



NEW WAKEFIELD STREET, MANCHESTER, GREATER MANCHESTER

Archaeological Desk- based Assessment



Oxford Archaeology North

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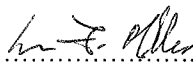
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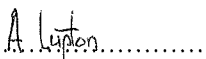
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SUMMARY

In August 2009, Hodder & Partners Ltd, acting on behalf of SC Great Marlborough Street Limited, commissioned Oxford Archaeology North (OA North) to undertake an archaeological desk-based assessment of a site on the corner of New Wakefield Street and Great Marlborough Street in central Manchester (centred on SJ 84053 97437). The study aimed to assess the potential for significant buried archaeological remains, and was required to support and inform a planning application for a redevelopment of the site.

The putative route of the Roman road from Manchester to Buxton (Site **36**) is projected to the south of the proposed development area. However, the exact location of the route through this area awaits confirmation. There is little evidence for any other activity in the study area until the late eighteenth century, when the industrial development that took place in Manchester at this time meant that the environs of the study area were developed rapidly with steam-powered textile mills and associated workers' housing. This particular area of Manchester, south of Oxford Road and north of the river Medlock came to be known as Little Ireland during the nineteenth century as it had a very high population of Irish immigrants.

The study area was not developed until some time between 1850 and 1863, and on Ordnance Survey mapping from 1893 it is shown as occupied by several small industrial buildings and two associated yards. These buildings were modified in the early twentieth century, with the northern two-thirds of the proposed development area then occupied by a large L-shaped building with a yard to its north-east. This building has been identified from trade directories as a packing case factory (Site **37**), and was extant until at least 1970, but has since been demolished and the site used subsequently as a car park. The southern third of the study area was occupied in the early twentieth century by an L-shaped building, with a yard to its north-west, and a further rectangular building to the north-west. It was not possible to ascertain the precise use of this building from the trade directories, although it is likely that it was also part of the packing case factory. This building was demolished by 1948 and the area was redeveloped with a warehouse sometime between 1948 and 1970, which is still extant on the site.

A geotechnical survey of the car park in 2006 identified a depth of between *c* 4 and 6m of made-ground of probably twentieth-century origin beneath the car park surface. This seemingly overlies a deposit of alluvium associated with the river Medlock.

The former packing case factory (Site **37**) is of little archaeological interest, and is considered to be of Low Local significance. The potential for archaeological remains to survive within the deeply buried alluvium is considered to be low, although cannot be discounted entirely.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to thank Jon Davies of Hodder & Partners Ltd, acting on behalf of SC Great Marlborough Street Limited, for commissioning and supporting the project. Thanks are also due to Norman Redhead, the Greater Manchester County Archaeologist, for his advice and support, and Lesley Mitchell of the Greater Manchester Archaeological Unit (GMAU), for providing the Historic Environment Record (HER) information. Thanks are also expressed to the staff of the Local Studies Unit in Manchester Central Library for facilitating access to the sequence of historic mapping.

The desk-based assessment was undertaken by Kathryn Blythe and Ian Miller, and the illustrations were produced by Marie Rowland. The report was edited by Ian Miller, who was also responsible for project management.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF PROJECT

- 1.1.1 SC Great Marlborough Street Limited has proposed a development on New Wakefield Street, to the south-east of Oxford Road Station in Manchester. In order to support and inform the planning process, SC Great Marlborough Street Limited commissioned OA North in August 2009 to undertake an archaeological desk-based assessment of the proposed development area. The principal aim of the assessment was to identify, as far as possible, the nature and significance of the sub-surface archaeological resource within the study area, and to establish the impact of the proposed development upon this resource. The resource has been examined for Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and non-designated features of regional or local archaeological or historical interest and value.
- 1.1.2 The desk-based assessment comprised a search of both published and unpublished records held by the Greater Manchester Historic Environment Record (HER) in Manchester, the Local Studies Unit in Manchester Central Library, and the archives and library held at OA North. This report sets out the results of the desk-based assessment, and a statement of the archaeological potential and significance (defined by the criteria detailed in PPG 16 (DoE 1990)), in which an assessment of the impact of the proposed development on the historic environment is taken into account. This has been carried out in accordance with government advice in the form of Planning Policy Guidance notes 15 Planning and the Historic Environment (DoE 1994) and 16 Archaeology and Planning (DoE 1990).

