CIVIC HERITAGE

Plot H, Sister, Charles Street, Manchester

Archaeological Desk-based Assessment

September 2025

PREPARED FOR

RGRE Ltd, ID Manchester Ltd and The University of Manchester



Archaeological Desk-based Assessment

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Report Reference	61198_Plot H, Sister, Charles Street, Manchester_Archaeological Assessment
Issued	18/09/2025
Front Cover	Extract from William Green's plan of Manchester 1787-94

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Acknowledgements	Civic Heritage would like to thank RGRE Ltd, ID Manchester Ltd and The University of Manchester for commissioning the project. Further thanks are given to Ian Miller and Lesley Dunkley of GMAAS for their advice and assistance. The desk-based research and report were compiled by Katie Fletcher, and illustrations were provided by Richard Ker.

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EXECUTIVE SUMMARY

RGRE Ltd, ID Manchester Ltd and The University of Manchester is devising proposals for the redevelopment of Plot H, Sister, Charles Street, Manchester (centred on NGR 384439 397566). In order to facilitate the planning process, Civic Heritage were commissioned to carry out an archaeological desk-based assessment of the proposed development site. The assessment is based on the findings of an initial desk-based assessment that was produced by Salford Archaeology in 2022. This desk-based assessment was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource, in order to enable informed recommendations to be made for the future treatment of any surviving archaeological remains.

During the late medieval and post-medieval periods, the site was most likely agricultural land on the fertile banks of the River Medlock. Much of the development area seems to have been within the manor of Chorlton. The site likely lay within parkland associated with the nearby post-medieval Garratt Hall.

Late 18th-century maps annotated the owners of fields within the site, including Roger Aytoun, who had acquired the Chorlton estate by marriage in 1775. Land within the south-east of the site had been partly developed into Garratt Mill by 1783, built by the partnership of Thackeray, Whitehead and Ryder. The mill complex consisted of three blocks of buildings. The buildings that extended within the site included workshops, a packing room, a stable, a hot house and dwelling. The main mill building, dating to *c* 1760, was built by Gartside and Thackeray, and the mill's power systems were beyond the site boundary. Much of the mill had either been destroyed by fire or demolished by 1825, with remnants of the 18th-century mills surviving to the south of the site.

The site had been partly redeveloped by the mid-19th century. The Manchester South Junction and Altrincham Railway viaduct bordered the north site boundary, and the former route of Charles Street ran through the site, aligned north-east to south-west. The north-west part of the site had been developed into commercial properties, with a row of four back-to-back dwellings abutting the viaduct. A sawmill and timber yard and ropework were built along the south side of Charles Street.

By the late 19th century, the entire site had been developed into various factories and works. This included a metal finishers and engineering works that had their own steam power plant. The engineering works had a steam boiler, engine and chimney with the yard, whilst the metal refiners had a steam boiler and furnace.

The 19th-century buildings within the site were demolished during the late 1960s and early 1970s and most of the site was redeveloped into a multi-storey car park that is four storeys high, with rooftop parking and a semi basement. A culvert runs north-east to south-west through the site and is likely associated with the River Medlock. The construction of the multi-storey car park has likely damaged or destroyed much of the archaeology within the site.

Following consultation with GMAAS (Greater Manchester Archaeology Advisory Service), it is anticipated that no further archaeological work will be required.

1. Introduction

1.1. Background

1.1.1. Purpose

RGRE Ltd, ID Manchester Ltd and The University of Manchester are preparing an application for a Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 10 and 38 storeys, with a two-storey podium (centred on NGR 384439 397566). The proposed development includes the demolition of existing structures on site (multi-storey car park and retail units), which forms a separate planning application (Planning Reference: 143741/FO/2025). In accordance with National, Regional and Local Planning Policies, RGRE Ltd, ID Manchester Ltd and The University of Manchester have commissioned Civic Heritage to carry out an archaeological desk-based assessment for the proposed development site. The assessment will support the planning application for the scheme and has largely reproduced the text from an initial desk-based assessment that was produced by Salford Archaeology in 2022 (Salford Archaeology, 2022).

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

1.1.2. Location

RGRE Ltd, ID Manchester Ltd and The University of Manchester are preparing a planning application for the redevelopment of Plot H, Sister, Charles Street, Manchester (centred NGR 384439 397566; Plate 1; Figs 1-2; referred to herein as the 'Site'). The Site is bounded by the Manchester South Junction and Altrincham Railway Viaduct (a Grade II Listed Building) to the north, Sackville Street to the east, Charles Street to the south and Princess Street to the west. The Site is located within the ID Manchester Strategic Regeneration Framework Area.

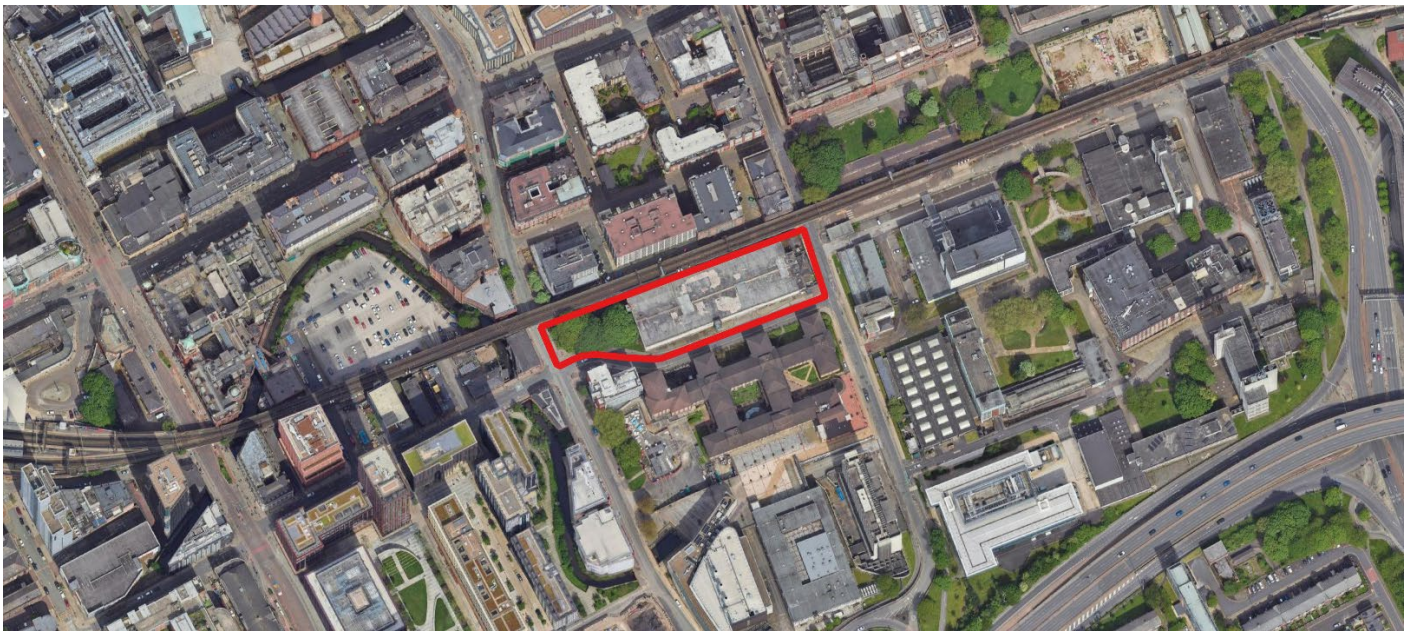


Plate 1 Recent satellite image of the Site, showing the red line development boundary

1.1.3. Topography and Landuse

The course of the River Medlock previously ran immediately to the south of the Site however, this section of the river has been built over. A culvert runs through the Site that is likely associated with the river.

1.1.4. Geology and Soils

The solid geology of the area comprises the sandstone of the Chester Formation formed between 250 and 247 years ago, during the Triassic period. The solid geology is overlain by superficial deposits of Devensian – Diamicton till formed between 116 and 11.8 thousand years ago during the Quaternary period (BGS, 2025).

1.2. Designations

The Site does not contain any designated heritage assets, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens. The Site does not fall within a Conservation Area, though the Whitworth Street Conservation Area borders the north Site boundary.

There are 37 statutory Listed Buildings, and a Conservation Areas within a 300m radius of the Site. In total, seven Listed Buildings and one Conservation Area are within 100m of the Site (Table 1). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report; however, it may have an indirect impact on the setting of the designated heritage assets. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets. A separate heritage statement is being prepared to support the scheme and consider the impact on built heritage (Stephen Levrant Heritage Architecture 2025).

Description	Designation	HER Number	National Grid Reference
Manchester South Junction and Altrincham Railway Viaduct (MSJA)	Grade II Listed Building	11681.1.0	Centred SJ 8382 9770 (2031m by 487m)
Orient House	Grade II Listed Building	8408.1.0	SJ 84412 97609
Granby House	Grade II Listed Building	8407.1.0	SJ 84447 97612
Renold Building UMIST	Grade II Listed Building	19118.1.0	SJ 84593 97591
Lass O Gowrie Public House	Grade II Listed Building	11783.1.0	SJ 84313 97523
Manchester House	Grade II Listed Building	12117.1.0	SJ 84296 97579
Asia House	Grade II* Listed Building	8569.1.0	SJ 84288 97624
Whitworth Street	Conservation Area	DGM1553	SJ 8438 9770 (775m by 463m)

Table 1 list of designated heritage assets within 100m of the Site

2. Methodology

2.1. Introduction

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

2.2. Research sources

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

- National Library of Scotland;
- The Historic Environment Record supplied by GMAAS on 29th August 2025;
- The National Heritage List for England (NHLE);
- Reports of archaeological work carried out in the Study Area;
- A History of the County of Lancaster;
- Previous archaeological assessment
- Historic Landscape Characterisation, and;
- Historical trade directories and newspapers.

2.3. Site inspection

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

2.4. Significance and impact assessment methodology

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. These criteria have been utilised in Chapter 7.3) of this assessment.

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

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

3. Planning Policy

3.1. Introduction

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2024).

3.1.1. National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England, which aim to achieve sustainable development (Ministry of Housing, Communities & Local Government, Dec 2024). Sustainable development is defined by three overarching objectives: economic, social and environmental. Section 16 deals specifically with Conserving and enhancing the historic environment (paragraphs 202-221). The section states that heritage assets are an irreplaceable resource that can range from buildings of local historic importance to World Heritage Sites, that should be conserved 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

Paragraph 203 states that: Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

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

Paragraph 216 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 207-210) should be taken into account in determining a planning application.

Paragraph 218 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

3.1.2. Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in July 2012. *Policy EN 3 – Heritage* sets out the approach to the Historic Environment.

Policy EN 3 states:

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

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset (Manchester City Council, 2012, p. 172).

An addendum was produced in 2024 to be read in conjunction with the Core Strategy. The addendum states that the second paragraph of Policy EN 3 is to be replaced by Places for Everyone (PfE) policies (see below).

3.1.3. Places for Everyone

Places for Everyone (PfE) was adopted in March 2024 and forms part of the development plan for nine districts in Greater Manchester. Places for Everyone Plan is a strategic plan, and it does not cover everything that a local plan would, therefore Local Plans set out more detailed policies (both strategic and non-strategic).

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

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

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

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

assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process" (Greater Manchester combined authority, 2024, pp. 192-4).

3.1.4. Draft Manchester Local Plan

MCC recently published a Draft Manchester Local Plan (Manchester City Council, 2025). Heritage is covered in Policy D 5, Heritage, which states:

'*Manchester has a distinctive historic environment with a concentration of heritage assets in the city which contribute to the character, economy, sustainability, culture and quality of life.*

Development affecting Heritage assets will positively conserve or enhance their significance as an integral part of sustainable growth, and will:

- *Describe and assess the significance of the heritage asset which will inform proposals for their positive conservation.*
- *Ensure heritage assets and their settings are conserved and enhanced in a manner appropriate to their significance.*
- *Secure the continued beneficial use of heritage assets while allowing them to meet changing needs and adapt to climate change.*
- *Ensure heritage is at the heart of place making and sustainable growth, responding positively to the distinctive character of our heritage assets and delivering high quality buildings and spaces which enhance their settings.*
- *Avoid harm to the significance of heritage assets, but where unavoidable clearly demonstrate the public benefit of the proposals and seek to mitigate the harm in all cases.*

Non-designated Heritage assets (NDHAs)

Non-designated heritage assets including local buildings and structures of merit, archaeology, and open spaces will be conserved. When assessing Proposals affecting NDHAs a balanced judgement will be made regarding the scale of any harm or loss of the asset and the public benefit of the development' (Manchester City Council, 2025, p. 199).

Policy DM 1, Development Management also states:

'*All development will have regard to the following specific issues.*

- *Appropriate siting, layout, scale, form, massing, materials and detail. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.*
- *Development should have regard to the character of the surrounding area.*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Community safety and crime prevention.*
- *Design for health.*
- *Adequacy of internal accommodation and external amenity space. Refuse storage and collection. Vehicular access and car parking.*
- *Effects relating to biodiversity, landscape, archaeological or built heritage.*
- *Green Infrastructure including open space, both public and private.*
- *The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
- *Flood risk and drainage.*

- *Existing or proposed hazardous installations'* (Manchester City Council, 2025, p. 201).

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

4. Historical and archaeological background

4.1. Introduction

The historical background provides context for the Site and has been largely reproduced from a Salford Archaeology Report (2020) that covered the entire Site.

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

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007). There is no known evidence for prehistoric activity within the boundary of the Site or the study area, and the potential for any such remains to survive from this period is considered to be very **low**, particularly due to the intensive development since the mid-18th century.

4.3. Roman (AD 43 – AD 410)

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium,* located in Castlefield, and established during the governorship of Agricola (AD 77-84). The fort was initially constructed of wood, but underwent several phases of development, rebuilt in stone around AD 200. The Site lies *c* 1.1km to the west of the Site.

As this military complex developed, a grid of roads was laid out and a substantial extramural settlement, or *vicus*, developed. 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, and eastwards across Deansgate to the area now occupied by Viadux, *c* 800m west of the Site. The Roman Road heading south-east from the fort linked Manchester with Buxton. The projected course of the Roman road from Manchester to Buxton (HER 28.3.0) lies *c* 230m to the south-east of the Site.

The potential for any *in-situ* remains of Romano-British activity to survive is considered to be **low** given the distance from Roman-British settlement and the intensive development throughout the post-medieval and industrial periods.

