.

The northern and eastern extent of the hamlet received six additional buildings (Sites **15**, **16**, **17**, **18**, **19** and **23**). An inverted 'T'-shaped building (Site **15**) was constructed close to the junction of Alport Lane/Deansgate and Alport Town. It is noteworthy that the alignment of this building respected the earlier configuration of the hamlet and could feasibly be a reconstruction of an earlier site (Site **4a**). A small outbuilding or entrance abutted its north-east side. Between this property and the line of Alport Street was a small open square; a weighing machine was erected within this square in 1762 (Axon, 1886, 94). Its presence is attested by a newspaper article from 1798, reporting the death of Thomas Byron the 'manager of the weighing machine at Alport Town' for 'upwards of 27 years' (1798, 392). The weighing machine was replaced subsequently.

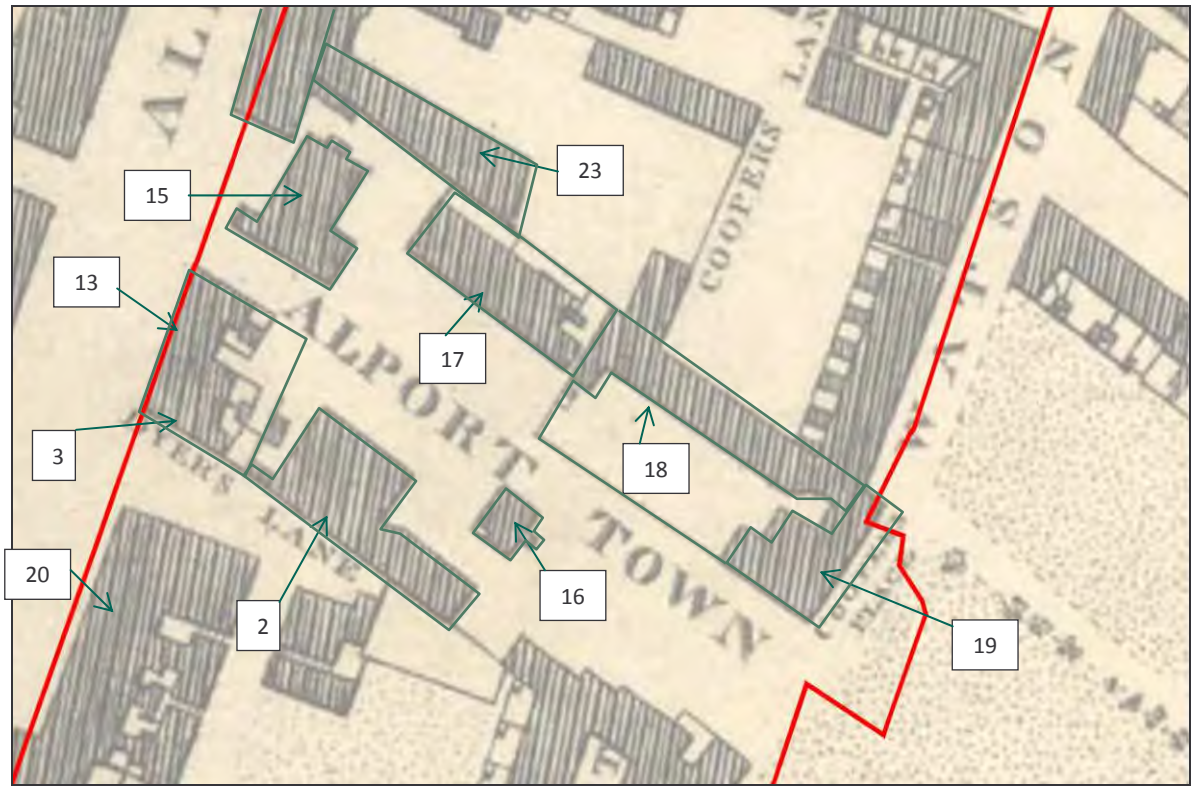


Plate 7: Extract from William Green's survey 1787-94, showing Alport Town and marking the Gazetteer Sites

To the east lay another block of buildings (Site **17**), rectangular in plan with two extensions protruding from its south-eastern side; it appeared to consist of two separate units as indicated by yards at the rear. Immediately east was Site **18**, an elongated rectangular block extending south-east from the middle Alport to a range of buildings on Watson Street/Coopers Place. On its south-western side an open yard was enclosed by a wall.

A small extension (**18a**) and outbuilding (**18b**) lay to the south-west of the building, at its north-western extent. A small rectangular building was constructed to the north of Site **2**, again aligned parallel to the existing buildings. At the far eastern side of this area an irregular-shaped block of buildings, Coopers Place, are shown. The buildings are located at the corner of Alport Town and Watson Street, adjoining the southern end of Site **18** to the north and its perimeter wall to the west. Later mapping reveals that is was a public house (The Black Horse Inn).

Considerable development had taken place to the south of Alport Town, contributing to the diminishing rural setting. This newer area of development was focused on Fleet Street, Lombard Street and Great Bridgewater Street, three newly completed roads which were aligned to a new grid, not respecting the slanted pattern of Alport Town. The buildings constructed consist mainly of blocks of workers' housing built in terraces. To the north of Lombard Street, examples of such buildings with rear yards and outbuildings are shown (Site **21**). The western end of the terrace protruded out into the street. Similar rows of buildings lined the eastern extent of Lombard Street, Fleet Street and Strand Street.

A block of more irregular-shaped buildings (Site **20**) is shown fronting Deansgate; these are depicted in various sizes and forms with a range of extensions and private courtyards at their rear. The irregularity of their form may suggest such buildings were built by multiple agents. At the north-east extent of Dyers Lane, two buildings had also been constructed at the northern end of an undeveloped plot. Several other undeveloped plots lay within the southern part of the site. The largest lay between Lombard Street and Great Bridgewater Street. Much of the area of the east, north and west of the site was subject to similar development; to the south, vacant plots of land had been staked out for development.

The land to the north of Alport Town had remained undeveloped until the 1770s, evidenced by Tinker's map of 1772, which depicts a large 'D-shaped' enclosure (Site **14**). In contrast, Green's plan, surveyed roughly two decades later indicates heightened levels of activity. Buildings had been constructed along Alport Street (Deansgate) between Alport Town and Peter Street (Sites **22**, **26** and **27**) with additional ranges constructed behind (Sites **23** and **25**). To the south of the older properties (Site **5**) on Peter Street, a grid of streets and back-streets had been laid out, around which a variety of house types had been constructed. The manner of their construction stood in contrast to the regularity of the terraces in the south, built along Watson Street, Fleet Street and Lombard Street.

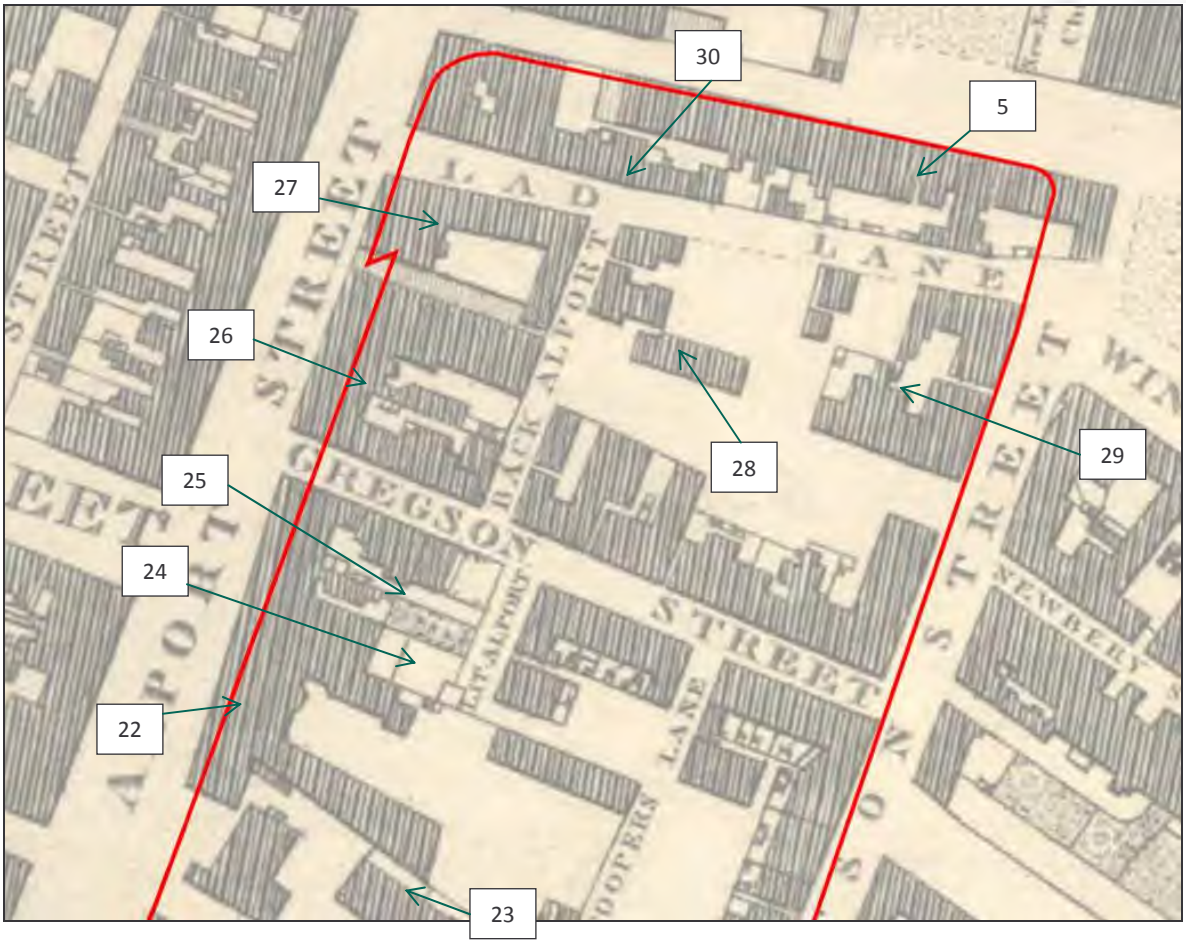


Plate 8: Extract of Green's survey of 1787-94, showing the northern part of the Site Area

More detailed mapping from the mid-19th century outlines the property divisions and indicates much of the site was taken up by residential property. The long row of properties (Site **22**) on Alport Street had several narrow outshuts and were seemingly utilised for commercial purposes. Blocks of housing, comprising back-to-back and blind-back dwellings, were constructed in abundance (Sites **23** and **25**); these lay to the rear of the properties on Alport Street and between Gregson Street and Lad Lane (Sites **28** and **29**). The next available map, *A Pocket Plan of Manchester and Salford*, produced in 1800 provides a view of the town at the turn of the century (Plate 9). The scale of the map inhibits detailed analysis of individual buildings, but nevertheless provides a general view of the town and its canals.