1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The study area (centred on SJ 84053 97437) lies within the northern part of the Chorlton-on-Medlock district of Manchester, which is situated immediately to the south-east of Oxford Road Station, and east of the Castlefield (Fig 1). The proposed development area is a rectangular plot located on the corner of New Wakefield Street with Great Marlborough Street (Plate 1). The northern two-thirds of the plot is currently used as a car park, and the southern part is occupied by a rectangular brick-built building, with a small area of waste ground on its eastern side.
- 1.2.2 Topographically, the Manchester Conurbation as a region is 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 study area lies approximately 50m from the north side of the river Medlock.

- 1.2.3 The solid geology of the area consists of Bunter Sandstone of the Permo-Triassic. The overlying drift comprises glacial sands and gravels and late glacial flood gravels (Countryside Commission 1998).



Plate 1: Recent aerial view of the study area

2. METHODOLOGY

2.1 INTRODUCTION

2.1.1 The desk-based assessment was carried out in accordance with the relevant IFA and English Heritage guidelines (Institute of Field Archaeologists 2001, *Standard and Guidance for Archaeological Desk-based Assessments*; English Heritage 2006, *Management of Research Projects in the Historic Environment* (MoRPHE)).

2.2 DESK-BASED ASSESSMENT

2.2.1 The aim of the desk-based assessment is not only to give consideration to the potential for archaeological remains on the proposed development site, but also to put the site into its archaeological and historical context. All statutory and non-statutory sites within a 250m radius of the proposed development site were collated into a gazetteer (*Section 4*) and their location plotted on Figure 11. Several sources of information were consulted as part of the assessment, to provide an understanding of the developmental history of the study area. The principal sources of information consulted were historical and modern maps, although published and unpublished secondary sources were also reviewed. The results were analysed using the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 4 of *Planning Policy Guidance 16: Archaeology and Planning* (DoE 1990).

2.2.2 Archive sources that were consulted include:

- ***Greater Manchester Historic Environment Record (HER)***: the Greater Manchester HER, held in Manchester, was consulted to establish the sites of archaeological interest already known within the study area. The HER is a Geographic Information System (GIS) linked to a database of all known archaeological sites in Greater Manchester, and is maintained by the GMAU;
- ***Greater Manchester Record Office, Manchester (GMRO(M))***: the catalogue of the Greater Manchester Record Office was searched for information relating to the study area;
- ***Archives and Local Studies, Manchester Central Library (MCL)***: the catalogue of the Archives and Local Studies section of Manchester Central Library was searched for information relating to the study area;
- ***Oxford Archaeology North***: OA North has an extensive archive of secondary sources relevant to the study area, as well as numerous unpublished client reports on work carried out in the vicinity. These were consulted where necessary.

2.3 SITE VISIT

- 2.3.1 In addition to the desk-based research, a rapid inspection of the study area was carried out in order to relate the past landscape and surroundings to that of the present. It also allowed for a rapid appraisal of the modern ground surface, and a photographic record was compiled.

2.4 ARCHIVE

- 2.4.1 Copies of this desk-based assessment will be deposited with the Greater Manchester Historic Environment Record.

3. BACKGROUND

3.1 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

3.1.1 The following section presents a summary historical and archaeological background of the general area. This is presented by historical period, and has been compiled in order to place the study area into a wider context.

Period	Date Range
Palaeolithic	30,000 – 10,000 BC
Mesolithic	10,000 – 4,000 BC
Neolithic	4,000 – 2,200 BC
Bronze Age	2,200 – 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 – c1750
Industrial Period	cAD1750 – 1901
Modern	Post-1901

Table 1: Summary of British archaeological periods and date ranges

3.1.2 **Prehistoric Period:** the current understanding of any activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that the Castlefield area, c 500m to the west of the proposed development area, may have been conducive for late prehistoric settlement on account of the natural topography and its riverside location. However, physical indications for any such settlement are, at best, fragmentary and arguably the best evidence was yielded from an archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield. During the course of this work, two Mesolithic flints, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered, although none was found in securely stratified deposits (UMAU 2002). There is no known evidence for prehistoric activity in proximity to the present study area.

3.1.3 **Roman Period:** 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* (Brunton 1909). The site of this encampment is marked today by Camp Street in Castlefield, situated c 500m to the north-west of the present study area.