4.4. Medieval (AD 410 – AD 1540)

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. Edwin took control of Manchester in AD 620, and it is believed that this may have marked the beginning of a settlement near the site of the present-day cathedral (Farrer & Brownbill, 1908). Later, in AD 919, Edward the Elder established a fortified stronghold—known as a burh—in Manchester, which at the time was part of Viking-controlled Northumbria.

After the Norman Conquest, William I granted most of the territory between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling, 1962, p. 116), but divided his other newly acquired land into several fiefdoms (Kidd, 1996, p. 13). The substantial of these was the estate centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling, 1962, p. 116).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, where they governed both the manor and the extensive barony (Hartwell, Hyde, & Pevsner, 2004, p.

256). It was from this hall that. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*). A survey of the Area of Medieval Manchester (HER 16050.1.0) was undertaken by GMAU in 1980 (Morris, 1983). The Site lies *c* 1km to the southeast of Manchester's medieval core.

At the beginning of the 13th century, the manor of Chorlton was held by thegnage by a local family, who took the name of the area as their surname. The manor was assessed as two plough-lands, and a rent of 20***s***. was the annual service. Gospatrick de Chorlton was tenant in 1202 until 1223, when his son Brun received seisin of one plough-land in Chorlton, having paid the king two marks as relief. Gospatrick had lost four oxgangs of land to Matthew, son of William (de Hathersage), by wager of battle. He had granted a further two oxgangs to his brother, Adam, for fighting with him against William, son of Wulfric de Withington. Gospatrick also granted four oxgangs of land to Henry de Trafford, who held a fifth in 1212 (Farrer & Brownbill, 1911, pp. 251-4).

The land in Chorlton was escheated to the Crown in the late 13th century, as it became part of the possessions of the Grelleys and La Warres, Lords of Manchester, and was held as one ploughland by the old service of 20***s***. The Grelleys appear to have granted the Chorlton estate to Robert Grelley (a relative), who was in possession in 1278 and was succeeded by a son John, who granted his lands in Chorlton to Henry de Trafford in 1334. The Traffords thus acquired practically the whole manor, but part was afterwards held by the Traffords of Garrett (*ibid*).

The Garrett estate was closely connected with Chorlton-upon-Medlock. Sir Henry de Trafford, after purchasing the estate, appears to have granted part at least his younger son, Thomas; the gift of Gatecote field in 1373. Thomas died in 1410 holding lands in Chorlton, probably including Garrett. Henry, as son and heir of Thomas Trafford, held the estate in 1473; it included Eleynfield, Dogfield, and Gatecotefield, held by the ancient rents of 4*s*. and 2*s*. George Trafford of the Garrett held the estate between *c* 1525-1542 (Farrer & Brownbill, 1911, pp. 230-51).

The Site was likely within the Garrett estate during the medieval period. The potential for any such remains to survive from this period is considered to be **low**, particularly due to the intensive development since the mid-18th century.

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

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

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

The Site lay beyond Manchester's core, likely within the Garrett estate. The nearest known post-medieval building to the Site was Garrett Hall (HER 1414.1.0), the former seat of the Trafford family, located *c* 60m to the north-west of the Site. The earliest reference to the Hall dates to 1595, when Oswald Moseley purchased

the property from a relative of his wife (the daughter of Rev. R. Gerrard), though the hall likely had earlier origins. In the 16th century, the building was a black and white timber mansion with a stone base, enclosed by a courtyard of buildings. The principal façade faced south towards the Medlock, which here flowed in a series of curves through a large meadow, and is described as 'extremely picturesque with numerous gables and tall chimneys' (Farrer & Brownbill, 1911, pp. 230-51). The Hall's location near the River Medlock is believed to have been defensive, though it was later surrounded by parkland through which ran Shooter's Brook on the north side. Records of the hall can be traced up to 1683 when it potentially descended to Daniel Hough of London. The building may have tenanted as an inn at this time.

The Minshulls' acquired the Chorlton estate in the 17th century, this also included the adjacent Garrett estate, and Hough Hall in Moston. The entire Minshull estate was obtained through marriage to Roger Aytoun of Inchdarney in Fife in the 18th century.

Several illustrations of the hall in the late 18th and early 19th centuries show what it may have looked like (Plate 2). The illustration likely looks south from opposite the hall, potentially showing Garratt Mill in the left of the frame and buildings along Brook Street in the right. The Site likely fell within the hall's grounds. The Hall had fallen into decay by the end of the 18th century and was let as tenements. By 1864 only the west wing was still standing, though it was demolished in 1910. A photograph taken in 1910 captured the remains of Garratt Hall during demolition works (Plate 3).

The Site likely comprised undeveloped land close to the hall during the post-medieval period, until Garratt Mill was constructed in the mid-18th century. The potential for remains from this period are considered to be **low**.



Plate 2 Illustration of Garratt Hall in the late 18th or early 19th century, courtesy of Manchester Local Image Collection



Plate 3 Garratt Hall, taken in 1910, courtesy of Manchester Local Image Collection

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

By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials, later manufactured in purpose-built factories.

Advances in transportation were vital to the growth of the textile industry in Manchester. The first key development was the opening of the Mersey & Irwell Navigation Company in 1734, which provided a navigable route from the Mersey estuary in Liverpool to Salford and Manchester (George & Brummond, 2002, p. 22). The next development was the construction of the Bridgewater Canal, the first true canal in the world, which was completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater Canal was fed by the River Medlock, which was navigable as far as India House (HER 8654.1.0) on Whitworth Street.

The success of the Bridgewater Canal stimulated canal construction throughout the country, including the Rochdale Canal. The Rochdale Canal had been planned in 1765 by James Brindley but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the Bridgewater Canal, to the south of the city centre (DGM1553). The Rochdale Canal is located *c* 200m to the north of the Site (HER 11683.1.0; HER 11726.1.0; HER 11730.1.0).

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

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

As the textile industry boomed, the necessity for warehouses to store products manufactured in the nearby mills and textile-finishing factories led to specially designed buildings erected near the city centre. By the middle of the 19th century, Manchester had become the largest textile centre in the world. The demand for larger warehouses grew, and many new warehouses, designed with considerable architectural characteristics, were built in the Whitworth Street area, near the Rochdale Canal and MSJ&AR. Grand warehouses of this period survive within the study area and include Manchester House (HER 12117.1.0), Orient House (HER 8408.1.0), Lancaster House (HER 8653.1.0), Granby House (HER 8407.1.0), Minshull House (HER 8340.1.0), Mindel House (HER 11749.1.0), Asia House (HER 8569.1.0), Regency House (HER 12147.1.0), buildings on Sackville Street (HER 11311.1.0) and buildings on Richmond Street (HER 12120.1.0).

The advent of the railways was another major improvement in transportation during the industrial period. The earliest railway station in the vicinity of the Site was the Store Street Station, which was opened on the 8th May 1842 by the Manchester and Birmingham Railway (HER 1391.1.0). The railway station was built on the site of the current station complex at Piccadilly and was the terminus for the Manchester and Birmingham Railway line. Shortly after the station opened, it became a joint terminus, which also served the Sheffield, Ashton-under-Lyne and Manchester Railway.

Soon after the station was built, it was realised that it would need to be connected to the other railway lines that served Manchester. The Manchester & Birmingham Railway (later the LNWR) and the Sheffield, Ashton-under-Lyne & Manchester (later MSLR) companies proposed an extension of their lines, which would skirt the southern part of Manchester City Centre on a 2.4 km viaduct, and join the Liverpool and Manchester Railway at Ordsall Lane in Salford. A branch line was also proposed, leaving the South Junction line at Castlefield (west of today's Deansgate Station) and following the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway (MSJ&AR) Act received royal assent on the 21st July 1845 (HER 11681.1.0). The MSJ&AR viaduct was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. The MSJ&AR viaduct is currently designated as a Grade II Listed Building (HER 11681.1.0) bordering the north Site boundary.

4.7. Development of the site

The earliest available maps that capture the Site include Laurent's map of 1793 (Plate 4) and Green's map of 1787-94 (Plate 5; Fig. 3) that provide detailed surveys of the area, showing that some development had taken place within the Site. Both maps captured the River Medlock running a short distance to the south of the Site with Shooter's Brook to the north. A grid of streets had been laid across former fields, notably Granby Row to the north of the Site and Brook Street that bounded the Site to the west. The owners of some of the fields are annotated on Green's map, indicating that land within the Site was owned by Roger Aytoun Esq, implying that the Site had partly fallen within the manor of Chorlton.

Both late 18th-century maps show that Garratt Mill (spelt variously as Garrett, Garrat and Garret) had been established within the south of the Site, annotated as the premises of Messrs Thackeray and Whitehead on Laurent's plan (Plate 5). The mill was originally established by Gartside and Thackery in *c* 1760 as a ribbon weaving mill with swivel-looms powered by a waterwheel (Grace's Guide).

Around *c* 1780 the premises was converted into a cotton mill by John Whitehead. Whitehead used Richard Arkwright's patent machinery for spinning cotton without paying the inventor for a licence. Richard Arkwright attempted to prosecute Whitehead for infringement of his patent, although the trial collapsed in July 1781. The trial proceedings clearly indicate that Whitehead had successfully implemented powered spinning machinery at Garratt Mill at least a year prior to the commencement of operations at Arkwright's Shudehill Mill. Shortly after the trial, in 1783, Joseph Thackery and Joseph Ryder joined in partnership with Whitehead

and the mill was expanded. This is likely when the mill buildings within the Site were constructed.

Farey writes that *"this was the first cotton mill which was established in Manchester. The spinning machinery was on Sir Richard Arkwright's plan and was worked by water wheels on the river Medlock; but the waterpower being found insufficient, two engines on Savery's system were put up by Mr. Joshua Rigley, in 1784, to return the water of the river for the water wheels"* (Farey, 1827, p. 662). This implies that the River Medlock provided insufficient power to the waterwheel to drive the machinery continuously, leading to the investment in the two steam-powered pumping engines. The steam engine borrowed a condenser and air pump from Watt's engine. Farey also notes that "*the proprietors were prosecuted by Messrs Boulton and Watt for an infringement of Mr Watt's patent*" (ibid). This was rectified by the proprietors paying for a licence.

One of the earliest references to the mill was in a newspaper article of 1804, which reported the death of a Mr Bradley, who was reported to have been a '*partner in the house of Messrs Thackeray & Co, Garratt Mill, Manchester'* (Lancaster Gazette, 25th March 1804). Another article described Joseph and John Thackeray as 'cotton spinners, dealers and chapman' (Manchester Mercury, 10th October 1809). The article also notes that the mill had a steam engine. An auction took place at Garratt Mill in 1806, which comprised '*A quantity of burnt and old iron, steel and brass in lots; well worth the attention of machine makers, brass and iron founders, blacksmiths, plumber, dyers &c'* (Manchester Mercury, 2nd September 1806).

The mill complex consisted of the three blocks of buildings situated on the north bank of the River Medlock. Both plans show a similar arrangement of buildings. A building that lay on the west side of a lane that extended south towards the mill complex was partly within the Site. This building had an irregular footprint and was set back from the river frontage, bordering Roger Aytoun's fields to the north. In addition, the northern end of the southernmost mill range was within the Site boundary.

Green's map shows that the main mill building aligned broadly north-west to south-east lay to the east of the Site (Plate 6). This building was likely the original *c* 1760 building. An inlet or head or tail race seems to be depicted to the east of the main mill building, with a weir situated slightly south of the mill and a second weir located in the bend of the river. This may have fed the original waterwheel The northern end of the building returned westwards for a short distance. Further mill buildings lay to the south of the Site boundary, alongside the river. Laurent's plan (Plate 5) seems to depict an 'engine wheel' and 'corn mill' at the third, southernmost mill building that lay beyond the Site boundary.

In the surrounding area, the late 18th-century maps captured Garratt Hall at the junction of Granby Row and Brook Street to the north-west of the Site. The building consisted of an irregular footprint, with small parcels of land to the south.

Several names annotated on Green's and Laurent's map (Plate 5 and Plate 6) appear in Scholes' trade directory, including Joseph Thackeray, a cotton-spinner at no. 5 Granby Row, with a warehouse, no. 8 High Street (Scholes, 1797, p. 127). John Hardman, a merchant and manufacturer at no. 22 Spring Gardens, had a house at no. 1 Granby Row (Scholes, 1797, p. 55). In addition, Richard Mills, a cotton manufacturer, had a house at no. 3 Granby Row, Thomas Satterthwaite, a merchant, resided at no. 4 Granby Row, and Scholes Birch, a dealer in cotton, twist and weft at McDonald's Lane, had a house at no. 2 Granby Row (Scholes, 1797, pp. 14, 87, 109).

The trade directory also suggests that this area of Manchester was known as Garratt (also spelt *Garret*), which was within the Minshull district of Manchester. The line of Brook Street had begun to be developed and was occupied by a Mantua-maker, a potter and cotton manufacturer, a joiner, and a cotton manufacturer (Scholes, 1797, pp. 20, 37).