A map produced by Pigot in 1819 reveals considerable development to the south of Great Bridgewater Street and to the east of the Site (Plate 10). The line of the uncompleted Manchester and Salford Junction Canal, which terminated midway along Rainforth Street, is also shown. This cut through an area, which 30 years earlier was made up of open fields; by 1819 this had been taken up by a mixture of industrial and residential buildings. The completion of a block of houses (Site **28b**), composed partly of back-to-back dwellings (later Haliwell Buildings) is apparent in the north of the Site. In the southern part of the Site the plot between Dyers Lane and Fleet Street was infilled; another block of houses was added to an existing one on the corner of Great Bridgewater Street and Strand Street. To the west, occupying a position on the corner of Great Bridgewater Street and Deansgate, another 'L'-shaped block of houses (Site **31**) was added, contributing to a tightly packed urban setting.

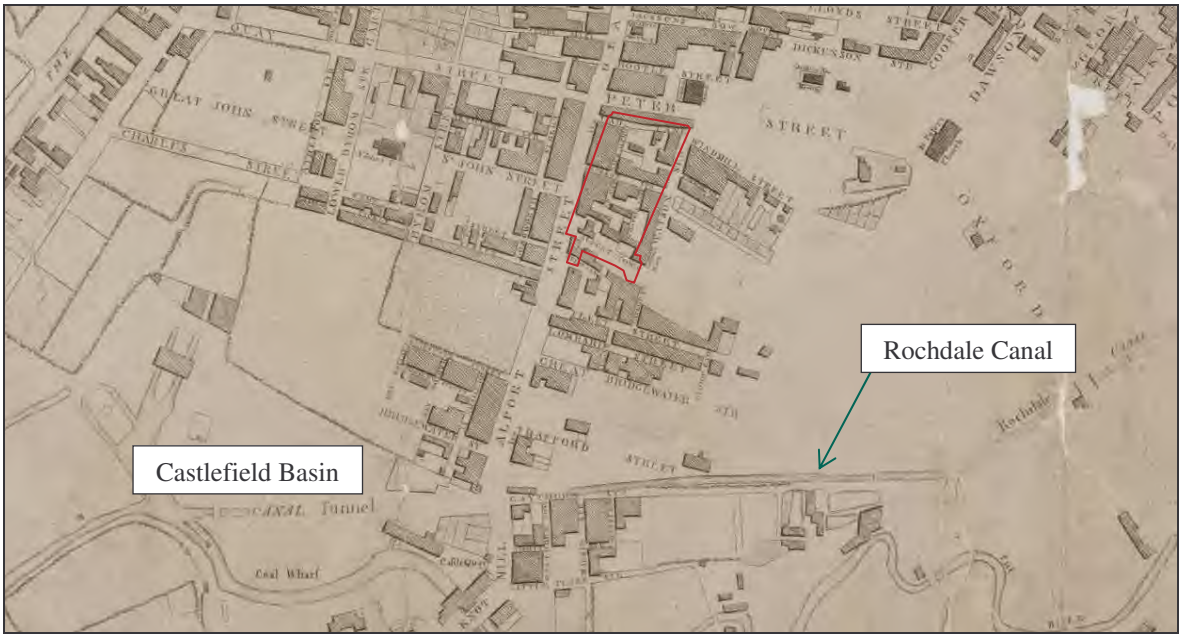


Plate 9: Extract from 'A Pocket Plan of Manchester and Salford', 1800



Plate 10: Extract from Pigot's Plan of Manchester and Salford, 1819

A sketch of Dyers Lane from the turn of the century offers a view of the types of houses in the southern part of the Site (Plate 11). The buildings shown appear to be of brick construction and are of three storeys. Some appear to have been cellared, as indicated by low-level windows or cellar lighting. The form of the building shown in the background, fitted with wide windows at roof level, may have functioned as an attic workshop. In the 18th and 19th centuries, these were typically occupied by weavers and artisans.

The next available historical map was produced in 1824 by Swire. As with much of the mapping of this period, it was produced at a scale which precludes meaningful analysis. Despite this, the map contributes to an understanding of the changing urban landscape. Three additional buildings are discernible to the south of the Site. A gap between an existing building on Deansgate and terrace houses on Lombard Street was taken up by a block of houses (Site **31**), backing onto a narrow courtyard (later Cochranes Court). Additional structures (Site **33**) are shown within the historic core of Alport Town. Two small buildings and enclosed yards can be made out to the north of an existing line of buildings (to the south-east of Site **2**). Mid-19th-century mapping reveals these additions lay to the rear of row of houses and workshop (a fustian finishing works); this suggests they were outbuildings perhaps used for small-scale industry or storage.



Plate 11: Pen and ink sketch of Dyers Lane c 1800 by W Pownall

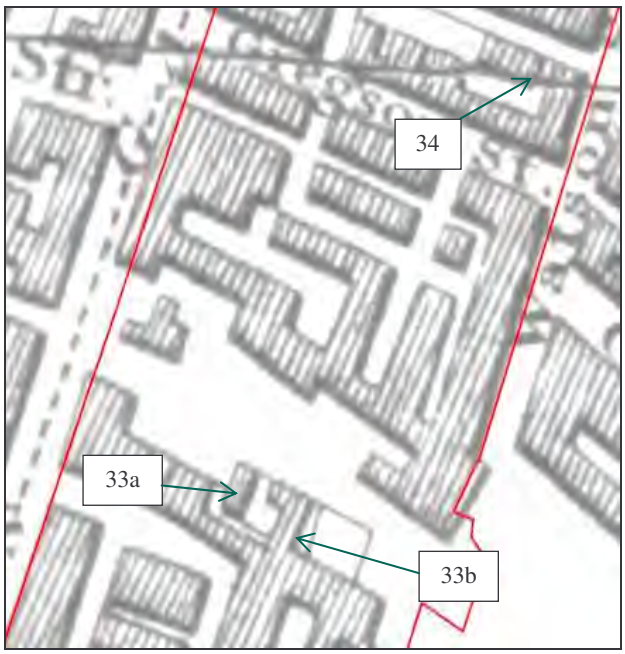


Plate 12: Extracts from Swire's map, 1824

A rectangular block (Site **34**) of housing was constructed on the southern side of Back Lad Lane in the northern part of the Site. This lay to the west of a row of buildings on Watson Street. This new block and the existing building are shown on later mapping as back-to-back dwellings.

The next available maps of the Site are those produced by Bancks & Co in 1828 and in more detail in 1831. The later edition in particular is useful in differentiating between the blocks of housing. Comparison with Green's survey of 1787-94 demonstrates continuity of the old street pattern around the core of Alport Town (Sites **2**, **3**, **13**, **15**, **17**, **18** and **19**) and along Peter Street (Site **5**). In some cases, the footprints of the buildings presented in the map of 1831 correspond closely to those shown in the 18th-century mapping. Pictorial evidence from this period has illustrated the survival of earlier structures along Deansgate/Alport Lane and in the Castlefield area. This was the case for certain portions of the Site, although it is probable rebuilding in stone and brick of the timber-framed buildings occurred in a piecemeal fashion, as and when owners felt inclined to renovate. In parts of Manchester, and indeed Salford, this resulted in the juxtaposition of medieval and Victorian styles of architecture.

In the south-east corner of Alport Town, at the junction with Watson Street, evidence of continued modification to the 18th-century buildings can be surmised. Two rectangular north-east by south-west extensions were added to an earlier range (Site **35**); a wall was constructed between the two forming a courtyard, containing two square outbuildings. Later maps indicate this complex functioned as a smithy.

Other evidence of industrial activity can be found in the northern part of the Site, in amongst the tightly packed houses of Back Lad Lane. On its southern side, an area formerly left open underwent changes by the 1830s (Plate 13) a walled area and rectangular building had been constructed. These appear on later maps as part of tannery.



Plate 13: Extract from Bancks and Co's map of 1831

Few other developments are visible from the mapping aside from an additional building constructed in the south-west corner of the Site Area, adjacent to Site **31**. This building was occupied an 'L-shaped' footprint and is shown in later mapping to have been commercial premises.

By the mid-19th century, a series of detailed maps had been produced which shed further light on the character and use of the Site during the early Victorian period. The first of these maps is the Ordnance Survey 60":1 mile survey of 1851 (surveyed in the late 1840s). The map usefully designates the function of certain buildings, namely places of industry and drinking establishments. No less than nine public houses can be found within the Site boundary. These were distributed evenly across the Site, probably serving the local population. A commentary by Friedrich Engels in his *Condition of the Working Class in England*, fittingly describes the character of the southern end of Deansgate around Alport Town:

'…second-rate shops and alehouses…with less inviting shops, which grow dirtier and more interrupted by beerhouses and gin palaces, until at the southern end the appearance of the shops leaves no doubt that workers are their only customers;.

Apparent from the historic mapping are the numbers of commercial premises along Deansgate and its side streets. These are distinguished from residential property on Adshead's map of 1851 by hatching; the shops, warehouses and public houses (pink) shown to enclose numerous blocks of workers' housing. The premises visible from the mapping may indeed be the lower-end of shops viewed by Engels in 1844.