3.1.4 During the second century, the fort was developed in association with a substantial extramural settlement, or *vicus*, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, Slack and York to the north-east, Wigan to the north-west, Northwich and Chester to the south (UMAU 1998), and Buxton to the south-east. The route of the road to Buxton has been projected as running to the south of the proposed development area (Site 36). There are also two findspots of coins towards the south-western extent of the study area (Sites 23 and 24).

- 3.1.5 **Medieval Period:** there is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest. The area around Manchester came 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 1908).
- 3.1.6 Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly-acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116). By the thirteenth century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, located over 1km to the north of the study area, and the medieval town grew up around it (Hartwell *et al* 2004, 256). It was from this hall that they governed both the manor and the extensive barony.
- 3.1.7 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*). The distance of the study area from the medieval centre means that is likely to have remained entirely undeveloped until at least the eighteenth century. There are known remains of medieval date within the present study area.
- 3.1.8 **Post-medieval and Industrial Period:** during the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the growing town of Manchester at its centre (Williams and Farnie 1992, 3). 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, the terminus of which was at Castlefield (Hadfield and Biddle 1970). This economic climate was linked to a rapid growth in the town's population; in 1773, an estimated 22,481 people lived in Manchester, but this figure had more than tripled to 75,281 by 1801 (Lloyd-Jones and Lewis 1993).
- 3.1.9 The study area lies at the northern extent of the Chorlton-on-Medlock, which emerged as an important early focus for textile mills, and some of the largest of Manchester's pioneering steam-powered mills were built there from the late 1790s (Clark 1978). Birley's Chorlton Mills (Sites **9** and **10**) were of particular importance. These occupied an area to the south of the proposed development area, bounded by Oxford Street, Cambridge Street and Chester Street. Low-cost workers' housing also developed around this area to house the much increased, and largely immigrant population (Sites **33-35**). The high Irish immigrant population who settled in this area led to it being known as Little

Ireland (Sites **31-32** and **38**), with the streets of back-to-back housing around Rosamund Street, Charles Street and Jenkinson Street, close to the river Medlock and to the south of the proposed development area, being perhaps the poorest areas. The dwellings in this area were so low-lying that even though some were three-storeys high, only their chimneys could be seen from Oxford Road (Kidd 1996, 46). In 1844, Friedrich Engels published his acclaimed study of housing condition in early Victorian England, entitled '*The Condition of the Working-Class in England*'. The following extract relates specifically to the Little Ireland area of Manchester:

'..the most horrible spot lies on the Manchester side [of the river Medlock], immediately south-west of Oxford Road, and is known as Little Ireland. In a rather deep hole, in a curve of the Medlock and surrounded on all four sides by tall factories and high embankments, covered with buildings, stand two groups of about two hundred cottages, built chiefly back to back, in which live about 4,000 human beings, most of them Irish. The cottages are old, dirty, and of the smallest sort, the streets uneven, fallen into ruts and in part without drains or pavement; masses of refuse, offal and sickening filth lie among standing pools in all directions; the atmosphere is poisoned by the effluvia from these, and laden and darkened by the smoke of a dozen tall factory chimneys. A horde of ragged women and children swarm about here, as filthy as the swine that thrive upon the garbage heaps and in the puddles.'

- 3.1.10 In 1849 Oxford Road Station was opened by the Manchester South Junction and Altrincham Railway (MSJAR), who used it as their headquarters until 1904. The railway line was built on a viaduct, which averaged 30 feet in height (Dixon 1994). The construction of the railway line cut through Little Ireland, and resulted in the demolition of several areas of slum housing within the study area.
- 3.1.11 From the mid-nineteenth century onwards there were various Acts passed to try and enforce improvements to housing in Manchester. An 1844 Act had effectively made it illegal to build new back-to-back houses, whilst several Acts were passed subsequently in order to demolish or re-condition the existing houses and improve the sanitary conditions of these areas (Lloyd-Jones and Lewis 1993; Pearlman 1956). However, it was not until 1875 that an Act was passed to get slum clearance underway, and even then it remained quite a slow process until 1890, when a further Act was passed which required the council to take responsibility for the construction of new dwellings to re-house people (Pearlman 1956).