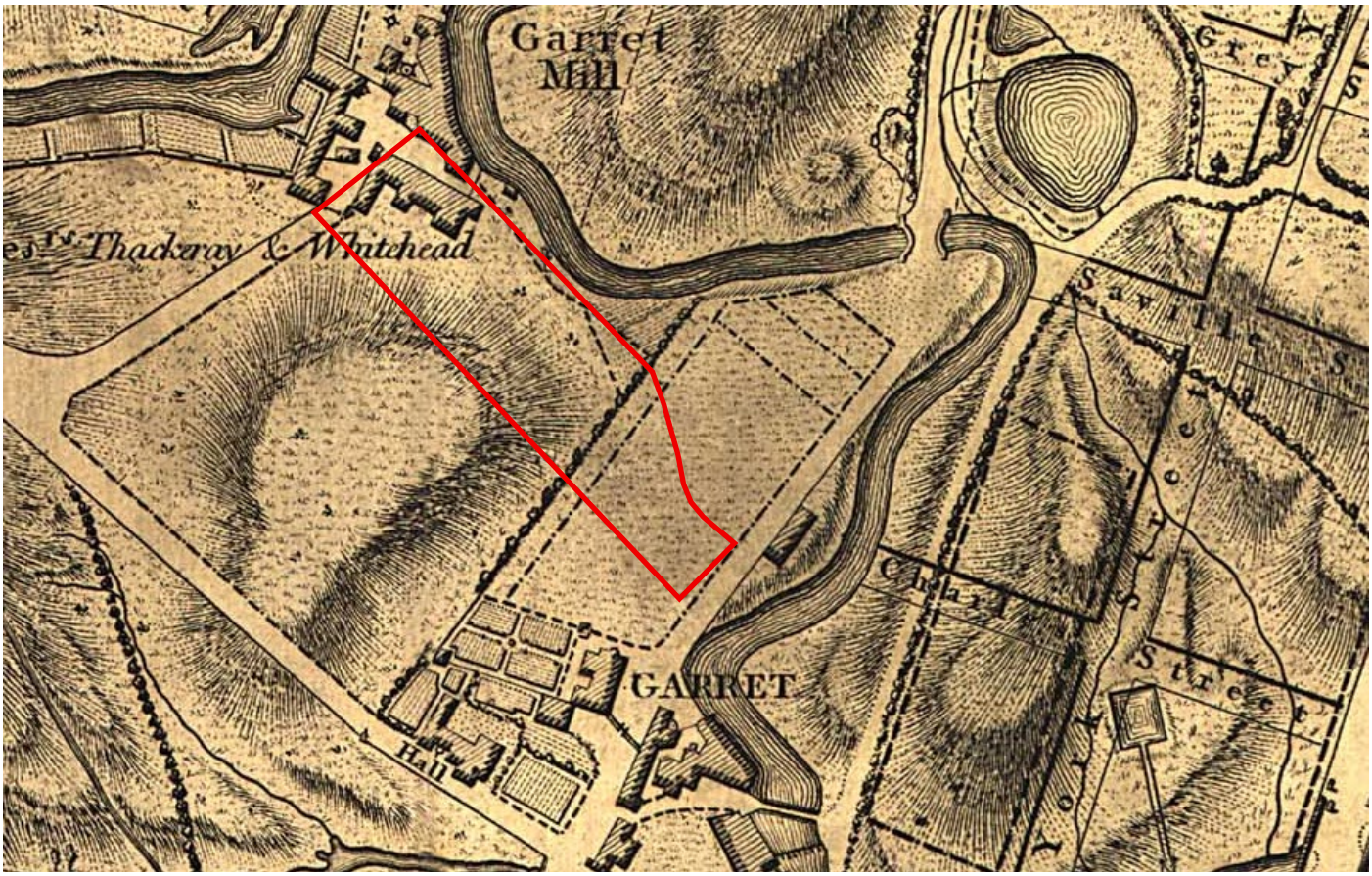


Plate 4: Laurent's map of 1793, showing approximate Site boundary, map not oriented north

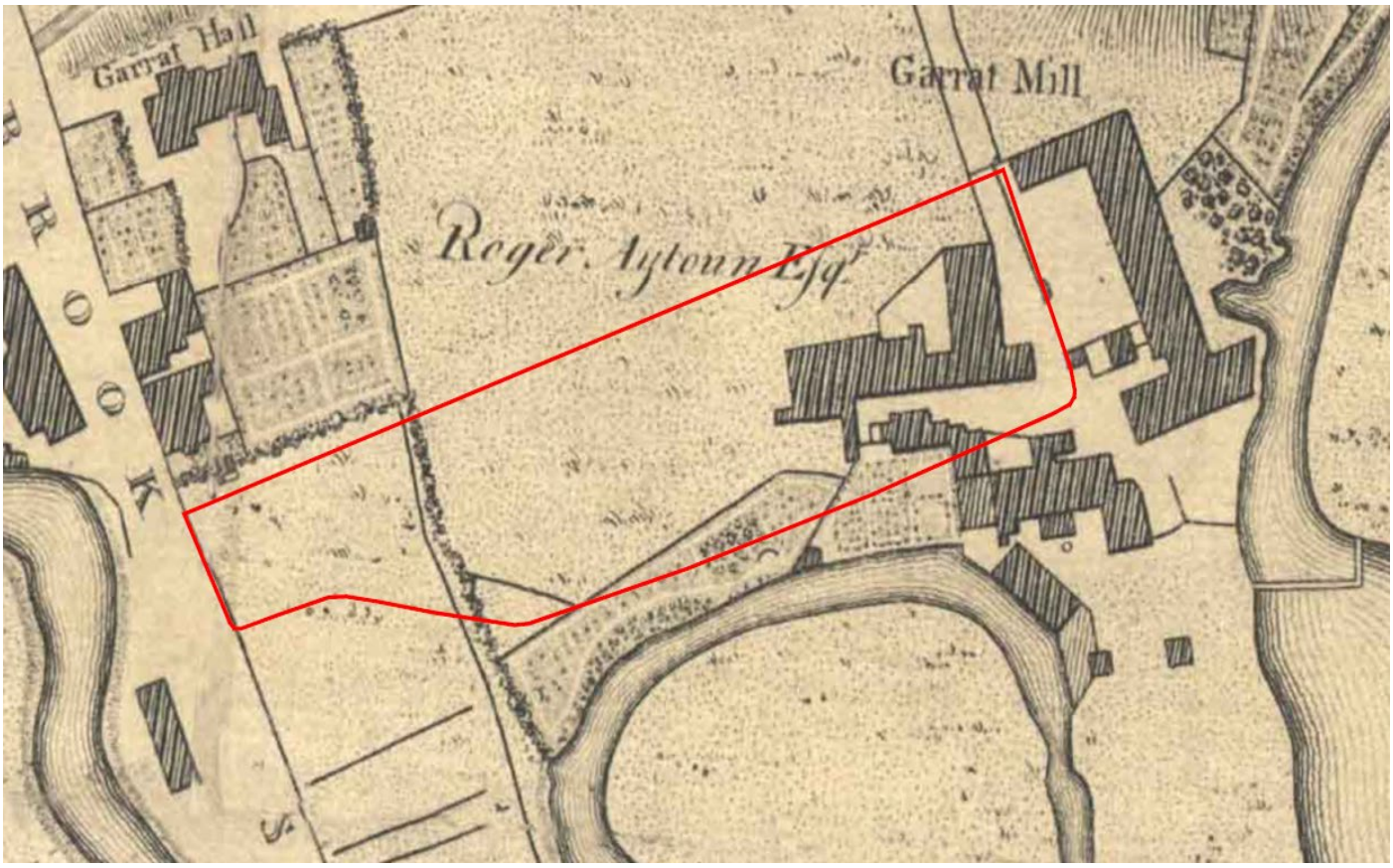


Plate 5 Extract from Green's map of 1787-1794, with Site boundary

The Manchester Book of plans dating to 1822 (Plate 6) provides a detailed insight into the arrangement of

buildings at Garratt Mills. The book states that Roger Aytoun Esq owned the land that the mill was built on. The mill building that partly occupied the south-east of the Site comprised buildings annotated ‘a’, ‘b’ and ‘c’ on the plan (Plate 6). The building aligned broadly north to south, annotated ‘a’ on the plan, was a three-storey warehouse and packing room that covered 199 square yards. Adjoining building ‘b’, aligned east to west, functioned as a workshop, covering 307 square yards and two storeys high. The building, annotated as ‘c’, was a stable of 152 square yards. The complex of buildings to the south of the Site included a hot house, two dwellings, two factories, a waterwheel and workshop. Buildings ‘d’ a hot house and ‘e’ a dwelling also fell within the south Site boundary.

By 1822, most of the factory to the east of the Site had burnt down. The building that flanked the southern end of the former mill, aligned east to west, had survived the fire. This building was annotated ‘k’ on the plan and described as a four-storey factory covering 294 square yards. The engine house, boiler house and a square chimney (‘l’ and ‘m’) were north-west of building ‘k’.

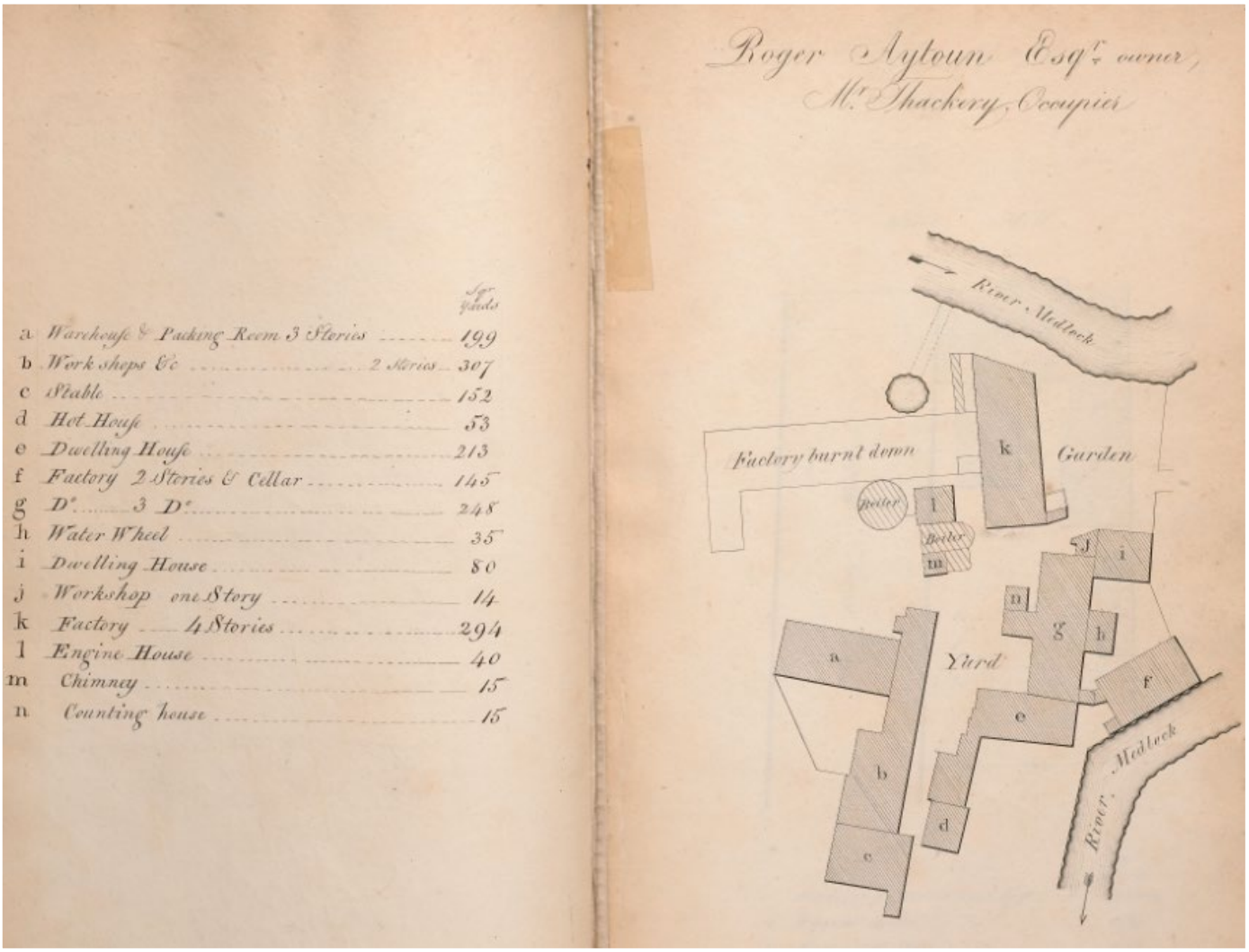


Plate 6 Manchester book of plans, 1822, no. 107, not orientated north

The same configuration of buildings is shown on Swire’s map of 1824 and is not reproduced within this document.

Newspaper articles provided an insight into the machinery and equipment used within Garratt Mill in the first part of the 19th century. In 1825, Thackeray was reportedly bankrupt. An article states ‘*valuable cotton machinery and steam engine to be sold’*, which included ‘*33 carding engines, breakers, 34 carding machines, finishers, a doubler engine, finisher, 32 heads drawing frames, 15 roving machines, 12 water frames with 96 spindles, 2 throstles with 102 spindles, a throstle with 144 spindles and a throstle with 168 spindles, 2 pair of*

mules with 102 spindles, 21 different reel, bobbins and making up presses, 1 willow, spreading machine, blowing, devil, doffer cans, roving skips etc, superior lapping machine, 90 horsepower steam engine, very larger boiler nearly new, large old boiler, cast iron water wheel…' (Manchester Courier and Lancashire General Advertiser 16th July 1825). A month later the sale of '*valuable l…, buildings, stock in trade of a joiner, builder, cabinet makers, brokers, turners and others. By Mr Mills, on Tuesday 23rd instant, at the timber yard and turning shop at Old Garratt Mill, and at the shop situate at Albion-Street, Granby Row'* was advertised at the premises (Manchester Guardian, 20th August 1825).

Almost two years later, a '*superior steam engine and boiler (four horsepower) and other valuable effects and household furniture'* were for sale at auction at Garratt Mill. Items listed included '*turning and slide lathes, upright and horizontal shafting, with bevil drills of various sizes, raggins, spreading frame, rose bits, drills and mandrills, heel tools and gravers, vices, pulling and geering, and a large quantity of iron castings, set of iron patterns for spreading, blowing, lapping, raggins, roller gins, power-loom, screw and rack press machines, a quantity of dry timber, sheet iron and bellows, anvil, complete set of smiths' tools, round and bar iron'* (Manchester Courier and Lancashire General Advertiser, 4th August 1827). The machinery listed implies that the mill may have no longer been operating as a cotton spinning concern and instead functioned as a print works.

Bancks's map of 1831 shows the route of a proposed road running through the centre of the Site. The map also shows that remnants of the former mill buildings survived and are annotated on the plan as part of Old Garratt Print Works (HER 19093.1.0). The footprint of the former buildings was reduced and partly lay within the south of the Site. The lane that provided access to the mill had been widened and named Sackville Street (later known as Zara Street). A newspaper advertised the sale of Garratt Mill in 1837, stating that the building contained '*several valuable printing machines and copper rollers &c. By T. M Fisher at Old Garratt Mill, Zara Street, Granby Row, Manchester'* (Manchester Courier and Lancashire General Advertiser, 7th October 1837).