Both the Ordnance Survey of 1851 and a contemporary map by Adshead reveal portions of the site had been given over to industrial works: a tannery (Site **37**), fustian finishing works (Site **33**), smithy (Site **35**) and brass/lead works (Site **38**). The juxtaposition of factories, factory workers and commercial and public buildings serving their needs was typical in Manchester during this period.

The tannery (Site **37**) is shown in greater detail on the Ordnance Survey map, having first appeared on Bancks & Co's map of 1831. It consisted of a long range of structures aligned north-north-west/east-south-east along Back Lad Lane. The structures are made up of rectangular units, evidently tanning pits. It is possible the pits were open. Situated in the western corner of an open yard to the south was weighing machine.

The Alport Mill (Site **38**) was a considerably larger complex (Plate 14). Founded originally as an Iron Works, it is first shown on an engraving in 1830, as a large, white building with two large chimneys. It more or less occupied a square plan of 60 x 70', sitting amongst existing back-to-back houses (to the north) and the public house, the Black Horse Inn (Site **19**) to the south-east. It is shown on the 1851 Ordnance Survey map as 'Alport Lead Mill', whilst on the 1891 edition it appears as a brass works.



Plate 14: Alport Mill (iron works) in 1830

As noted by Engels in the 1830s, the area directly to the north and south of Alport Town had developed a reputation for having large number of slum dwellings by the mid-19th-century. This was reinforced by a series of articles printed in the *Manchester Guardian* in the early 1870s, which investigated Manchester's worst slums and providing a damning description. The Site formed part of the area described as the Deansgate Slums, which was described as 'a ramification of courts winds in amongst smaller masses, some of them almost undiscoverable'. The author goes on to give an example of a rear court, Lad Lane Court, which was accessed via a narrow covered passage off Watson Street.

In 1880, a large part of the Deansgate Slum to the east of Watson Street was purchased by the Great Cheshire Lines Committee for Central Station, situated immediately to the east. This led to the clearance of a swathe of slum dwellings, as the area became redeveloped as a major railway interchange. A key element of the new railway infrastructure was the large goods depot and warehouse that was erected by the Great Northern Railway Company during the mid-1890s, as a means of competing with the Great Central Railway Company and the North Western and Midland Companies for the Manchester market. As an initial stage in this ambitious scheme, the Great Northern Railway Company paid the Deansgate Central School the sum of £50,000 to purchase the site, together with numerous surrounding shops and houses, providing an area of approximately seven acres.

4.7 The Great Northern Warehouse

A Parliamentary Act to build the Great Northern Goods Station and Warehouse was obtained in 1895, and work commenced with the clearance of the site in February 1897. This seemingly took several months to complete, although it was soon reported that the building work was developing at a rapid and impressive pace. Half of the goods station opened successfully on the 1st July 1898, when the first goods train arriving.

The new lines were attached to the existing Cheshire Lines approximately half a mile south of the goods station. Three lines were carried across Bridgewater Street via a brick viaduct, where they diverged into 12 further tracks, ten of which were continued over Deansgate and Great Bridgewater Street and into the southern end of the warehouse. The remaining two lines were carried down by inclines either side of the goods warehouse to the low-level station level externally. These two inclined tracks allowed access to the goods yard at street level, which was covered to a large degree by the high-level station viaduct. At basement level, a connection was also afforded to the Manchester & Salford Junction Canal via a tunnel.

The warehouse was of a fire-proof construction, and was 267ft by 217ft. The building was of mild steel frame construction, and dubbed in *The Builder* as being 'a marvel in mild steel'. The mild-steel stanchions and connecting girders had cast junction boxes connected them with red-brick jack-arches in-between which formed the floors.

The range of shops facing Deansgate had only been partially started, the GNR offices along Peter Street had yet to be initiated, and the upper floors of the warehouse had not been started, leaving only the low and high level stations nearing completion.

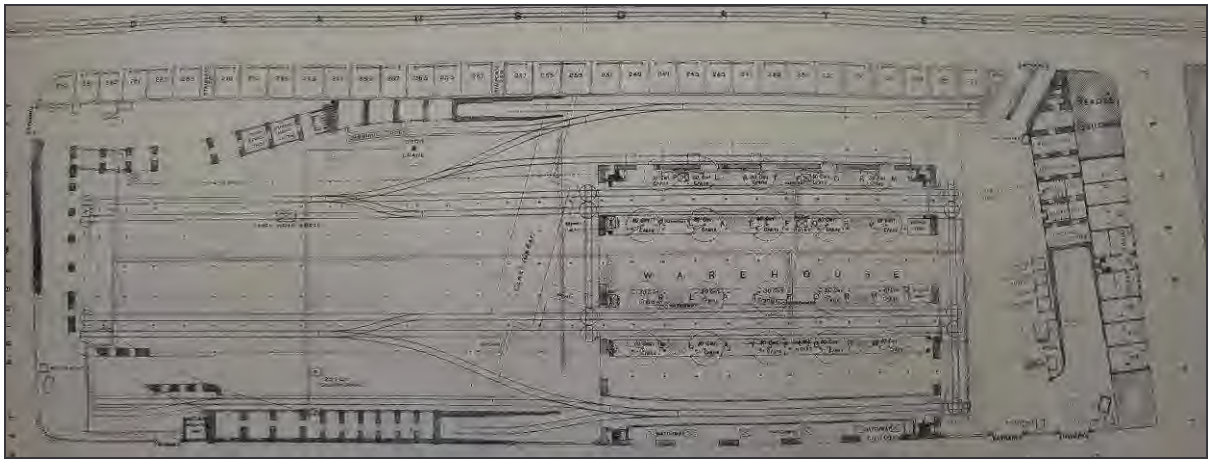


Plate 15: A plan showing the long terrace of equally proportioned shops facing onto Deansgate

A detailed account of the development of the Great Northern Warehouse, and a description of the building, is provided in the Heritage Assessment, and is thus not reiterated in this document.

4.8 Previous Archaeological Investigations

The Site and its immediate environs have been subject to archaeological investigation previously, principally in advance of the construction of the Leisure Box and Great Northern Square (Plate 16). This included the excavation of a series of evaluation trenches across the area immediately to the south of the Great Northern Warehouse, carried out in February 1999, and a watching brief that was focused on three areas during construction works, but also examined other parts of the site. The evaluation comprised ten trenches, all yielding a similar stratigraphic sequence. The over-riding conclusion drawn from this evaluation was that the sub-surface archaeological resource been severely damaged by 19th- and 20th-century intrusions, including more than 80 large stanchions for the steel columns that had supported the over-hanging railway deck, and a network of brick culverts running across the site. The construction of each of the stanchions appeared to have required the deep disturbance on an area equal to 4m square. Nevertheless, fragmentary remains of 18th- and 19th-century buildings were identified in the form of brick-built cellars, and an horizon that appeared to represent a post-medieval agricultural soil was identified overlying the natural geology in one trench, at a height of 35.16m above Ordnance Datum. However, excavation of this agricultural soil yielded fragments of 18th-century pottery, with no physical evidence for any earlier activity (UMAU 1999a).

The remains of 19th-century railway infrastructure, including the foundations of buildings and railway lines were uncovered, together with the elements of 18th- and 19th-century buildings with associated cobble and flagstones surfaces. Reflecting the conclusions drawn from the evaluation, it was surmised from the watching brief that any archaeological evidence for pre-18th-century activity on the site had been removed by previous development (UMAU 1999b).

In 2001, another archaeological watching brief was maintained during the excavation of seven trial pits across land on the eastern side of Watson Street. Each trial pit excavated mechanically to a depth of 3.8 to 4.3m. The trial pits revealed a relatively uniform stratigraphy across the site, which comprised a surface of stone setts with 0.5 to 0.75m of hardcore below. Below this was a 1-1.5m layer of redeposited clay with a band of what appeared to be demolition material beneath it. This overlay the natural clay geology. It was again concluded that any Roman and medieval remains had been removed entirely during the construction of the railway infrastructure in the 19th century (UMAU 2001).

In contrast, immediately to the south of the present Site, significant evidence for the Roman activity was revealed during an archaeological excavation undertaken in 2004 in advance of the Deansgate Tower development. Despite this area having been developed in the 19th century for the former Great Northern Railway viaduct, a stratigraphic sequence of Roman deposits was identified (HER 13938.1.0). The earliest phase of activity was characterised by a group of substantial gravel pits, likely to have been associated with construction of roads in the Roman 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* AD 120-60, 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 (Pre-Construct Archaeology 2005).



Plate 16: Location of previous archaeological investigations

5 Gazetteer of Sites

The following gazetteer provides a list of the non-designated heritage assets identified within the boundary of the Site, and their locations are shown on Figure 19. This has been compiled from Greater Manchester Historic Environment Record (HER) data, coupled with a study of the historical map sequence.

Site Number: 1
Site Name: **Alport Town Building**
NGR: 383530 397840
Designation: None
Site Type: Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Ordnance Survey mapping
Description: A 'T'-shaped range of buildings shown on 18th- and 19th-century mapping. The buildings appear to have been remodelled in the 19th century, and demolished to enable the development of the Great Northern Warehouse.
Assessment: The footprint of the buildings lies in the centre of the Site, immediately to the south of the Great Northern Warehouse. Whilst there is some potential for buried structural remains to survive *in-situ*, any such remains are likely to be fragmentary as they will have been disturbed by later activity.

Site Number: 2
Site Name: **Alport Town Building**
NGR: 383505 397847
Designation: None
Site Type: Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Ordnance Survey mapping
Description: A range of buildings shown on 18th- and 19th-century mapping. The buildings appear to have been remodelled in the 19th century, and demolished to enable the development of the Great Northern Warehouse.
Assessment: The footprint of the building straddles the Site boundary, but the foundations are likely to have been damaged or destroyed by later activity, and particularly the construction of the Leisure Box.

Site Number: 3

Site Name: **Alport Town Building**

NGR: 383489 397825

Designation: None

Site Type: Housing (Site of)

Period: Late 18th century

Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Ordnance Survey mapping

Description: A range of buildings shown on 18th- and 19th-century mapping. The buildings appear to have been remodelled in the 19th century, and demolished to enable the development of the Great Northern Warehouse.