3.2 DEVELOPMENT OF THE STUDY AREA

- 3.2.1 The development of the study area may be traced reasonably well from the sequence of available historic mapping. The earliest reliable map that shows the study area is William Green's survey, published in 1794 (Fig 2). This map shows the streets in the study area laid out in a grid pattern, creating a series of regular plots. Great Marlborough Street, Wakefield Street and Gloucester Street, parallel with, and north-west of, Wakefield Street have all been established. The area appears undeveloped, however, with just one large rectangular building shown on a north-west/south-east alignment running from the south side of Wakefield Street to the river Medlock. The proposed development area appears to have been vacant at this time.
- 3.2.2 Swire's map of 1824 shows many of the vacant plots indicated on Green's map to have been infilled by this time. Rows of buildings are shown on the north side of Wakefield Street, and one row towards the eastern end of the south side of Wakefield Street. To the west of this row is the building previously noted on Green's map. South-west of this, on the immediate north side of the Medlock, is a large square, presumably industrial building. The proposed development area itself is still vacant, and on the east side of Great Marlborough Street there are several more rows of buildings.
- 3.2.3 Banks and Co's *Map of Manchester and Salford*, published in 1831, provides the first detailed nineteenth-century survey of the study area (Fig 4). This shows that the rows of buildings on the north side of Wakefield Street and the west side of Great Marlborough Street are back to back houses, as is the row at the eastern end of the south side of Wakefield Street. The rectangular building west of this is unnamed, but appears to be industrial. The square building immediately north of the Medlock is named 'Lathoms Cotton Mill'. One small square building, possibly associated with the mill, appears to be located within the south-east corner of the development area, but the remainder of the area is undeveloped.
- 3.2.4 The Ordnance Survey (OS) 60": 1 mile map of 1848-9 (Fig 5) shows several changes within the study area, which is now labelled 'Little Ireland'. These changes are a result of the construction of the west-east aligned railway viaduct, which runs to the north of the proposed development area, with Oxford Road Station now constructed just to the north-west. The railway viaduct cut through Wakefield Street, so that some of the rows of back to back houses on the east side of Great Marlborough Street had to be demolished to make way for it. South of the railway, the row of back to backs in the area which was the eastern extent of Wakefield Street has now been replaced by a group of industrial buildings, one of which is labelled 'Oxford Road Rectifying Distillery'. The industrial building west of this (now on the west side of a road named Bakehouse Street) is labelled 'Machine and Tool Manufactory'. The cotton mill to the west of this is still labelled as such, although not as 'Lathoms', suggesting, perhaps, that it had changed hands. To the north of the cotton mill, a south-west/north-east aligned rope walk is shown, the western end of which is within the proposed development area. The small building noted within the proposed development area on Banks and Co's map of 1831 is not shown, and the remainder of the proposed

development area is undeveloped. The west side of Great Marlborough Street remains as it was on the 1831 map, developed with back to backs and some industrial buildings. Labelled within these are 'Frank Street Mill (cotton)' and a 'Whipstring Manufactory'.

- 3.2.5 Adshead's *Plan of the Townships of Manchester*, published in 1851 (Fig 6) is similar to the OS map of 1848-9, with industrial buildings depicted to the south-east and east of the proposed development area, although these are not labelled. The rope walk does not appear on this map, and the proposed development area is vacant. Running parallel with the south side of the railway viaduct on the east side of Great Marlborough Street is a new street named Railway Street (later to become New Wakefield Street). The area on the west side of Great Marlborough Street appears much as it was on the OS map of 1848-9.
- 3.2.6 Slater's directory of 1863 (*Appendix 1*) lists several businesses that were operating in Great Marlborough Street and New Wakefield Street. This included packing case makers, engineers, coal merchants, stained glass artists, joiners and finishers. It is not possible to ascertain where exactly these businesses were located on these streets. In 1879, Slater's directory lists a timber merchant and engineer on the east side of Great Marlborough Street. A number of businesses are also listed for New Wakefield Street including coal merchants, an elastic cord manufacturer, merchants, finishers, glass stainers, packing case makers, joiners, a wheelwright, a cab owner, and stores. Thomas Wrigley, a trimming manufacturer is listed as occupying the nearest business premises to the Great Marlborough end of the street, which therefore may have been within the proposed development area.
- 3.2.7 In 1893, the OS First Edition 25": 1 mile map was published, which was surveyed in 1888-9 (Fig 7). This map shows a number of significant changes to the study area. The back to back housing both north of the railway line and west of Great Marlborough Street has largely been demolished. A finishing works (Site **26**) is marked on the west side of Great Marlborough Street. The river Medlock has been covered over in the area at the south end of Great Marlborough Street and the area to its west. On the east side of Great Marlborough Street there are various small unnamed buildings which have replaced the former industrial buildings, including the cotton mill. The proposed development area now has several small buildings and yards on it. An L-shaped building occupies the southern part of the proposed development area, which has a yard to its north-west and a covered entrance from Great Marlborough Street. To the north of this, on the western side of the plot, is a long rectangular building, extending as far as New Wakefield Street. To the east are a group of four small square buildings, clustered towards the southern half of this area, leaving a yard space to the north which opened on to New Wakefield Street.
- 3.2.8 Slater's directory of 1895 (*Appendix 1*) lists a shipping merchant on the east side of Great Marlborough Street. Businesses on New Wakefield Street include plumbers, finishers, oil merchants, glass stainers, engineers, skip makers, the Manchester Oxygen Company Ltd., brewers, stores and various manufacturers. Brittain and Pleton, a packing case makers, and John W