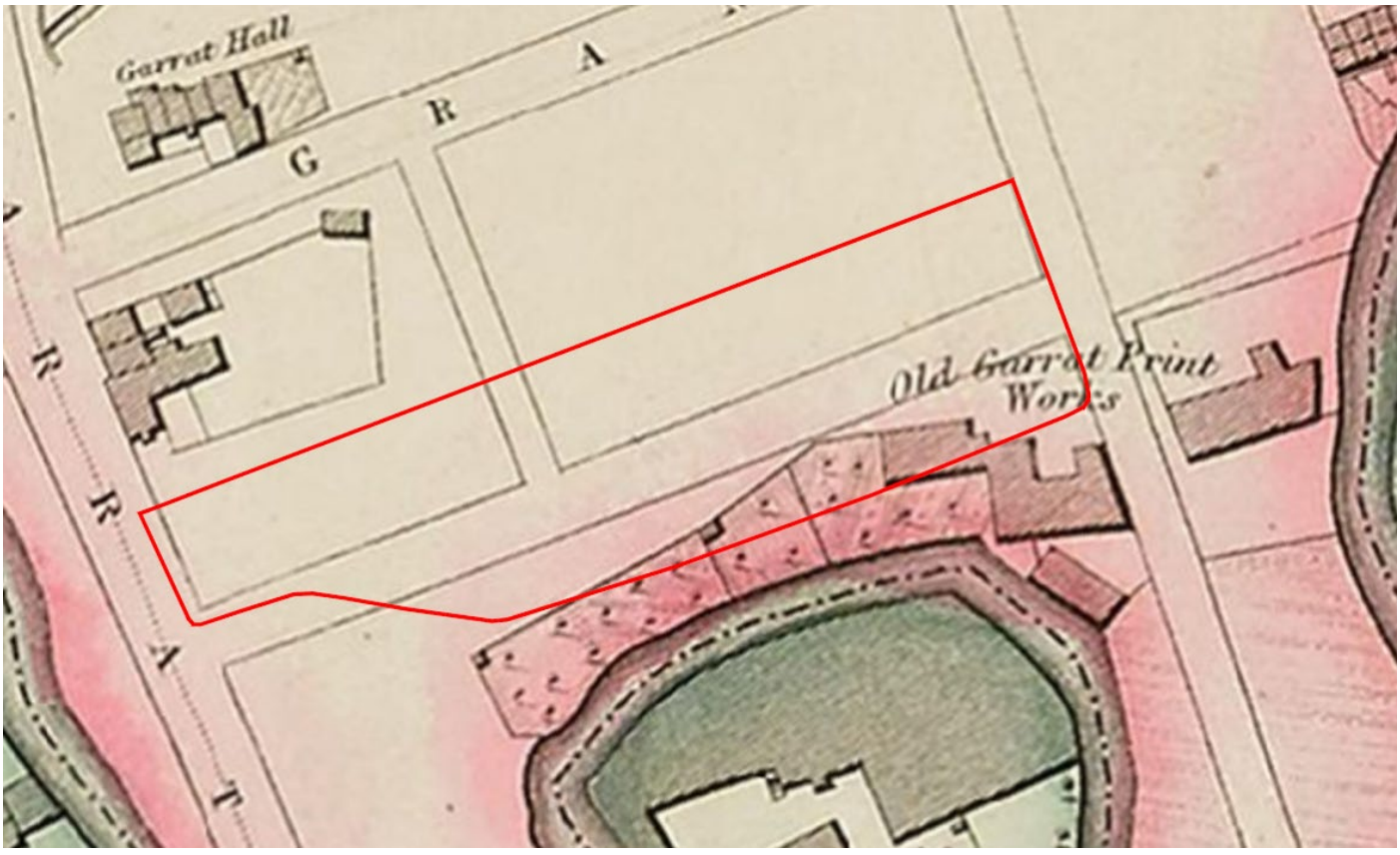


Plate 7 Extract from Bancks & Co.'s map of 1831 with Site boundary

The Ordnance Survey map of 1851 (Plate 8; Fig 6) and Adshead's map of 1851 (Plate 9) are the next maps

to capture development within the Site. One of the most notable changes was the erection of the Manchester South Junction to Altrincham Railway line (MSJ&AR), which ran north-east to south-west immediately to the north of the Site. The MSJ&AR viaduct was constructed in 1846-9 by David Bellhouse junior for the MSJ&AR Company (HER 11681.1.0). Bellhouse was also responsible for laying the track, though several cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse. Other viaducts were constructed by the line's Chief Engineer, William Baker, and William Cubitt.

Adshead's map (Plate 9) shows the former route of Charles Street running north-east to south-west through the Site. Some development had taken place on either side of the road. Several small buildings that functioned as either warehouses or 'places of business' had been established. Annotated buildings include a timber yard that lay on the south side of the street, whilst a single private dwelling was on the north side of the street. The Ordnance Survey map of 1851 (Plate 8; Fig 6) shows an alternative arrangement of buildings on the north side of the road, capturing a block of four back-to-back workers' housing that weren't shown on Adshead's map.

Slater's trade directory provides an insight into the types of businesses that were operating within the Site. Properties on the north of the street functioned as a woodscrew manufacturer, an engraver, shopkeepers, beer retailers, clog makers, a butcher, a grocer and a blacking maker. The south side of the street included a similar array of business, with the addition of the George VI public house, bobbin turners, engineers and wood turners and iron founders (Slater, 1850, pp. 23-4).

An article written in 1846 states that Messrs Holmes and Roberts had occupied Old Garratt Mill in 1846, however, they received notice that the mill would be '*pulled down to make way for the South Junction Railway'* (Manchester Times, 3rd January 1846). However, both maps show that remnants of the two surviving mill buildings were still extant to the south and south-east of the Site (Plate 6.). The building to the south-east had been extended and was annotated as Zara Street Cabinet Manufactory on the Ordnance Survey map of 1851.

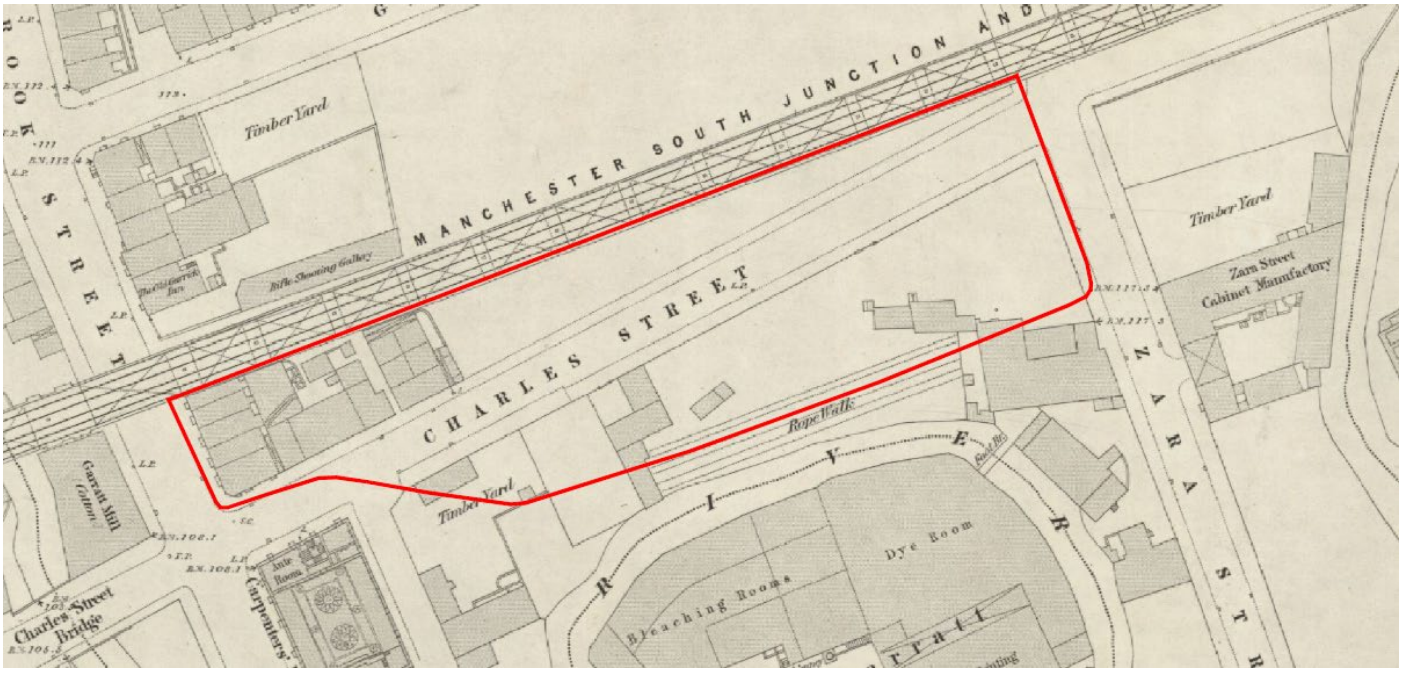


Plate 8 Extract from the Ordnance Survey map of 1851, showing the Site boundary

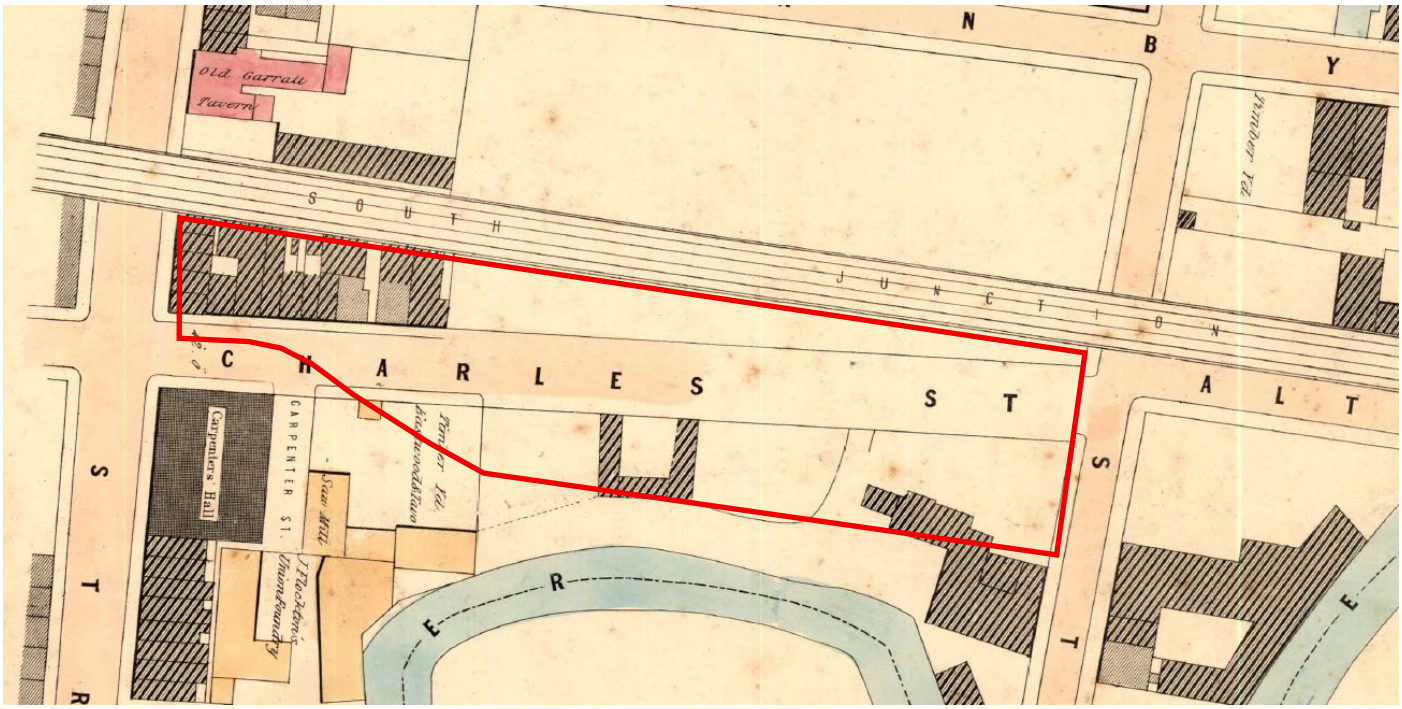


Plate 9 Extract from Adshead's map of 1851 showing the approximate Site boundary, not orientated north

The Ordnance Survey map of 1891 (Plate 10; Fig. 7) shows that the configuration of buildings at Old Garrat Mill had been altered. The original structures may have been demolished and rebuilt. These extended up to the Charles Street frontage

The Ordnance Survey map of 1891 (Plate 10) captures further development along Charles Street. The north side of Charles Street had developed into a series of yards and small workshops, which abutted the MSJ&AR. Charles Street Saw Mills, which extended slightly within the Site boundary, lay on the southern side of Charles Street. A building had also been tagged onto the remains of the Old Garratt Mills warehouse, which extended north, within the west of the Site. Slater's trade directory of 1895 lists the businesses that traded on Charles Street, this included: Henry Brown, a flint glass cutter; Henry Sainter, a wire mattress maker; Emery & Sons, packing case makers; James Neild, a box frame maker; Reavey & Co, stretcher and finishers; Kirk Wheatly, Price and Goulty, auctioneers; Manchester Raising & Finishing Co; Lancashire Sand Blast Works, glass bevellers; John McInerny, a wood turner; Nathaniel & Co, tin packing case makers; and, Eastwood & Sons, packing case makers (Slater, 1895, p. 84). The north side of the street was mostly occupied by householders, shopkeepers, beer retailers, a furniture painter and wood turner. John Montgomery, a packing case maker, and Fuseli and Toulson, engineers also occupied the street (Slater, 1895, p. 84).

Goad's Insurance plan, surveyed in 1886 and 1889, and revised in 1901 shows the buildings on the north side of Charles Street. The buildings ranged from one to three storeys high, none of which contained basements. These functioned as furniture and lamp factories, a public house, stables, an engineering works, polishers and saw mill turnery. The plan shows that the Metal Refiners contained a small steam boiler, furnace and chimney in the same location as that depicted on the Ordnance Survey map. In addition, the engineering works contained a steam boiler, engine and chimney within the yard to the east of the machine shop.