Assessment: The footprint of the building straddles the Site boundary, but the foundations are likely to have been damaged or destroyed by later activity, and particularly the construction of the Leisure Box.

Site Number: 4

Site Name: **Alport Town Building**

NGR: 383500 397861

Designation: None

Site Type: Chapel (Site of)

Period: Early 19th century

Source: Dean and Pigot 1809; Swire 1824; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping (1850-90s)

Description: A chapel marked on historical mapping until the mid-19th century, although the building appears to have been adapted for different use in the later 19th century prior to demolition to enable the construction of the Great Northern Warehouse. The site of the burial ground was purportedly cleared in the late 19th century, although there is potential for buried human remains to survive cannot be discounted entirely

Assessment: The footprint of the buildings lies in the centre of the Site, immediately to the south of the Great Northern Warehouse. Whilst there is some potential for buried structural remains to survive *in-situ*, any such remains are likely to be fragmentary as they will have been disturbed by later activity.

Site Number: 5
Site Name: **Yates Street Buildings**
NGR: 383575 397955
Designation: None
Site Type: Housing (Site of)
Period: Early 19th century
Source: Dean and Pigot 1809; Swire 1824; Bancks & Co, 1831; Adshead, 1851; Ordnance Survey mapping (1850-1890s)
Description: A terrace lining the south side of Peter Street along the northern edge of the Site, shown on 19th-century mapping. Some of the properties had been cleared by 1891, and the remainder demolished to enable the development of the Great Northern Warehouse.
Assessment: The footprint of the building lies within the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 6
Site Name: **Field Boundary**
NGR: 383581 397943
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately east/west across the northern part of the Site, and shown on mid-18th-century mapping.
Assessment: The remains of the field boundary will almost certainly have been damaged or destroyed by later activity.

Site Number: 7
Site Name: **Field Boundary**
NGR: 383566 397891
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately east/west across the northern part of the Site, and shown on mid-18th-century mapping.
Assessment: The remains of the field boundary will almost certainly have been damaged or destroyed by later activity.

Site Number: 8
Site Name: **Field Boundary**
NGR: 383546 397832
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately east/west across the central part of the Site, and shown on mid-18th-century mapping.
Assessment: The remains of the field boundary will almost certainly have been damaged or destroyed by later activity.

Site Number: 9
Site Name: **Field Boundary**
NGR: 383567 397812
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately north-east/south- west across the central part of the Site, and shown on mid-18th-century mapping.
Assessment: The remains of the field boundary will almost certainly have been damaged or destroyed by later activity.

Site Number: 10
Site Name: **Field Boundary**
NGR: 383532 397795
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately east/west across the southern part of the Site, and shown on mid-18th-century mapping.
Assessment: The footprint of the field boundary lies beyond the boundary of the Site, although any buried remains are likely to have been damaged or destroyed by later development.

Site Number: 11
Site Name: **Field Boundary**
NGR: 383463 397736
Designation: None
Site Type: Field Boundary (Site of)
Period: 18th century
Source: Casson and Berry 1741
Description: A field boundary aligned approximately north/south across the south-western part of the Site, and shown on mid-18th-century mapping.
Assessment: The footprint of the field boundary lies beyond the boundary of the Site, although any buried remains are likely to have been damaged or destroyed by later development.

Site Number: 12
Site Name: **Dyers Court**
NGR: 383509 397772
Designation: None
Site Type: Routeway (Site of)
Period: 18th century
Source: Tinker 1772; Ordnance Survey mapping
Description: Part of a routeway, lined on both sides by hedges, shown on Tinker's map of 1772. The routeway was subsumed by development in the 18th and 19th centuries.
Assessment: The routeway lies beyond the boundary of the Site, although any buried remains are likely to have been destroyed by later development.

Site Number: 13
Site Name: **Deansgate Properties**
NGR: 383488 397827
Designation: None
Site Type: Foundry (Site of)
Period: Early 19th century
Source: Dean and Pigot 1809; Swire 1824; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A row of three double-depth properties, presumably representing commercial premises, fronting onto Deansgate along the western boundary of the Site.
Assessment: The footprint of the building lies beyond the boundary of the Site, although the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 14
Site Name: Alport Town Garden
NGR:
Designation: None
Site Type: Garden
Period: 18th century
Source: Tinker 1772
Description: A large undeveloped area enclosed by hedges, possibly representing a garden, depicted on Tinker's map of 1772. The land was subject to intensive development subsequently.
Assessment: The footprint of the putative garden lies within the Site, but any physical remains are likely to have been damaged or destroyed by later activity.

Site Number: 15
Site Name: Alport Town Houses
NGR:
Designation: None
Site Type: Workers' Housing (Site of)
Period: 18th century
Source: Green 1787-97; Laurent 1793; Ordnance Survey mapping
Description: A block of back-to-back housing shown on late 18th- and 19th-century mapping. The houses appear to have incorporated cellars.
Assessment: The footprint of the buildings lies in the centre of the Site, immediately to the south of the Great Northern Warehouse. Whilst there is some potential for buried structural remains of the cellars to survive *in-situ*, any such remains are likely to be fragmentary.

Site Number: 16
Site Name: Alport Town Building
NGR: 383537 397794
Designation: None
Site Type: Building (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Ordnance Survey mapping
Description: A detached building situated on the south side of Alport Town, as shown on William Green's map of 1787-94. The building is also shown on 19th-century mapping, although the absence of any pavement lights from the detailed Ordnance Survey map of 1851 suggests that the building did not incorporate a cellar.
Assessment: The footprint of the building lies within the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 17
Site Name: **Alport Town Buildings**
NGR: 383527 397833
Designation: None
Site Type: Housing/Commercial premises (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Ordnance Survey mapping
Description: A row of double-depth buildings situated on the north side of Alport Town, as shown on William Green's map of 1787-94. The building is also shown on 19th-century mapping, although the absence of any pavement lights from the detailed Ordnance Survey map of 1851 suggests that the building did not incorporate a cellar.
Assessment: The footprint of the buildings lies within the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 18
Site Name: **Alport Town Buildings**
NGR: 383550 397819
Designation: None
Site Type: Housing/Commercial premises (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Ordnance Survey mapping
Description: A row of double-depth buildings situated on the north side of Alport Town, as shown on William Green's map of 1787-94. The building is also shown on early 19th-century mapping, but had been replaced by the Alport Lead Mill by the middle of the century.
Assessment: The footprint of the buildings lies within the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 19
Site Name: **Black Horse Inn/Coopers Place**
NGR: 383563 397795
Designation: None
Site Type: Housing (Site of)
Period: Early 19th century
Source: Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: An inn shown on late 18th- and 19th-century mapping (Plate 17).
Assessment: The footprint of the buildings lies in the centre of the Site, immediately to the south of the Great Northern Warehouse. Whilst there is some potential for buried structural remains of the cellars to survive *in-situ*, any such remains are likely to be fragmentary.



Plate 17: The Black Horse Inn, pictured next to Alport Mill (left)

Site Number: 20
Site Name: Deansgate Buildings
NGR: 383476 397782
Designation: None
Site Type: Commercial Premises / Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A row of single-depth buildings fronting onto the eastern side of Deansgate, shown on late 18th- and 19th-century mapping. The detailed Ordnance Survey map of 1851 does not show any pavement lights against the building, suggesting that they did not incorporate basements.
Assessment: The footprint of the buildings lies within the central part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 21
Site Name: **Lombard Street**
NGR: 383500 397732
Designation: None
Site Type: Workers' Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A long terrace of buildings, comprising mostly workers' houses but also incorporating a public house, along the north side of Lombard Street in the southern part of the Site. Ordnance Survey mapping indicates that these properties were fitted with cellars.
Assessment: The footprint of the building lies within the Site, but is likely to have been affected by later activity.

Site Number: 22
Site Name: **Railway Inn**
NGR: 383505 397872
Designation: None
Site Type: Commercial Premises / Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Laurent 1793; Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A public house fronting onto the eastern side of Deansgate, shown on late 18th- and 19th-century mapping. Demolished as part of the redevelopment of the area for the Great Northern Warehouse.
Assessment: The footprint of the buildings lies within the central part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 23
Site Name: **Whitworth's Court**
NGR: 383541 397843
Designation: None
Site Type: Workers' Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A row of single-depth houses shown on late 18th-century and later mapping. No evidence for the buildings to have contained cellars.
Assessment: The footprint of the buildings lies within the central part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 24
Site Name: **Walkden's Court (South Side)**
NGR: 383526 397871
Designation: None
Site Type: Workers' Housing (Site of)
Period: 19th century
Source: Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A row of single-depth workers' housing shown on mid-19th-century mapping. The absence of pavement lights from the detailed Ordnance Survey amp of 1851 implies that the buildings did not have cellars.
Assessment: The footprint of the buildings lies within the central part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 25
Site Name: **Walkden's Court (North Side)**
NGR: 383531 397878
Designation: None
Site Type: Workers' Housing (Site of)
Period: 19th century
Source: Bancks & Co 1831; Adshead 1851; Ordnance Survey mapping
Description: A row of single-depth workers' housing shown on mid-19th-century mapping. The absence of pavement lights from the detailed Ordnance Survey amp of 1851 implies that the buildings did not have cellars.
Assessment: The footprint of the buildings lies within the central part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 26
Site Name: **Deansgate Buildings**
NGR: 383527 397923
Designation: None
Site Type: Commercial / Residential Properties (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A range of commercial and residential properties fronting onto the eastern side of Deansgate between Gregson Street and Back Lad Lane. Shown on late 18th- and 19th-century mapping.
Assessment: The footprint of the buildings lies within the northern part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 27
Site Name: **Deansgate Buildings**
NGR: 383525 397929
Designation: None
Site Type: Commercial / Residential Properties (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A range of commercial and residential properties fronting onto the eastern side of Deansgate between Lad Lane and Back Lad Lane. Shown on late 18th- and 19th-century mapping.
Assessment: The footprint of the buildings lies within the northern part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 28
Site Name: **Back Lad Lane**
NGR: 383580 397917
Designation: None
Site Type: Workers' Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A block of back-to-back workers' housing situated on the northern side of Back Lad Lane. All the buildings were demolished to enable the construction of the Great Northern Warehouse.
Assessment: The footprint of the buildings lies within the northern part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 29
Site Name: **Watson Street**
NGR: 383608 397918
Designation: None
Site Type: Commercial Properties / Workers' Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A block of probable commercial properties and workers' housing situated on the western side of Watson Street. All the buildings were demolished to enable the construction of the Great Northern Warehouse.
Assessment: Whilst there is some potential for buried structural remains of the cellars to survive *in-situ* within the footprint of the modern Great Northern Square, any such remains are likely to be fragmentary.