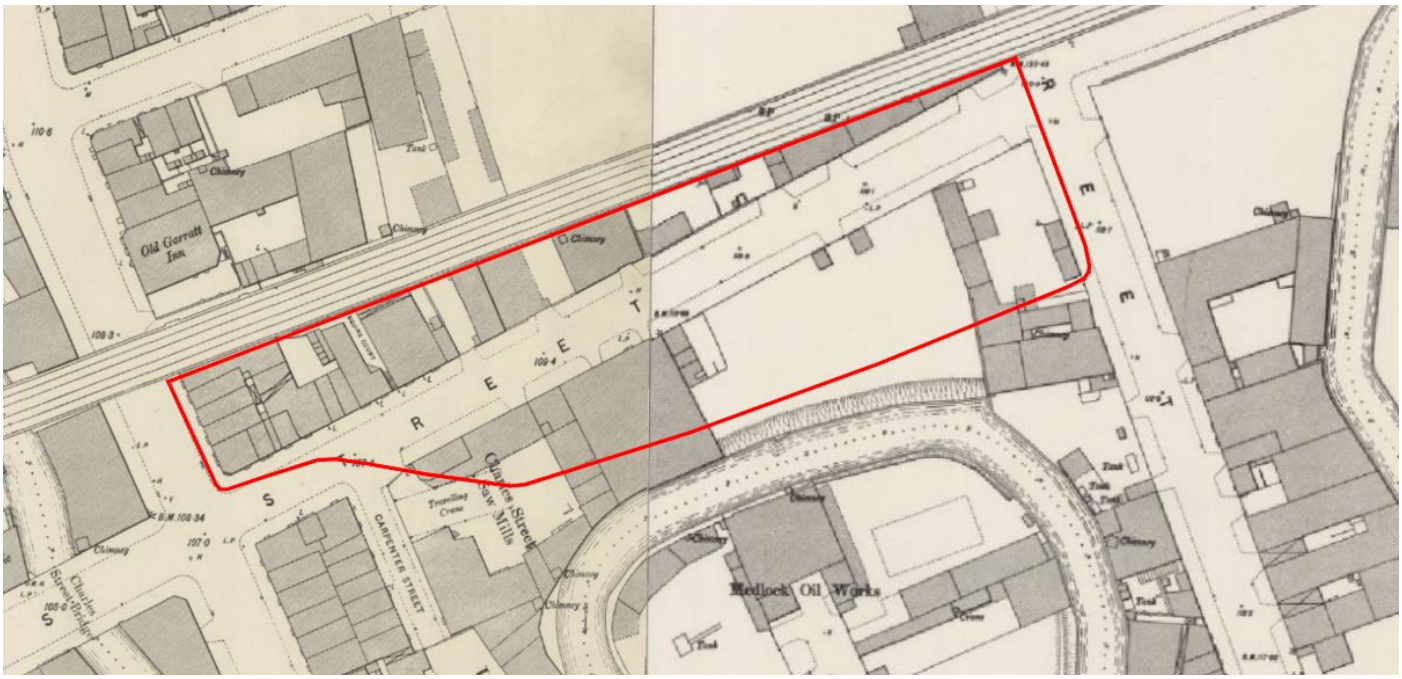


Plate 10 Extract from the Ordnance Survey map of 1891, showing the Site boundary

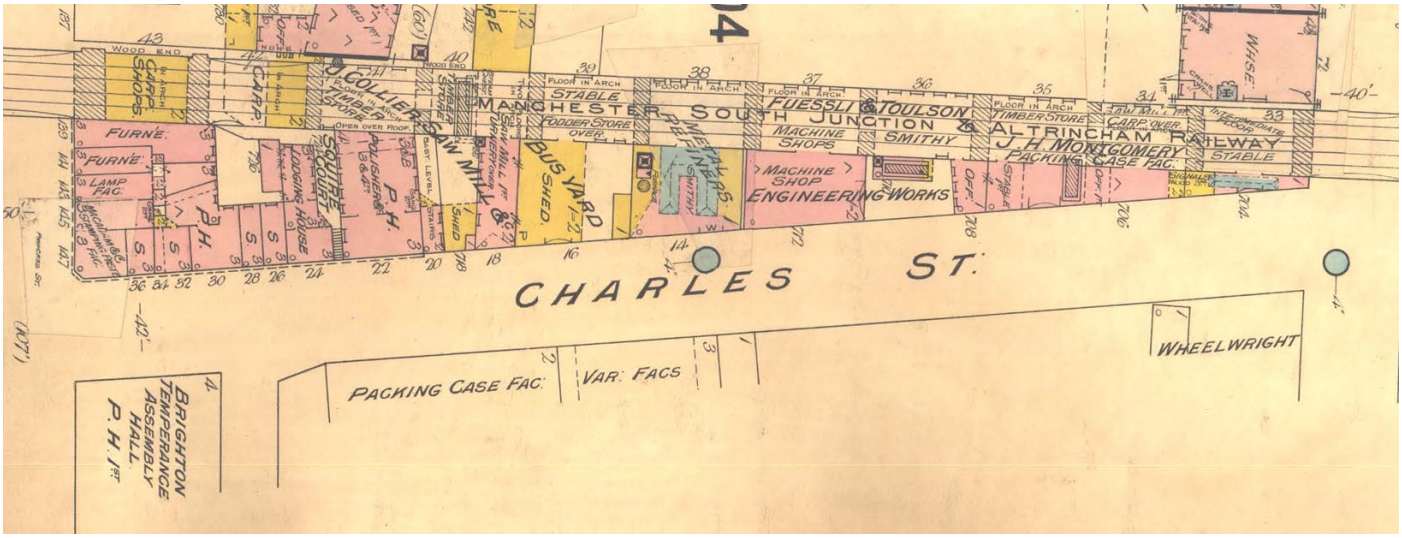


Plate 11 Goad's insurance plan of Manchester, surveyed 1886, 1889 and revised in 1901, with Site boundary

The southern side of Charles Street had been redeveloped into buildings that stretched from the street frontage to the riverbank by 1922 (Fig. 8). An additional saw mill and a box makers had been established in two of these buildings. The same configuration of buildings occupied the north side of Charles Street, captured on early 20th-century photographs. The photograph, taken in 1916, shows that these mainly consisted of single-storey and two-storey brick-built sheds and workshops, with three-storey shops to the west, as indicated on Goad's earlier map (Plate 12).

The same buildings occupied the Site up until the late 1960s, when buildings along the south side of the street were demolished (Fig 10). The River Medlock was culverted to the south of the Site in the 1970s and the multi-storey car park was built over the Site, with Charles Street repositioned to the south of the Site.



Plate 12 Junction of Charles Street and Sackville Street, showing buildings within the Site, taken 1916, courtesy of Manchester Local Image Collection

4.7.1. Previous archaeological works

In total, 48 archaeological events have been recorded within a 300m radius of the Site. Most of these comprise desk-based assessments, heritage statements and historic building surveys. Intrusive archaeological investigations include three watching briefs, four evaluations and two excavations.

Previous archaeological desk-based assessments within the Site

An archaeological desk-based assessment produced by Salford Archaeology in 2022 to support the ID Manchester scheme covered the Site area (Salford Archaeology, 2022). This report highlighted the archaeological potential of 18th- and 19th-century remains across a much larger site.

A second archaeological desk-based assessment was undertaken to support a planning application for proposed improvements to Manchester Oxford Road and Piccadilly railway stations (Parsons Brinckeroff, 2014). The report covered the west part of the Site that is currently a grass verge (EGM4229).

Intrusive archaeological investigations

At the former BBC site, located 50m to the south-west of the Site, two evaluations and a watching brief were undertaken before redevelopment works (EGM4717; EGM4278; EGM4277). The investigations revealed early 19th-century deposits, basal elements of a series of flues associated with a brick-drying chamber and remnants of mid-19th-century workers' houses (Pre-Construct Archaeology Ltd, 2015). A watching brief revealed a brick clamp and workers' housing also dating to the 19th century (Pre-Construct Archaeology Ltd, 2016). Further evaluation works revealed the remains of early 19th-century structures and deposits off Heron Street (Pre-Construct Archaeology Ltd, 2017).

Evaluation trenches at Mayfield targeted various 18th- and 19th-century remains and brought to light significant archaeological remains associated with the Mayfield Dyeworks, Chapelfield Dyeworks, the Ardwick Tannery, and the Mayfield Baths. Following consultation with GMAAS, further excavation was required in four areas - the Mayfield Dyeworks, the Ardwick Tannery, the Mayfield Baths and Chapelfield Dyeworks (EGM4488).

The excavation was undertaken in two phases, the first completed November – December 2020 and the second in February 2021. Both elements of the excavation uncovered significant remains associated with the 18th- and 19th-century development of the site. Area 1 was located across a portion of the mid-19th-century Ardwick Tannery, uncovering a series of walls, floor surfaces, boiler beds, a chimney and flues, which formed a key part of the power-systems within the complex. Area 2 uncovered considerable remains of the mid-19th to mid-20th-century remains of the Mayfield Baths. It uncovered the remains of two swimming pools, two boilers, flues, engine-beds, and a chimney. Area 3 selectively targeted a range of buildings forming a small part of the extensive complex of Mayfield Dyeworks in the north of the site. This complex spanned the 18th to 19th centuries and included a suite of structural remains forming the boiler house, economising house, flues and a chimney, multiple engine- and machine beds, dye-vat bases and subfloor drainage. Area 4 investigated the Chapelfield and Ardwick Dye works, founded in the late 18th century and continuing until late 19th century when converted into an India Rubber factory (Salford Archaeology, 2021).

Significant archaeological remains were also revealed at Piccadilly Place by Oxford Archelogy North in 2006 (EGM3792). The excavation revealed six well-preserved cellar dwellings. Evidence for earlier structures associated with the late 18th-century infilling of Shooter's Brook was also recovered. Survival of remains of this quality within an urban setting is most unusual, and provided the opportunity to distinguish plan types, differences in construction techniques, and even produce a sequence of the development of fireplaces within the cellars. Excavation within the northern part of the study area revealed *in situ* remains of Shepley Street Mill, including a chimney and flue, associated with an expansion of the mill during the mid-19th century. A stair tower, probably of similar date, was also exposed within the excavation trench, providing information about the construction techniques used, and also demonstrating the use of architectural stone embellishments within the mill complex. The results of the excavation were enhanced by a watching brief that was maintained during construction work. This revealed fragmentary archaeological remains pertaining to the former Brook Street Mill on the northern side of Brook Street, which comprised the basal courses of a narrow block, a stair tower, and an associated flagstone yard surface (OAN, 2006).

An excavation undertaken at New Wakefield Street revealed structural elements of a 19th-century machine works that was converted subsequently to a textile finishing works, a block of early 19th-century back-to-back workers' housing, and a 19th-century distillery (Salford Archaeology, 2018).

5. Site Inspection

A site inspection was carried out on 17th September 2025. The Site currently encompasses a vacant multi-storey car park and retail units. The car park has a semi basement level along Charles Street, with lower basement level to the rear. A narrow road is within the north of the Site, bordering the MSJ&AR (Plate 13 and Plate 14).



Plate 13 View of multi-storey car park, looking north-west



Plate 14 View of retail units fronting Charles Street, looking west

6. Gazetteer

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

Gazetteer Site (GS)	01
Site Name	Old Garratt Mill buildings a, b and c (site of)
Designation	-
HER number	19093.1.0
Period	Late 18th century
NGR	384475 397582
Description	Possibly associated with the expansion of the mill in 1783 by the partnership Thackeray, Whitehead and Ryder. Garratt Mill was first shown on Green's map of 1787-94 (Fig. 3) and Laurent's map of 1793, operated by Messrs Thackeray and Whitehead. The complex consisted of three blocks of buildings. The mill building that partly occupied the south-east of the Site comprised the buildings annotated as 'a', 'b' and 'c' on the Manchester book of plans 1822 (Plate 7). The building 'a' was a three-storey warehouse and packing room that covered 199 square yards. Adjoining building 'b' aligned east to west functioned as a workshop that covered 307 square yards, whilst the west end of the building, annotated as 'c', was a stable of 152 square yards. These buildings had been demolished by 1831. The mill's power systems lay to the south and south-east of the Site boundary. Original phase, to the east of the Site, dates to *c* 1760 and was established by Gartside & Thackery. Buildings 'a', 'b' and 'c' were built over by 19th-century works and the 1970s multi-storey car park.
Assessment	Remains associated with the former mill have likely been damaged or destroyed during the construction of the multi-storey car park that includes a semi-basement level.

Gazetteer Site (GS)	02
Site Name	Old Garratt Mill buildings d and e (site of)
Designation	-
HER number	19093.1.0
Period	Late 18th century
NGR	384475 397582
Description	Possibly associated with the expansion of the mill in 1783 by the partnership Thackeray, Whitehead and Ryder. Garratt Mill was first shown on Green's map of 1787-94 (Fig. 3) and Laurent's map of 1793, operated by Messrs Thackeray and Whitehead. The complex consisted of three blocks of buildings. The mill building that partly occupied the south of the Site comprised the buildings annotated as 'e' and 'd' on the Manchester book of plans 1822 (Plate 7). Buildings 'd', a hot house and 'e' a dwelling house fell partly been within the Site. Both were built over by 19th-century works and the 1970s multi-storey car park.
Assessment	Remains associated with the former mill have likely been damaged or destroyed during the construction of the multi-storey car park that includes a semi-basement level.

Gazetteer Site (GS)	03

Site Name	Back-to-backs (site of)
HER number	-
Period	Early to mid-19th century
NGR	384388 397551
Description	Block of four back-to-back dwellings shown on the 1851 Ordnance Survey map, but not captured on Adshead's map of 1851. The buildings didn't seem to contain cellars. Converted or redeveloped into a larger building by the early 20th century.
Assessment	Remains associated with the former back-to-backs may be affected by the proposed development scheme.

Gazetteer Site (GS)	**04**
Site Name	Commercial properties, Charles Street (site of)
Designation	-
HER number	-
Period	19th century
NGR	384388 397511
Description	Various commercial properties along the north side of Charles Street and fronting Brook Street, included a lodging house, public house, stables and various works buildings. Brick-built buildings abutting the MSJ&AR viaduct, all between one and three-storeys, without basements. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park. Buildings nearer to the junction of Princess Street have a greater chance of survival and might be affected by the proposed development scheme.

Gazetteer Site (GS)	**05**
Site Name	Engineering works (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	38442 397586
Description	An engineering works and machine shop occupied the north side of Charles Street. The yard adjacent to the machine shop included a steam boiler, engine and chimney, shown on Goad's insurance plan 1886-8, revised in 1901. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park. There is good potential for the steam power plant to survive beneath the narrow road to the north of the Site.

Gazetteer Site (GS)	**06**
Site Name	Metal refiners (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384415 397572

Description	A metal refinery occupied the north side of Charles Street. The works included a furnace, steam boiler and chimney, shown on Goad's insurance plan 1886-8, revised in 1901. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

Gazetteer Site (GS)	**07**
Site Name	Rope works (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384427 397544
Description	Rope works on the south side of Charles Street, partly within the Site. Expanded during the 19th and 20th centuries. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

Gazetteer Site (GS)	**08**
Site Name	Saw mill and timber yard (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384401 397539
Description	Saw mill and timber yard, shown on mid-19th-century mapping, partly within the Site. Expanded throughout the 19th and 20th centuries. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

7. Significance

7.1. Policy context for heritage assets

Under both national and local planning policy, both designated and non-designated heritage assets are to be considered within the planning process (as previously stated in Chapter 3). The NPPF emphasises assessing the development proposals in line with an up-to-date local plan. Therefore, Policy JP-P2: Heritage (Places for Everyone 2024) and Policy EN 3 of Manchester's Core Strategy were consulted as the key Development Plan Document in the Local Development Framework (LDF).