Site Number: 30
Site Name: **Lad Lane**
NGR: 383566 397947
Designation: None
Site Type: Workers' Housing (Site of)
Period: Late 18th century
Source: Green 1787-97; Bancks & Co 1831; Ordnance Survey mapping
Description: A row buildings situated on the northern side of Lad Lane in the northern part of the Site.
Assessment: Whilst there is some potential for buried structural remains to survive *in-situ* within the footprint of the modern Great Northern Square, any such remains are likely to be fragmentary.

Site Number: 31
Site Name: **Deansgate Properties**
NGR: 383442 397712
Designation: None
Site Type: Commercial / Residential Properties (Site of)
Period: 19th century
Source: Pigot 1819; Ordnance Survey mapping
Description: A small detached building shown on Pigot's map of 1819, occupying a site shown as undeveloped on late 18th-century mapping. Later mapping depicts a row of double-depth buildings fronting onto Deansgate, all seemingly containing cellars.
Assessment: The footprint of the buildings lies beyond the boundary of the Site, although the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 32
Site Name: **Lombard Street (South Side)**
NGR: 383468 397720
Designation: None
Site Type: Workers' Housing (Site of)
Period: 19th century
Source: Ordnance Survey mapping
Description: A block of eight back-to-back workers' housing, all containing cellars, shown on the ordnance Survey map of 1851.
Assessment: The footprint of the buildings lies beyond the boundary of the Site, although the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 33
Site Name: **Fustian Finishing Works**
NGR: 383530 397786
Designation: None
Site Type: Textile Finishing Works (Site of)
Period: 19th century
Source: Ordnance Survey mapping
Description: A fustian finishing works identified on the Ordnance Survey map of 1851.
Assessment: Whilst there is some potential for buried structural remains to survive *in-situ* between the Great Northern Square and the Leisure Box, any such remains are likely to be fragmentary.

Site Number: 34
Site Name: **Back Lad Lane**
NGR: 383678 397957
Designation: None
Site Type: Workers' Housing
Period: 19th century
Source: Ordnance Survey mapping
Description: A block of workers' housing situated on the south side of Back Lad Lane. The buildings were cleared to enable the construction of the Great Northern Warehouse.
Assessment: Whilst there is some potential for buried structural remains to survive *in-situ* between the Great Northern Square and the Leisure Box, any such remains are likely to be fragmentary.

Site Number: 35
Site Name: **Strand Street**
NGR: 383550 397772
Designation: None
Site Type: Smithy (Site of)
Period: 19th century
Source: Ordnance Survey mapping
Description: A smithy identified at the northern end of Strand Street on the Ordnance Survey map of 1851.
Assessment: The footprint of the buildings lies beyond the boundary of the Site, although the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 36
Site Name: **Great Bridgewater Street (west)**
NGR: 383449 397705
Designation: None
Site Type: Commercial Premises
Period: 19th century
Source: Ordnance Survey mapping
Description: A probable commercial property situated on the north side of Great Bridgewater Street.
Assessment: The footprint of the buildings lies beyond the boundary of the Site, although the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 37
Site Name: **Back Lad Lane Tannery**
NGR: 383568 397910
Designation: None
Site Type: Tannery (Site of)
Period: 19th century
Source: Ordnance Survey mapping
Description: A tannery identified to the south of Back Land Lane on the Ordnance Survey map of 1851. A series of tanning pits are shown on this map immediately to the north of the building.
Assessment: The footprint of the building lies within the south-western part of the Site, but the foundations are likely to have been damaged or destroyed by later activity.

Site Number: 38
Site Name: **Alport Lead Mill**
NGR: 383546 397814
Designation: None
Site Type: Lead Mill (Site of)
Period: 19th century
Source: Ordnance Survey mapping
Description: A lead mill situated in the centre of the Site, as shown on the Ordnance Survey map of 1851.
Assessment: Whilst there is some potential for buried structural remains to survive *in-situ* between the Great Northern Square and the Leisure Box, any such remains are likely to be fragmentary

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6. Site Inspection

6.1 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 Site in order to contribute to an understanding of the potential for surviving below-ground remains.

The majority of the Site is occupied by the Great Northern Warehouse, the Deansgate Terrace, and the modern Leisure Box. Smaller areas of public realm exist between the extant buildings, including the Great Northern Square across the northern and western parts of the Site (Plates 18 and 19).

The northern part of the public realm area incorporates a sunken area, the construction of which is likely to have damaged or removed any buried archaeological remains that survived the redevelopment of the site in the late 19th century.



Plate 18: The Great Northern Warehouse and public realm area viewed from the north-west



Plate 19: The Great Northern Square viewed from the north-west



Plate 20: The Deansgate Terrace viewed from the north-west

7. Significance of the Remains

7.1 The Policy Context of Heritage Assets

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

The NPPF (National Planning Policy Framework, March 2012) sets out the Secretary of State's policy on planning and includes a section on the conservation of the historic environment (including historic, archaeological, architectural and artistic heritage assets, NPPF paras 126-41), and its wider economic, environmental and social benefits. The NPPF emphasises the significance of an individual heritage asset within the historic environment and the value that it holds for this and future generations in order to minimise or avoid conflict between the heritage asset's conservation and any aspect of the planning proposals. The NPPF draws a distinction between designated heritage assets of national importance and heritage assets that are not designated but which are of heritage interest and are thus of a material planning consideration (paras 134 and 135). In the case of the former, the presumption should be in favour of conservation; in the case of the latter, where this is warranted by its significance, the developer is required to record and understand the significance of the heritage asset before it is lost, in a way that is proportionate to the nature and level of the asset's significance, by the use of survey, photography, excavation or other methods.

The NPPF states that non-designated assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments should be considered in the same manner as designated sites (NPPF para 139). Regarding this policy a lack of formal designation does not itself indicate a lower level of significance; in this instance the lack of designation reflects that the site was previously unknown and therefore never considered for formal designation. Wherever possible, development should be located and designed so as to avoid damage to archaeological remains, ensuring that they are preserved *in-situ*. Where this is not possible, or appropriate, the developer will be required to make suitable provision to ensure that the archaeological information is not lost, and in many cases to secure the preservation of the remains.

7.2 Assessment Methodology and Significance Criteria

One methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of 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 March 2010). These criteria have all been utilised in this assessment are:

- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

7.3 Baseline Significance Conditions for the land within the Site

7.3.1 Period

The location of the Site is considered significant in relation to the Romano-British and Industrial periods. It lies within the projected area of the settlement associated with the Roman fort, situated some 200m to the south-west, and in proximity to the known course of a Roman road. The possibility for archaeological evidence for the Roman settlement and associated road-building activity to survive on the Site cannot be discounted. However, previous investigations of the Site have suggested that there is little potential for Roman remains to survive *in-situ* due to intensive later developments, although vestiges of an agricultural soil of probable 18th-century date, together with the fragmentary foundations of 18th-and 19th-century buildings and railway infrastructure, were identified. There is little potential for the Site to retain archaeological remains dating to any earlier periods.

7.3.2 Rarity

Previous archaeological work in the Castlefield area has generated a significant corpus of evidence for the development and extent of Roman Manchester, although any additional physical remains would be of some significance, and would have a rarity value.

Historic maps have highlighted potential for a sequence of building remains spanning the late 18th- to early 19th-century, including workers' housing and lower middle class properties and industrial and commercial premises. Within the current North West Archaeological Research Framework, it is suggested that there are many aspects of 19th-century urban life which are insufficiently covered within the documentary record, and archaeological research is needed to shed light on the urban working classes in general within the region (see *Initiative 7.6*; Newman and McNeil 2007, 144).

7.3.3 Documentation

The landscape history of the Site has been recovered from the historic map base, the use of archival material such as the trade directories, from local historical sources and previous historical research and archaeological work. More detail could undoubtedly be gleaned about the development and use of the Site through the examination of further documentary sources, but these are unlikely to alter the conclusions drawn in this report.

7.3.4 Group Value

The group of assets, as identified through historic map regression, cover a range of site types. The range of former commercial and residential buildings, coupled with industrial premises and railway infrastructure encapsulate the urban development of the 19th century. The inclusion of these elements certainly enhances the value of the Site, providing a cross-section of different spheres of activity.

7.3.5 Survival/Condition

Documentary sources have identified a range of non-designated heritage across the entire Site. However, given the extent of earth-moving works that will have been required to erect the Great Northern Warehouse and associated railway infrastructure in the late 19th century, and the modern Leisure Box, the majority of any archaeological remains across the Site are likely to have been damaged or removed entirely. The potential for some buried remains to exist in the public realm areas cannot be dismissed, although it seems likely that the survival of any such remains will be fragmentary.

7.3.6 Diversity

The diversity of the below-ground remains with the Site is presently unknown. However, past archaeological investigation and cartographic sources suggest that any buried remains would most probably represent elements of the late 18th- and 19th-century development of the Site, charting its evolution from agricultural hinterland to a transport hub and industrialised quarter.

7.3.7 Potential

Whilst there is a possibility for deeply cut features and isolated finds of Roman date to survive across the Site, the potential for any such remains to survive intact is considered to be low. The potential for medieval remains to survive is similarly considered to be low. The greatest potential of the Site is to retain elements of the late 18th- and 19th-century townscape.