7.2. Non-designated and designated heritage assets

The Site is situated within 300m of 38 designated heritage assets, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Chapter 1.2). A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets. A separate heritage statement has been produced that will consider the impact of the proposed development on built heritage.

7.3. Significance of the archaeological resource

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. This criterion has been used to assess archaeological significance, below.

7.3.1. Historical and archaeological interest

The development of the site relates to the development of Manchester city centre during the industrial period, which is of historical and archaeological interest.

7.3.2. Baseline Significance conditions

Period

No prehistoric, Roman, or medieval activity is known to have taken place within the Site and the potential for remains is considered to be low. The Site likely remained undeveloped land within the Garratt estate during the post-medieval period. Remains from the post-medieval period are considered to be low given the later development of the Site.

The most likely remains to be encountered within the Site would date to the industrial period, including remains associated with Garratt Mill (GS01-2), back-to-back dwellings (GS03), and commercial and works buildings (GS04-8).

Manchester was at the forefront of the industrial revolution, and as, sites reflecting the city's industrial heritage may be considered significant due to period.

Rarity

Archaeological remains associated with 19th-century houses and works would not be considered significant due to rarity as many examples have been subject to recent investigation.

Documentation

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

Group value

Buried remains within the Site may hold group value in that they are contemporary features.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. The existing multi-storey car park includes a semi-basement level that has likely damaged or destroyed the majority of archaeological remains within the Site. A culvert runs north-east south-west beneath the basement, likely associated with the River Medlock.

Fragility / vulnerability

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

Diversity

The heritage assets within the Site are likely associated with development of Manchester during the 18th and 19th centuries and therefore may not be considered significant due to diversity.

Potential

There are no prehistoric, Roman, or medieval sites within the sites or its environs, and the potential for remains from these periods is considered to be low. The Site likely remained undeveloped land within the Garratt estate during the post-medieval period. Remains from the post-medieval period are considered to be low given the later development of the Site.

The Site has some potential for remains associated with the 18th-century Garratt Mill (GS01-2). The survival of remains associated with the mill has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 2):

Industrial period	
Agenda No	**Agenda Description**
Ind55	What is the evidence for the development of power production?

Table 2 Industrial research agendas

The power systems associated with the mill lay beyond the Site boundary. The buildings within the Site were likely damaged or destroyed during the construction of the multi-storey car park. The Site therefore has limited potential to address the research agendas listed above (Table 2).

The Site has some potential for remains associated with 19th-century houses (GS03). The survival of remains associated with the houses has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 3):

Industrial period	
Agenda No	**Agenda Description**
Ind22	How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?

Table 3 Industrial research agendas

The former houses did not contain cellars and were likely impacted by the construction of the multi-storey car park. The Site therefore has limited potential to address the research agendas listed above (Table 3).

The Site has some potential to contain remains of a former 19th-century engineering works, metal refinery,

rope works and saw mills (GS05-8). The survival of remains associated with the various works buildings has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 4):

Industrial period	
Agenda No	**Agenda Description**
Ind52	What Industrial and Modern period type sites need further study?
Ind55	What is the evidence for the development of power production?

Table 4 Industrial research agendas

The engineering works had a steam boiler and engine, whilst the metal refinery had a furnace, steam boiler and chimney. These remains have some potential to survive within the north of the Site beneath a narrow road that borders the MSJ&AR viaduct (Table 4). Therefore, there is limited potential for the Site to address the research aims listed above (Table 4).

The former commercial buildings have no potential to address the research aims listed in the NWRRF.

7.4. Summary of significance

A summary of the potential and significance of the archaeological remains within the site is outlined in the table below (Table 5). These conclusions have been informed by the above criteria, professional judgment, the ICOMOS guide to assessing the value of heritage assets, as well as contributions that could be made towards local and regional research agendas.

Identified Asset	Period	Potential	Significance
Old Garratt Mill (GS01)	Late 18th century	Limited	Negligible
Old Garratt Mill (GS02)	Late 18th century	Limited	Negligible
Back-to-backs (GS03)	Mid-19th century	Limited	Negligible
Commercial properties (GS04)	Mid-19th century	Limited	Negligible
Engineering works (GS05)	Late 19th century	Low	Low
Metal Refiners (GS06)	Late 19th century	Low	Low
Rope works (GS07)	Late 19th century	Limited	Negligible
Saw mill and timber yard (GS08)	Late 19th century	Limited	Negligible

Table 5 Summary of potential archaeological sites and their significance

Archaeological remains of Old Garratt Mill would be of high to medium significance, however, buried remains are likely to have been damaged or destroyed by the construction of the multi-storey car park. Archaeological heritage assets therefore have little or no surviving archaeological interest, therefore this assessment concludes that the Site is of negligible significance.

8. Impact Assessment

8.1. Site conditions

The Site currently comprises a multi-storey car park with semi basement level, three retail units and a grass verge. The construction of the multi-storey car park has likely damaged or destroyed archaeological remains within this part of the Site.

8.2. Proposed development

The proposed development comprises:

'*Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 10 and 38 storeys, with a two-storey podium'.*

The scheme includes the demolition of existing structures on site (multi-storey car park and retail units), which form a separate planning application (Planning Reference: 143741/FO/2025).

8.3. Review of impact on the archaeological resource

The construction of the multi-storey car park has likely damaged or destroyed archaeological remains within the Site, as such any remains would be of negligible significance. There is some potential for later power production sites at engineering works and metal finishers to survive beneath Altrincham Street to the north of the Site, however these are likely to be of limited archaeological interest. Therefore, the development proposals will have a limited impact on buried remains.

9. Conclusions

9.1. Planning policy

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

9.2. Recommendation for further work

Following consultation with GMAAS, it is anticipated that no further archaeological work will be required.

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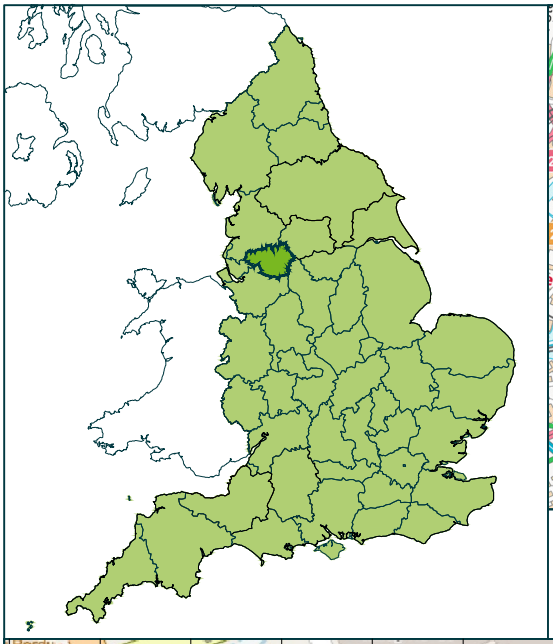
Appendix 1 - Figures

Figure 1: Site location map
Figure 2: Site boundary superimposed on modern mapping
Figure 3: Site boundary superimposed on Green's map of 1793
Figure 4: Site boundary superimposed on Bancks & Co's map of 1831
Figure 5: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1851
Figure 6: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922
Figure 9: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1933
Figure 10: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1955
Figure 11: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1970
Figure 12: Gazetteer sites superimposed onto Open Street mapping

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Charles Street, Manchester

Project Code: 61198

Figure 1: site location

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



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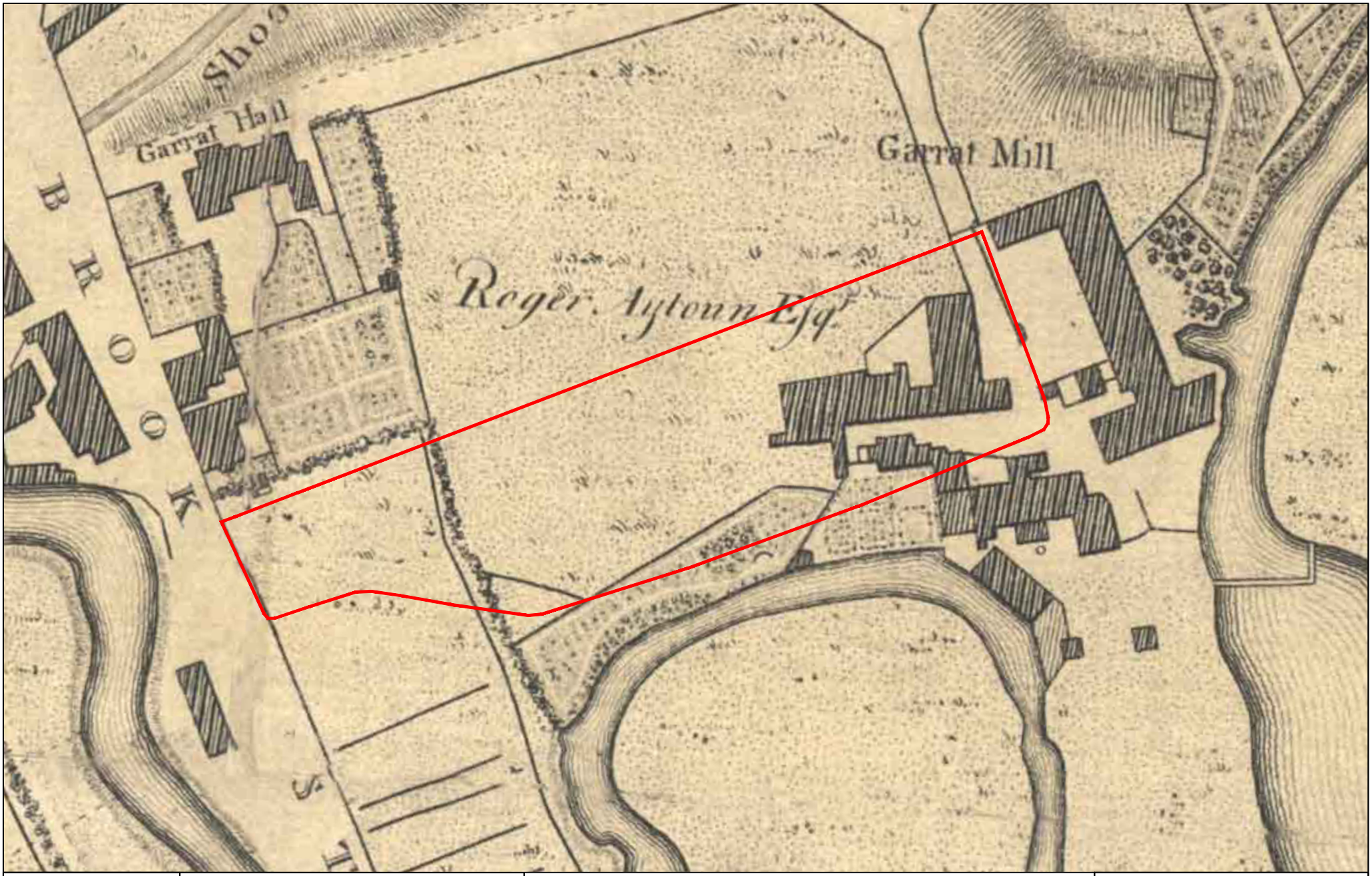
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Charles Street, Manchester
Project Code: 61198
Figure 2: Site boundary superimposed on modern mapping

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Key: Site boundary



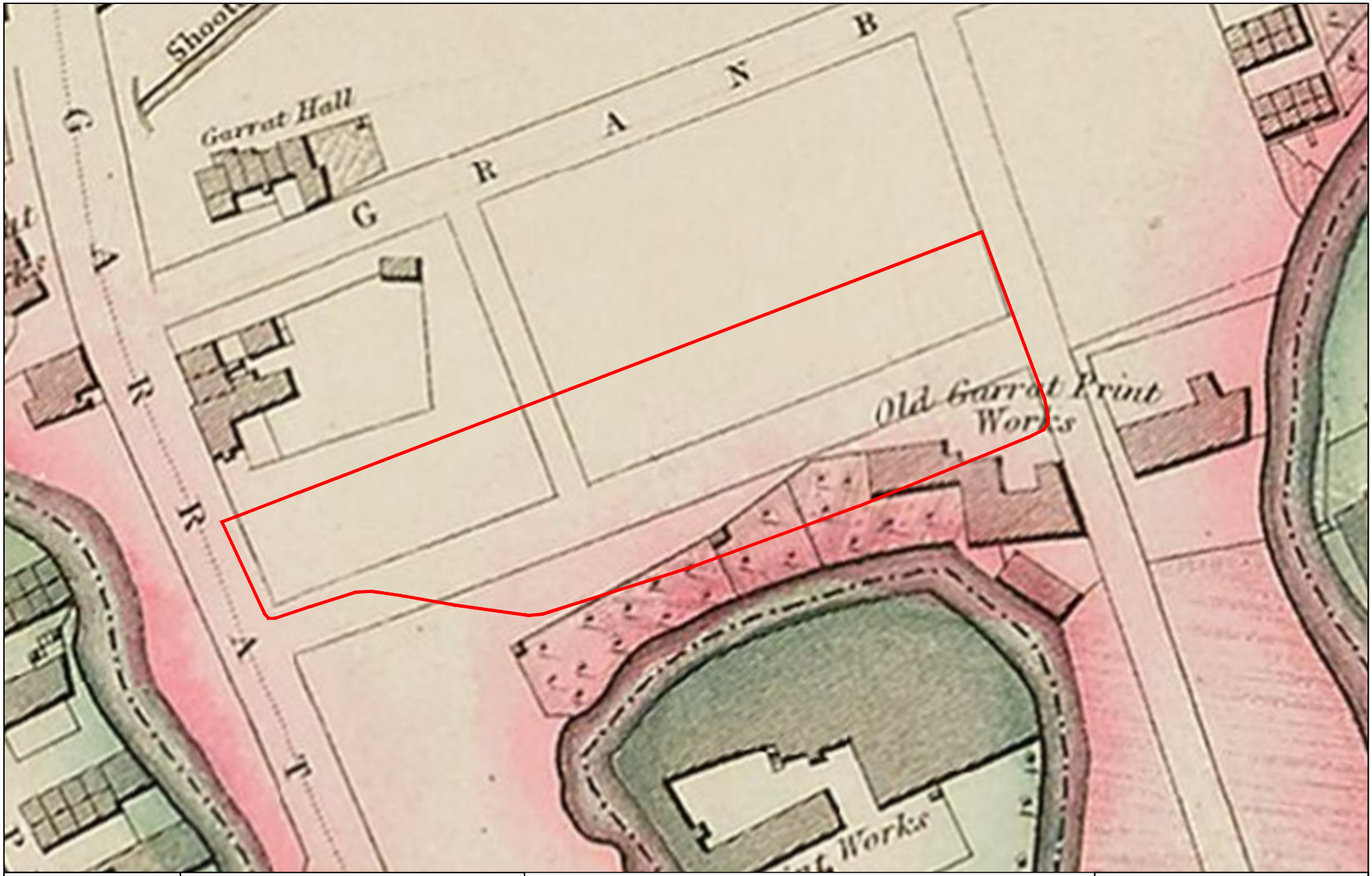
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Figure 3: Site boundary superimposed on Green's 1794 plan of Manchester and Salford

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Key: Site boundary



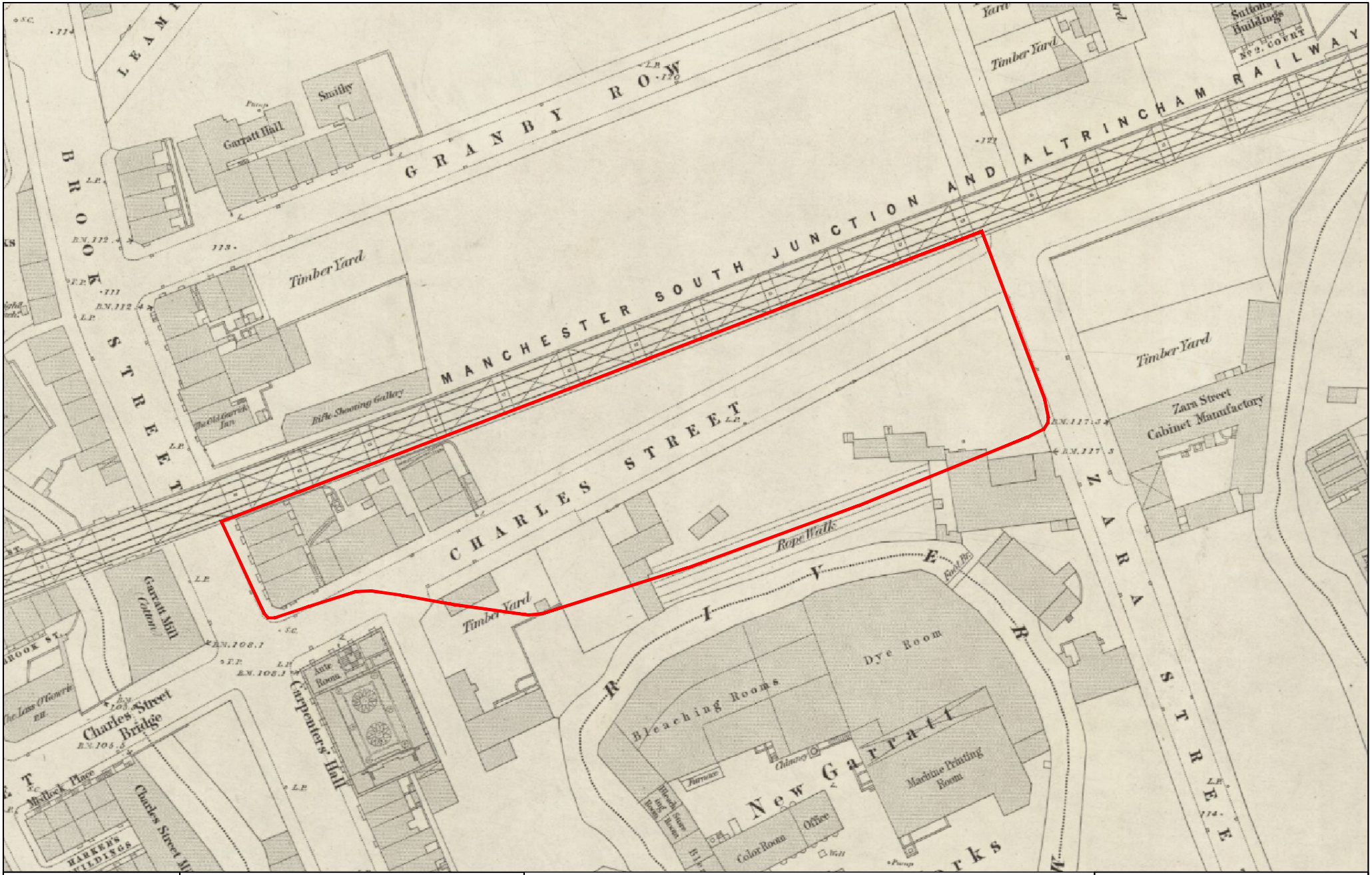
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Figure 4: Site boundary superimposed on Banck's &Cos 1831 plan of Manchester and Salford

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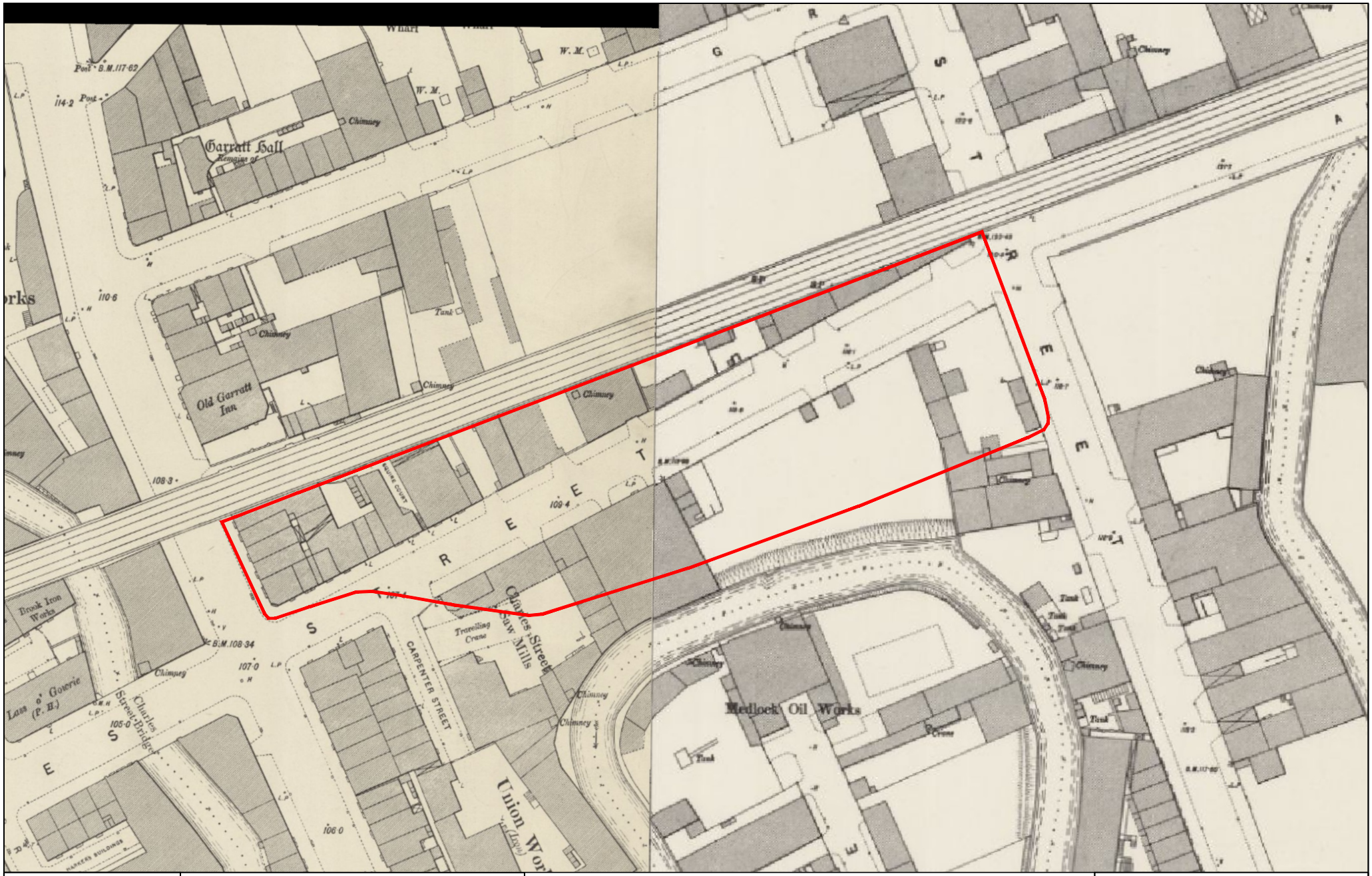
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Charles Street, Manchester
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Figure 5: Site boundary superimposed on the 1851 Ordnance Survey town plan

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Key: Site boundary



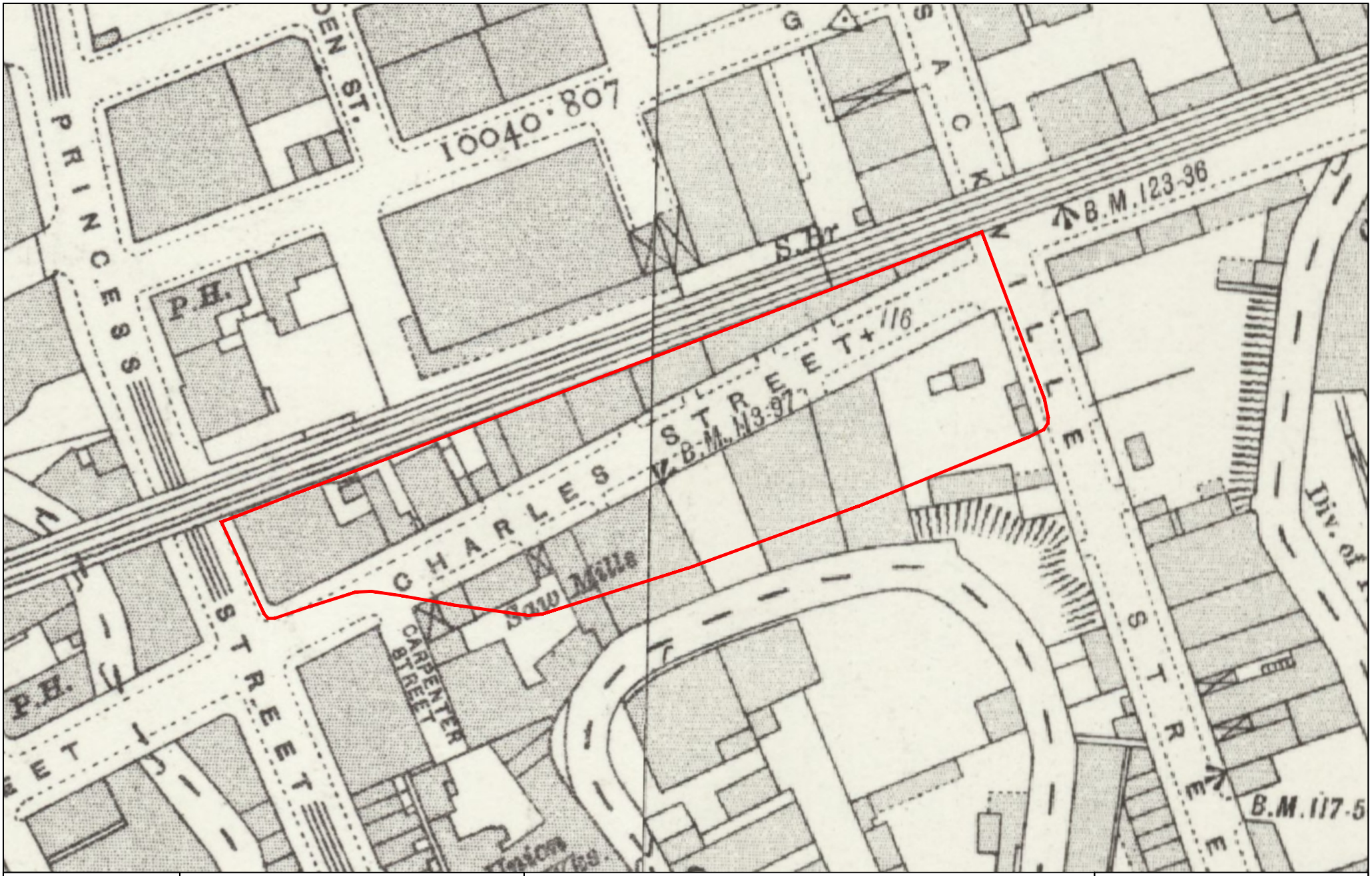
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Figure 6: Site boundary superimposed on the 1891 Ordnance Survey town plan