7.4 Significance

Any surviving physical remains dating to the Romano-British are likely to be of at least high local or regional importance, depending on the extent and condition of their survival. Well-preserved Roman remains that provide evidence for the later occupation of the *vicus* and/or fort, could potentially be of greater significance, although the potential for any such remains to survive is considered to be low.

On the evidence available, the Site may contain potential remains of late 18th-/early 19th-century housing; early 19th-century to early 20th-century industrial and railway buildings, which could all be considered to be of low regional or high local significance, depending upon the full extent of survival and condition. Given the extent of previous development and the resultant impact on buried remains, however, any buried remains are likely to be fragmentary, reducing their significance to low local or even negligible.

8. *Impact of the Development*

The development proposals involve the construction of buildings intended for mixed residential and commercial use, which will involve some earth-moving and associated landscaping works. As such, the proposed construction programme could result in the removal and destruction of any below-ground archaeological remains that do survive *in-situ*.

The results obtained from the desk-based research have concluded that there is some potential for below-ground archaeological remains dating to the 18th and 19th centuries, which are likely to be of local significance, pending the extent to which they survive and their condition.

The impact of development upon any surviving buried remains is likely to be substantial, where ground-breaking works are to be carried out. This is likely to be focused on the current public realm areas, including the Great Northern Square, and beneath the vehicle access ramps to the Great Northern Warehouse.

9. Further Investigation

9.1 Heritage Assets

Where the loss of the whole or a material part of a 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 (NPPF para 141).

None of the known below-ground archaeological remains identified within the Site are considered to be of national importance that would require preservation *in-situ*. However, there some potential for heritage assets of lesser archaeological significance to survive, which may merit preservation by record. These include the foundations of 18th- and 19th-century buildings, and the vestiges of post-medieval agricultural soils.

9.2 Further Investigation

The 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. In may be anticipated, however, that ground-breaking works peripheral to the extant buildings will need to be monitored by an archaeological watching brief, as this would represent an appropriate strategy in this instance to mitigate the impact on any buried archaeological remains.

10. Sources

10.1 Maps

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10.3 Trade Directories

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11. Archive

The archive comprises a historical map regression, historical photographs and historical research notes. This archive is currently held by the Centre for Applied Archaeology and a copy of this report will be forwarded to Tobermory SARL.

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

12. Acknowledgments

Salford Archaeology would like to thank Adam Linard of 2110 Consult for commissioning and supporting the desk-based assessment on behalf of Tobermory SARL, and to Laura Feekins and Michael Percival of Deloitte LLP for logistical support.

Salford Archaeology is also grateful to Norman Redhead, Heritage Management Director with the Greater Manchester Archaeological Advisory Service, for his advice and guidance.

Appendix 1: Figures

Figure 1: Site boundary superimposed on modern mapping

Figure 2: Site boundary superimposed on Casson and Berry's map of 1741

Figure 3: Site boundary superimposed on Tinker's map of 1772

Figure 4: Site boundary superimposed on William Green's map of 1787-94

Figure 5: Site boundary superimposed on Swire's map of 1824

Figure 6: Site boundary superimposed on Bancks & Co's map of 1831

Figure 7: Site boundary superimposed on the Ordnance Survey map of 1851

Figure 8: Site boundary superimposed on the Ordnance Survey map of 1891

Figure 9: Site boundary superimposed on the Ordnance Survey map of 1908

Figure 10: Site boundary superimposed on the Ordnance Survey map of 1922

Figure 11: Site boundary superimposed on the Ordnance Survey map of 1965



Figure 1: Site boundary superimposed on modern mapping



Figure 2: Site boundary superimposed on Casson and Berry's map of 1741

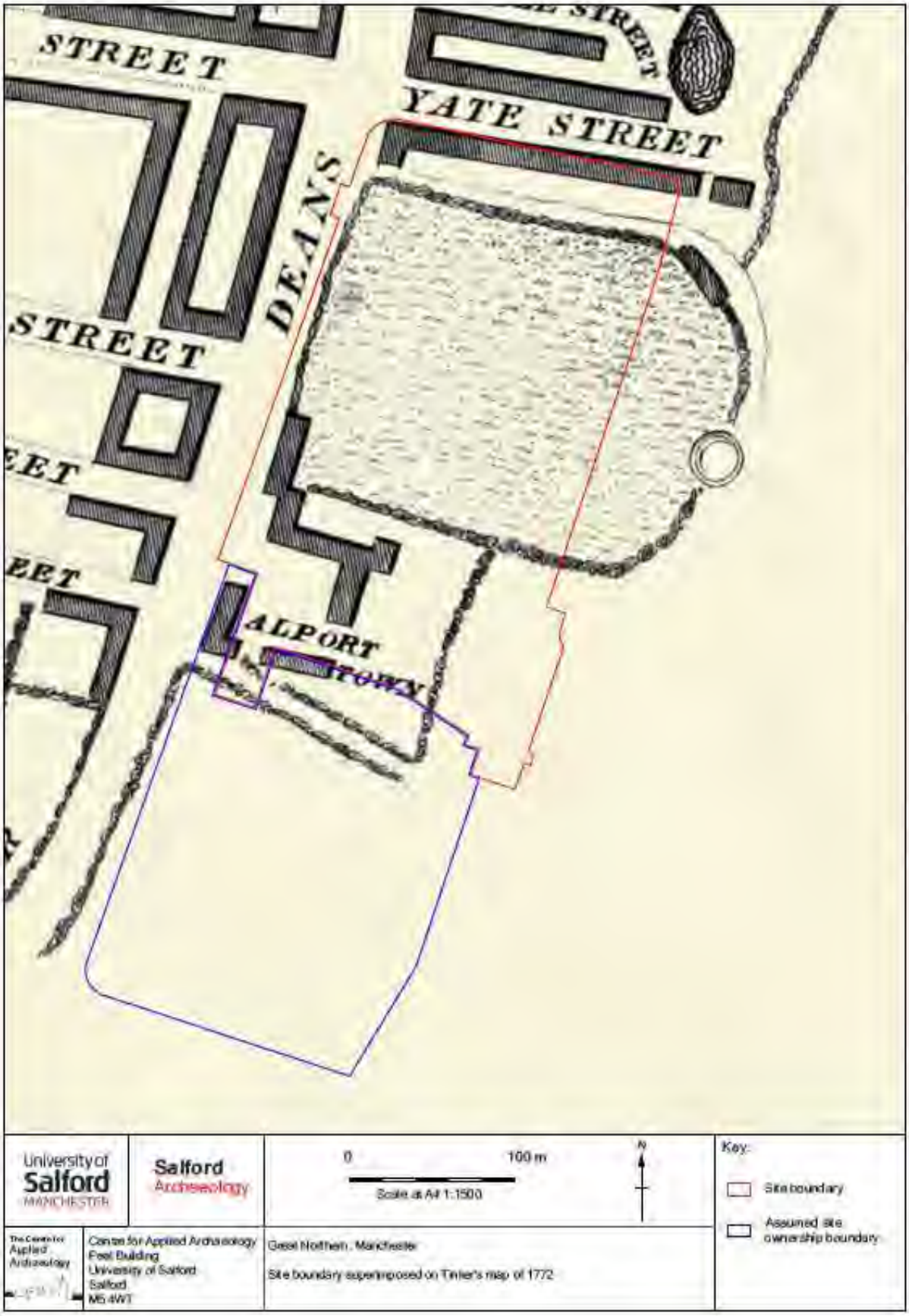


Figure 3: Site boundary superimposed on Tinker's map of 1772



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Figure 7: Site boundary superimposed on the Ordnance Survey map of 1851



Figure 8: Site boundary superimposed on the Ordnance Survey map of 1891

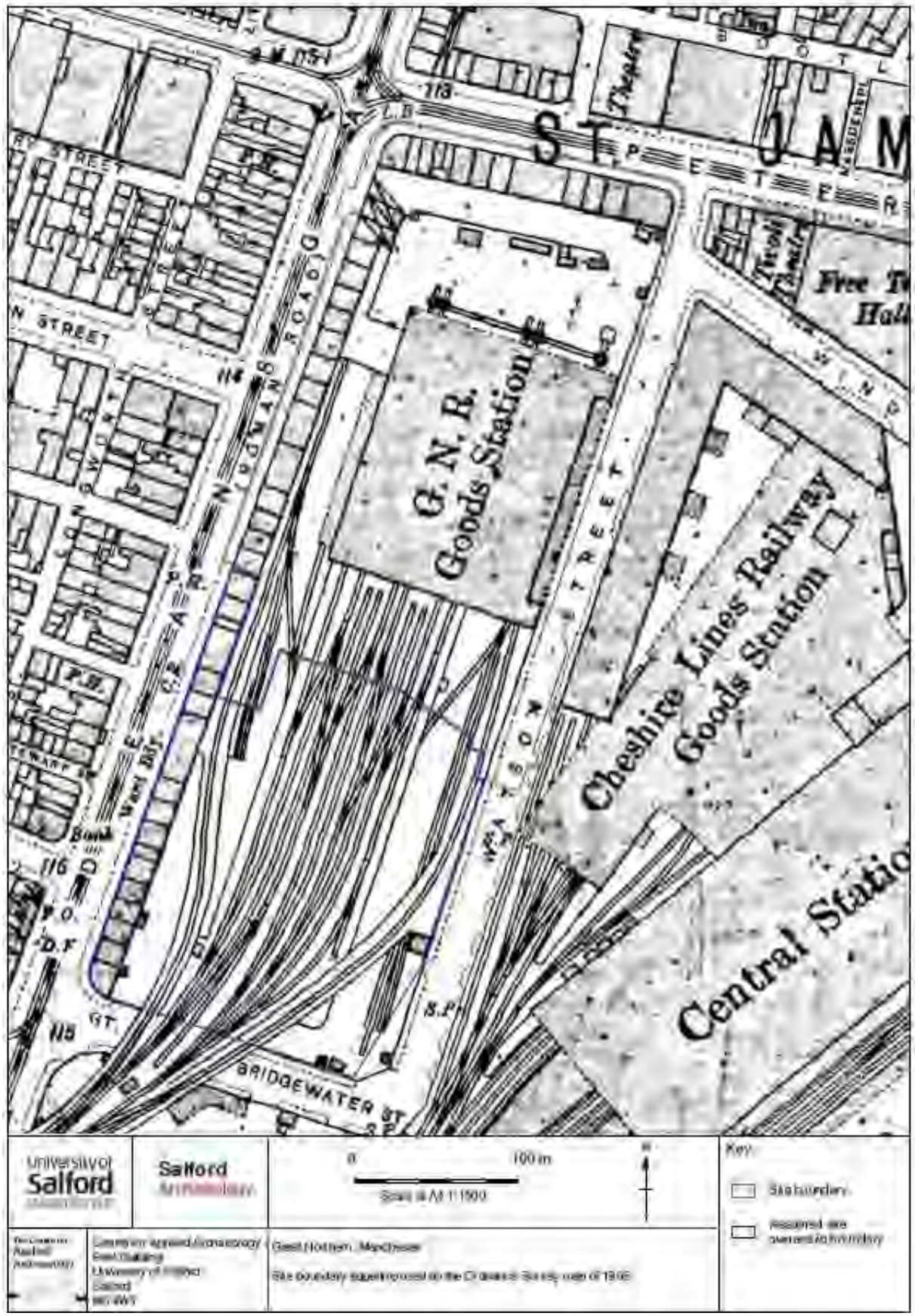


Figure 9: Site boundary superimposed on the Ordnance Survey map of 1908



Figure 10: Site boundary superimposed on the Ordnance Survey map of 1922

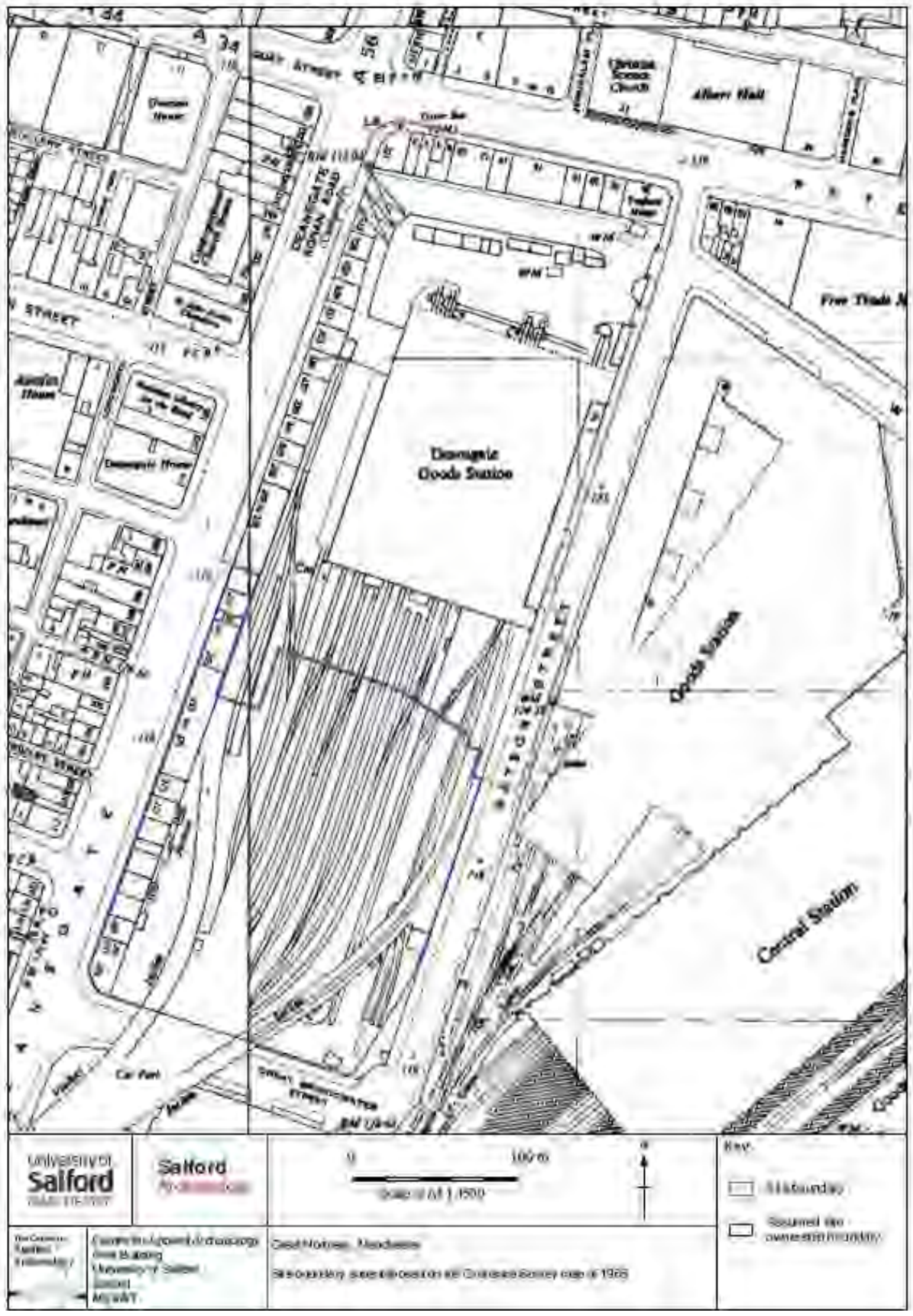


Figure 11: Site boundary superimposed on the Ordnance Survey map of 1965

Appendix 2. HER Data

Greater Manchester Archaeological Advisory Service Monument List Report

Manchester Central: HER entries within 250m of the site boundary

Ref	Site Name	Monument Types	Administration Areas/Description	NGR
Building				
11190.1.0	River Medlock Sluice (Knott Mill)	Canal Basin	Manchester, Manchester, Greater	SJ 8333 9747 (point)
13904.1.0	Building (former iron foundry?)	Iron Foundry	Manchester, Manchester, Greater	Centred SJ 83438 97428
16486.1.0	12–16, Southern Street	House, Cellar Dwelling, Loomshop	Manchester, Manchester, Greater	Centred SJ 8336 9767
16806.1.0	Deansgate/Gaythorn Tunnel	Canal Tunnel	Manchester, Manchester, Greater	SJ 8337 9756 (point)
1368.1.0	White Lion Inn	Inn, Public House	Manchester, Manchester, Greater	SJ 8331 9772 (point)
11191.1.0	Bridgewater/Chester Road Viaduct	Road Viaduct	Manchester, Manchester, Greater	SJ 8332 9749 (point)
11242.1.0	Police Station (former)	House, Police Station, Building	Manchester, Manchester, Greater	Centred SJ 8331 9767
9894.1.0	Crown Hotel (now The Deansgate)	Well, Hotel, Public House	Manchester, Manchester, Greater	Centred SJ 8342 9762
Find Spot				
415.4.8	Coin Hoard (Roman) (Area of	Findspot	Manchester, Manchester, Greater	SJ 8330 9760 (point)
124.1.0	Coins (Saxon) found at St Matthew's	Findspot	Manchester, Manchester, Greater	SJ 8333 9776 (point)
123.1.0	Coins (Saxon) found at Campfield	Findspot	Manchester, Manchester, Greater	SJ 8342 9772 (point)
415.4.2	Building Stone (Roman) (Area of	Findspot	Manchester, Manchester, Greater	SJ 8336 9742 (point)
415.4.7	Centurial Stones (Roman) (Area of	Findspot	Manchester, Manchester, Greater	SJ 8326 9757 (point)
126.1.0	Barbed Arrowhead (Area of Roman	Findspot	Manchester, Manchester, Greater	Centred SJ 8338 9777
415.4.10	Statuette, Ring and Coin (Roman)	Findspot, Statue	Manchester, Manchester, Greater	Centred SJ 8340 9776
415.4.11	Coin Hoard (Roman – Knott Mill Hoard No. 3	Findspot	Manchester, Manchester, Greater	SJ 8339 9759 (point)
415.4.15	Roman Finds along Railway Arches	Findspot	Manchester, Manchester, Greater	SJ 8346 9750 (point)
415.4.16	Sal Ammoniac and Coin (Roman)	Findspot	Manchester, Manchester, Greater	Centred SJ 8344 9753
415.4.26	Roman Urn and Samian Ware	Findspot	Manchester, Manchester, Greater	Centred SJ 8370 9750
415.4.6	Coins (Roman) at New Goods	Findspot	Manchester, Manchester, Greater	Centred SJ 8354 9781
415.4.17	Roman Pottery at Police Station (site	Findspot, Pottery Workshop	Manchester, Manchester, Greater	Centred SJ 8332 9763