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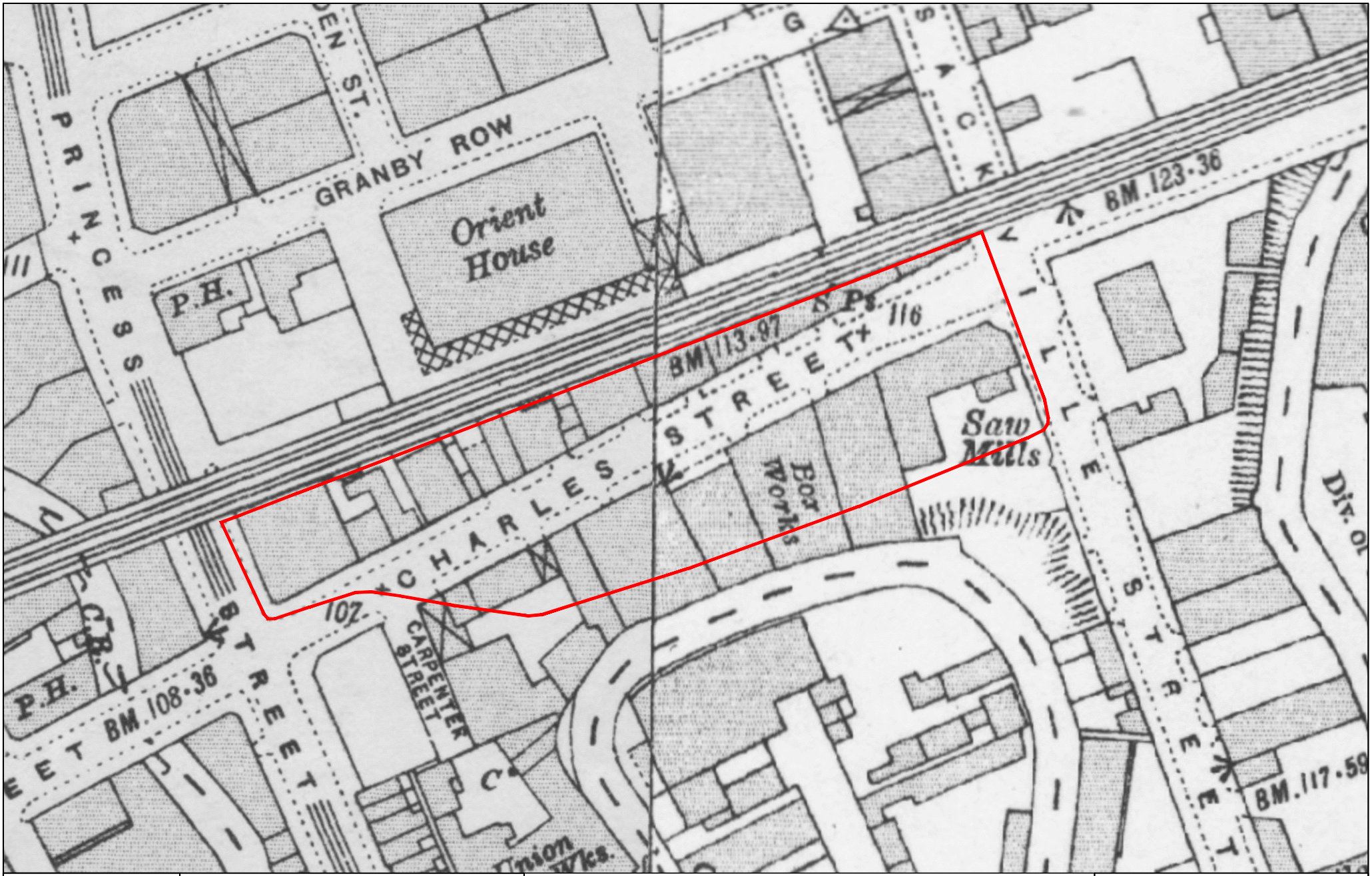
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Figure 7: Site boundary superimposed on the 1922 Ordnance Survey 25-inch to 1-mile plan

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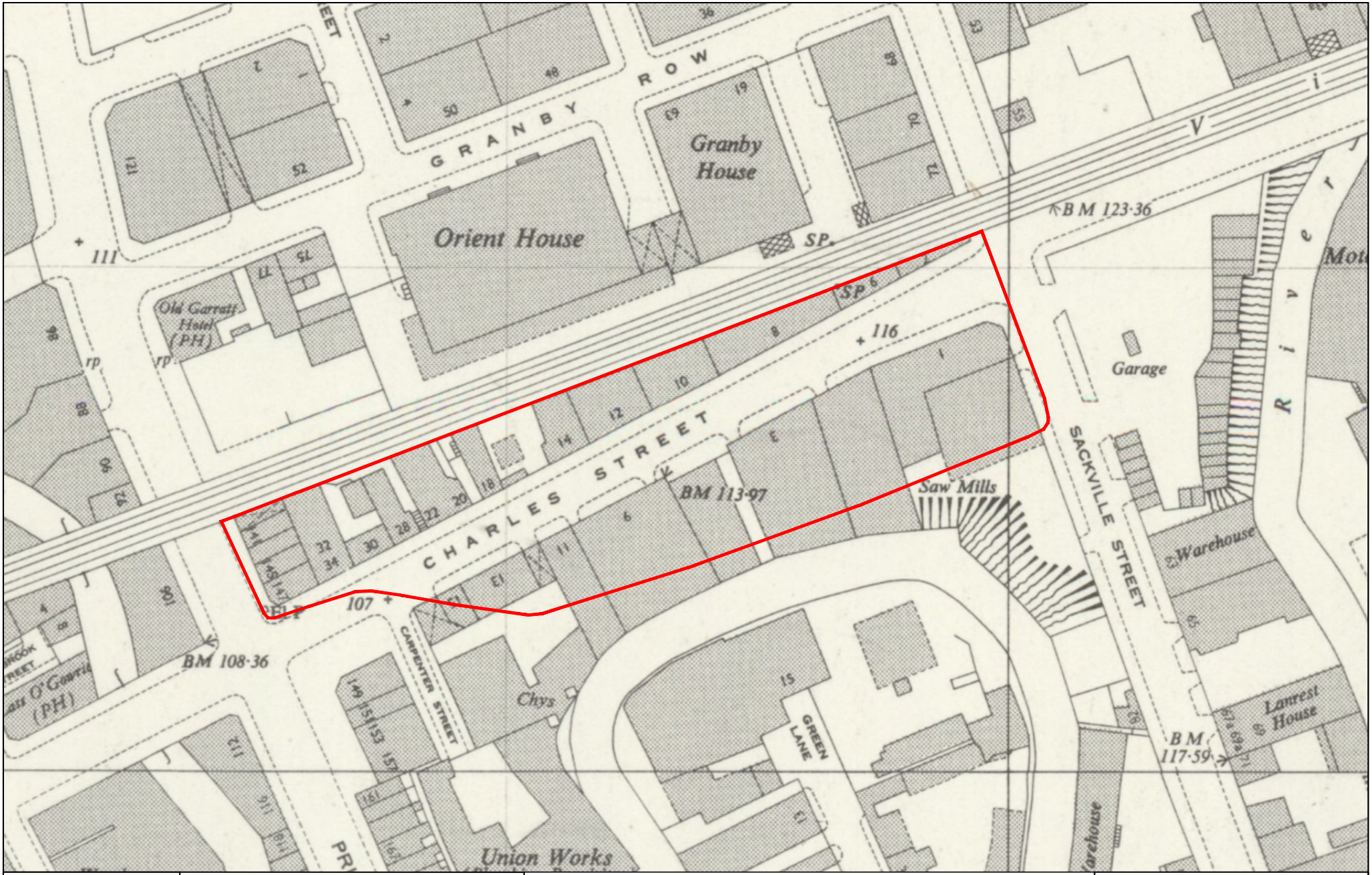
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Figure 8: Site boundary superimposed on the 1933 Ordnance Survey 25-inch to 1-mile plan

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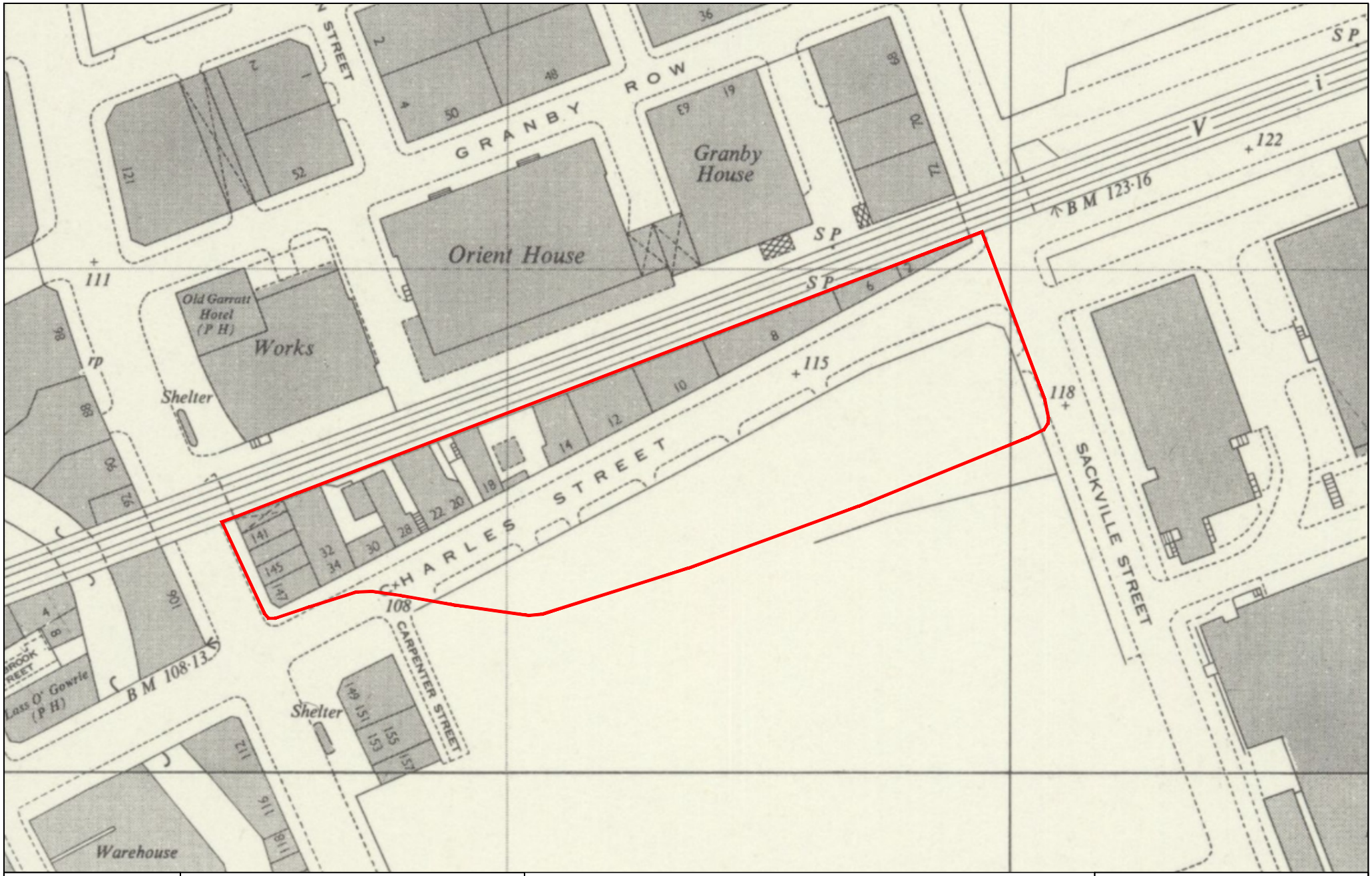
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Figure 9: Site boundary superimposed on the 1955 Ordnance Survey 1:2500 plan

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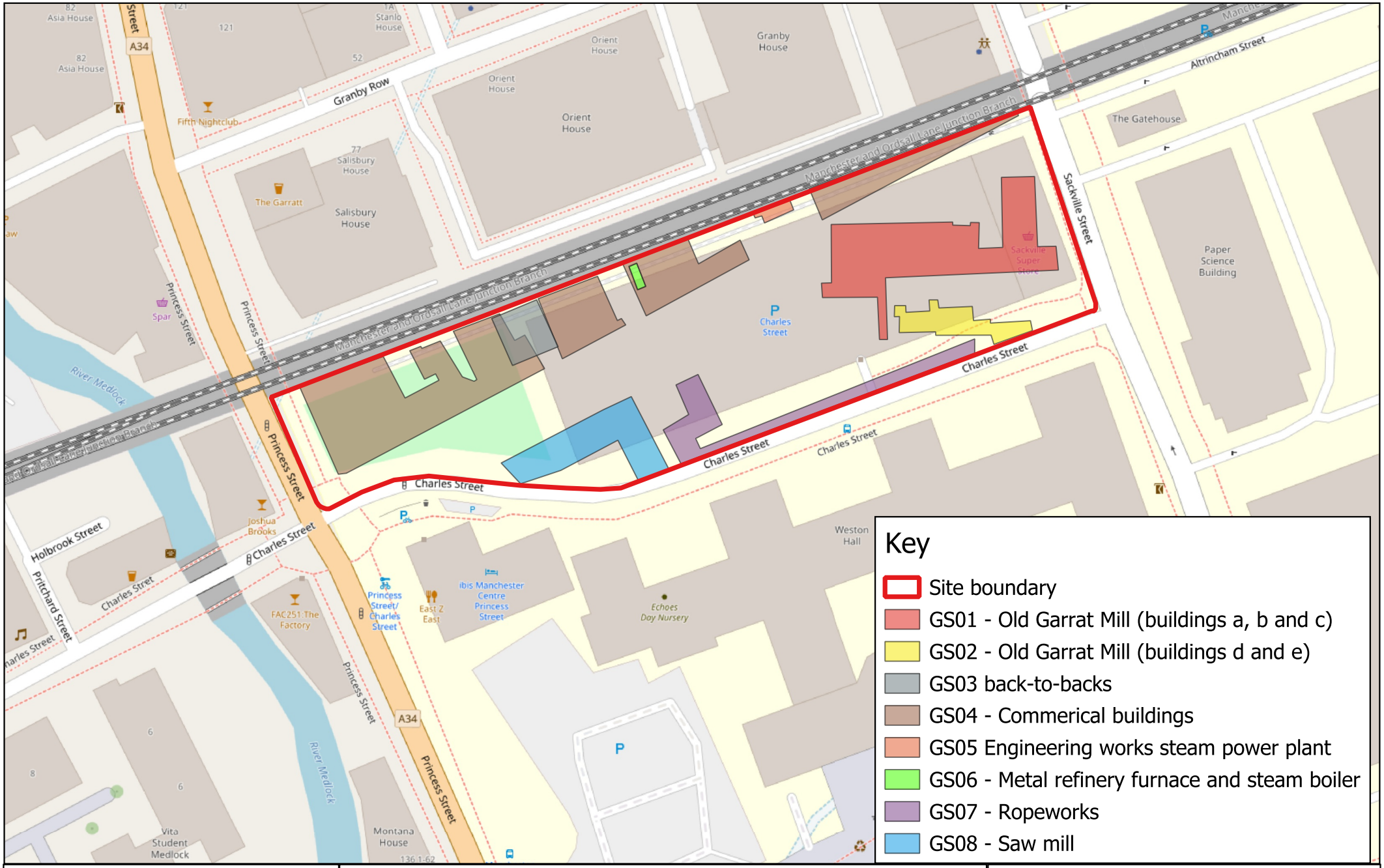
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Figure 10: Site boundary superimposed on the 1970 Ordnance Survey 1:2500 plan

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Key: Site boundary



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Figure 11: Gazetteer Sites superimposed onto Open Street mapping