Ref	Site Name	Monument Types	Administration Areas/Description	NGR
415.4.28	Roman Amphora Neck (Area of	Findspot	Manchester, Manchester, Greater	Centred SJ 8359 9758
13944.1.0	Prehistoric activity, Barton Street	Findspot	Manchester, Manchester, Greater	SJ 83311 97707 (point)
415.4.25	Roman Pottery and Quern (Area of	Findspot	Manchester, Manchester, Greater	SJ 8335 9745 (point)
415.4.24	Roman Inscribed Altar (Area of	Shrine, Findspot	Manchester, Manchester, Greater	Centred SJ 8340 9740
415.4.23	Coin Hoard (Roman) (Area of	Findspot	Manchester, Manchester, Greater	SJ 8343 9762 (point)
415.4.22	Coins From 1977–8 Tonman Street	Findspot	Manchester, Manchester, Greater	Centred SJ 8340 9778
415.4.18	Roman Altar (Area of Roman	Findspot	Manchester, Manchester, Greater	SJ 8330 9760 (point)
12089.7.0	Lock No 89 (Tib Lock), S of	Canal Lock	Manchester, Manchester, Greater	SJ 8377 9754 (point)
12089.8.0	Lock No 90 (W of Albion Bridge)	Canal Lock	Manchester, Manchester, Greater	SJ 8359 9755 (point)
8412.1.0	The Britons Protection Public House	Inn, Public House	Manchester, Manchester, Greater	SJ 8368 9761 (point)
12089.9.0	Lock No. 91, at E end of Gaythorn	Canal Lock	Manchester, Manchester, Greater	SJ 8345 9756 (point)
8586.1.0	Lock-Keeper's Cottage at Lock No.	House, Canal Lock, Lock Keepers	Manchester, Manchester, Greater	SJ 8345 9757 (point)
8650.1.0	Great Northern Railway Company's	Railway, Warehouse, Carriage Ramp	Manchester, Manchester, Greater	SJ 8356 9786 (point)
125.1.0	Manchester & Salford Junction	Tunnel, Canal, Communications	Manchester, Manchester, Greater	Centred SJ 8338 9788
8460.1.0	K6 Telephone Kiosk (SW corner of	Telephone Box	Manchester, Manchester, Greater	SJ 8340 9771 (point)
8268.1.0	Albion Wharf (19, Albion Street)	Office, Warehouse	Manchester, Manchester, Greater	SJ 8366 9757 (point)
129.1.0	Manchester Central (formerly GMex;	Exhibition Hall, Railway, Railway Station	Manchester, Manchester, Greater	SJ 8370 9775 (point)
8378.1.0	322–330, Deansgate (former	Public Building, Shop	Manchester, Manchester, Greater	SJ 8341 9771 (point)
8379.1.0	378, Deansgate – Artingstalls	Tower, Chapel,	Manchester, Manchester, Greater	SJ 8333 9752 (point)
8384.1.0	235–291 (formerly 235–295)	Commercial, Office, Shop	Manchester, Manchester, Greater	Centred SJ 8350 9784
11638.1.0	Floodgate on E side of Knott Mill	Flood Lock	Manchester, Manchester, Greater	SJ 8337 9743 (point)
1716.1.0	Viaduct, West from Knott Mill and	Railway Bridge, Railway, Railway	Manchester, Manchester, Greater	SJ 8329 9756 (point)
8327.1.0	Peveril of the Peak Public House	Inn, Public House	Manchester, Manchester, Greater	SJ 8385 9760 (point)
8326.1.0	Chepstow House	Shipping Warehouse, Office	Manchester, Manchester, Greater	SJ 8383 9763 (point)

Ref	Site Name	Monument Types	Administration Areas/Description	NGR
Monument				
9849.1.0	Duke's Warehouse (site of)	Warehouse	Manchester, Manchester, Greater	SJ 8336 9746 (point)
15514.1.0	Gaythorn Vaults Public House &	Blind Back House, Back To Back	Manchester, Manchester, Greater	SJ 83649 97481 (point)
15517.1.0	Bone, Size & Chemical Works (site	Chemical Works, Textile Mill, Bone Mill	Manchester, Manchester, Greater	SJ 83750 97458 (point)
9858.1.0	Windmill (site of) on Windmill Street	Industrial Site, Millstone, Mill, Windmill	Manchester, Manchester, Greater	SJ 8378 9782 (point)
15518.1.0	Gaythorn Chemical Works (site of)	Chemical Works	Manchester, Manchester, Greater	SJ 83720 97452 (point)
15831.1.0	Weighing Machine (site of)	Weighing Machine	Manchester, Manchester, Greater	SJ 83599 97567 (point)
15520.1.0	Chemical Works, Little Peter Street	Starch Mill, Chemical Works, Timber	Manchester, Manchester, Greater	SJ 83536 97416 (point)
15513.1.0	Gaythorn Mill, Albion Street (site of)	Finishing Works, Wire Mill, Textile Mill,	Manchester, Manchester, Greater	SJ 83582 97415 (point)
13693.1.0	Dye Works/ Workers' Housing (site	Dye Works, House	Manchester, Manchester, Greater	SJ 83738 97476 (point)
15832.1.0	Building, Trafford Street (site of)	Wharf, Building	Manchester, Manchester, Greater	SJ 83582 97567 (point)
15833.1.0	Industrial Building, Trafford Street	Industrial Building	Manchester, Manchester, Greater	SJ 83609 97564 (point)
15519.1.0	Coppock's Buildings (site of)	House, Blind Back House	Manchester, Manchester, Greater	SJ 83734 97471 (point)
15506.1.0	Size Works (site of)	Chemical Works, Textile Mill	Manchester, Manchester, Greater	SJ 83678 97409 (point)
15505.1.0	Tannery (site of)	Tannery	Manchester, Manchester, Greater	SJ 83676 97442 (point)
15503.1.0	Hood's Dye Works (site of)	Dye Works	Manchester, Manchester, Greater	SJ 83783 97467 (point)
1715.1.0	Manchester & Salford Junction Canal – Tunnel section	Canal Tunnel	Manchester, Manchester, Greater	SJ 83748 97748 (point)
12406.1.0	Little Peter Street/Albion Street	House, Industrial Building, Mill	Manchester, Manchester, Greater	SJ 8356 9747 (point)
9865.1.0	Corn Mill, Brazil Mill (site of)	Rag Mill, Textile Mill, Corn Mill, Steam	Manchester, Manchester, Greater	SJ 8339 9744 (point)
12395.1.0	Land bounded by Barton St,	Building	Manchester, Manchester, Greater	SJ 8337 9768 (point)
9868.1.0	Spinning Mill (Cheethams, Gaythorn) (site of)	Button Mill, Textile Mill, Spinning Mill	Manchester, Manchester, Greater	SJ 8363 9741 (point)
12339.1.0	Castlefield (formerly Kensall) House	Findspot, Church, *Vicus*, Building	Manchester, Manchester, Greater	Centred SJ 8334 9776
10503.1.0	Knott Mill Bridge Evaluation	Wheel Pit, Post Hole, Canal	Manchester, Manchester, Greater	Centred SJ 8337 9748

Ref	Site Name	Monument Types	Administration Areas/Description	NGR
415.2.2	Worsley Street Excavations, Castlefield (Area of Roman	Furnace, Road, *Vicus*, Building, Hearth	Manchester, Manchester, Greater Manchester, Manchester, Greater	SJ 8330 9769 (point)
415.2.3	Bridgewater Street Watching Brief	*Vicus*, Ditch	Manchester, Manchester, Greater	SJ 8331 9767 (point)
15990.1.0	Workers' Housing (site of) and later	Back To Back House, Iron Works, Nail	Manchester, Manchester, Greater	SJ 83574 97517 (point)
13905.1.0	Buildings on Commercial Street (site	Blind Back House	Manchester, Manchester, Greater	SJ 83426 97441 (point)
15504.1.0	Medlock Bridge Mill (site of)	Textile Mill, Cotton Mill	Manchester, Manchester, Greater	SJ 83633 97440 (point)
415.1.1	Castlefield Roman Fort Rampart	Rampart	Manchester, Manchester, Greater	Centred SJ 8325 9765
13979.1.0	Worsley Street Excavations (Area of	Furnace, Road, *Vicus*, Building, Hearth	Manchester, Manchester, Greater	SJ 83298 97693 (point)
16847.1.0	Chester Road Workers' Housing	Terrace	Manchester, Manchester, Greater	SJ 8335 9742 (point)
14.1.0	Manchester to Ribchester Roman	Road	Manchester, Manchester, Greater	Centred SJ 8369 9840
1386.2.0	Rochdale Canal	Canal, Canal Lock	Manchester, Manchester, Greater	Centred SJ 8437 9782
112.1.0	Alde-Parc (Aldport) (Area of Roman	Park, Deer Park	Manchester, Manchester, Greater	SJ 8348 9770 (point)
129.1.1	Cheshire Lines Railway Goods Shed	Railway Warehouse	Manchester, Manchester, Greater	SJ 8362 9780 (point)
2084.1.0	Concert Hall Site	Ditch, Pit	Manchester, Manchester, Greater	SJ 8377 9767 (point)
2084.1.3	Concert Hall Site	Wall	Manchester, Manchester, Greater	SJ 8379 9764 (point)
2145.1.0	Havelock Mill (site of)	Cotton Mill, Silk Mill, Weaving Mill,	Manchester, Manchester, Greater	Centred SJ 8375 9757
2084.1.2	Concert Hall Site	Wall, Culvert	Manchester, Manchester, Greater	SJ 8377 9761 (point)
415.1.2	Castlefield Roman Fort North Gate	Gate	Manchester, Manchester, Greater	SJ 8324 9765 (point)
13942.1.0	Roman ditch on Barton Street (site of)	Rampart, Ditch, Extractive Pit	Manchester, Manchester, Greater	Centred SJ 83254 97714
Place				
415.2.0	Castlefield Roman *Vicus* (site of) (Area of Roman Manchester)	Town, *Vicus*, Building	Manchester, Manchester, Greater Manchester, Manchester, Greater Manchester	Centred SJ 8334 9768 (530m by 745m)

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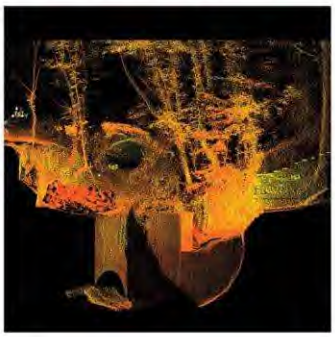
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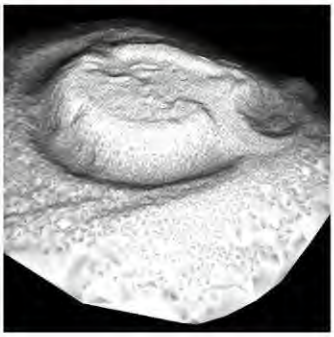
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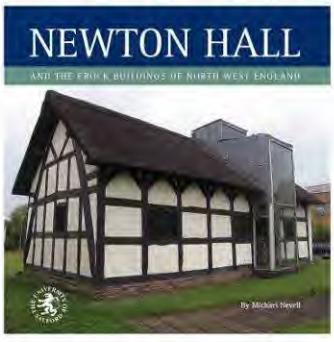
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