Livsey, an apron manufacturers, occupy no 7, at the Great Marlborough Street end of New Wakefield Street.

- 3.2.9 The OS map of 1905 shows a very similar layout of the buildings within the proposed development area as was shown on the 1893 OS map. An additional small rectangular building is shown in the north-east corner of the New Wakefield Street yard. There is also an additional rectangular building in the northern area of the yard associated with the southern L-shaped building. This has reduced the yard size to a narrow L-shaped space.
- 3.2.10 In 1909, Slater's directory lists a shipping merchant, the British Oxygen Company Ltd. (formerly the Manchester Oxygen Company), and a lime merchants on Great Marlborough Street. Businesses on New Wakefield Street include printers, art metal workers, shirt makers, hydraulic engineers, rubber tyre makers and stores. The south-west end of New Wakefield Street again appears to be occupied by a packing case makers, run by James Brittain and Son.
- 3.2.11 The OS map of 1915-16 shows some modifications to the buildings within the northern two-thirds of the proposed development area. This is now occupied by an L-shaped building, indicating either that the whole area was rebuilt, or, perhaps more likely, that the rectangular building on the west side of the plot was retained and the buildings to its east were either replaced or modified to create one large building adjoining that to its west. The yard, located to the north-east of this building, has a small square building in its south-west corner.
- 3.2.12 The OS map of 1922 (Fig 8) shows some minor changes to the buildings in the study area, although the basic layout of fairly large industrial buildings remains unchanged, and the layout of the buildings within the proposed development area are also unchanged, except for the building in the north-east corner of the New Wakefield Street, which is not depicted.
- 3.2.13 The Goad's Insurance Plan for 1928 shows the L-shaped building occupying the northern part of the study area as being predominantly four-storeys, with a two-storey building at its eastern end. The building is labelled as a packing case factory. Cellars are not noted beneath this building. The building to the south of this (occupying the southern portion of the proposed development area) is not shown on this map.
- 3.2.14 The OS map of 1934 (Fig 9) shows the layout of the buildings within the proposed development area unchanged from their depiction on the 1922 OS map. The surrounding area has also seen very few changes since 1922, although a large building has replaced a group of smaller buildings located on the immediate east side of the proposed development area, fronting New Wakefield Street.
- 3.2.15 The OS map of 1948 (Fig 10) shows that the southern third of the proposed development area had been demolished by this time, and the area is empty. The L-shaped building in the occupying the northern two-thirds is extant, however, and labelled 'Timber Works'. The surrounding buildings are predominantly warehouses.

3.2.16 The OS map of 1970 shows a new building occupying the southern third of the proposed development area, which is labelled as a warehouse. The L-shaped building in the northern part of the proposed development area is extant, and labelled ‘works’.

3.3 SITE VISIT

3.3.1 The site visit confirmed that the proposed development area is presently occupied by a car park at its northern end and a rectangular building at its southern end (Plates 2 and 3). The car park is bounded by brick walls on its north and west sides. The brick wall on the west side of the car park contains eight blocked windows with stone sills, and is clearly the remaining part of the c 1890s factory, reduced in height to serve as a boundary wall (Plates 4, 5 and 6). The northern wall is part of the former factory yard wall, also reduced in height. Some modern repairs can be seen in this wall, such as towards the western end, and a modern gateway has been inserted into it (Plates 2 and 5).

3.3.2 To the south of the car park is a c 1950s-1960s rectangular brick building, also within the proposed development area (Plate 7). East of this is a small square area of waste ground, which is separated from the car park to its north by another brick wall, again evidently structural and now reduced in height (Plate 2).

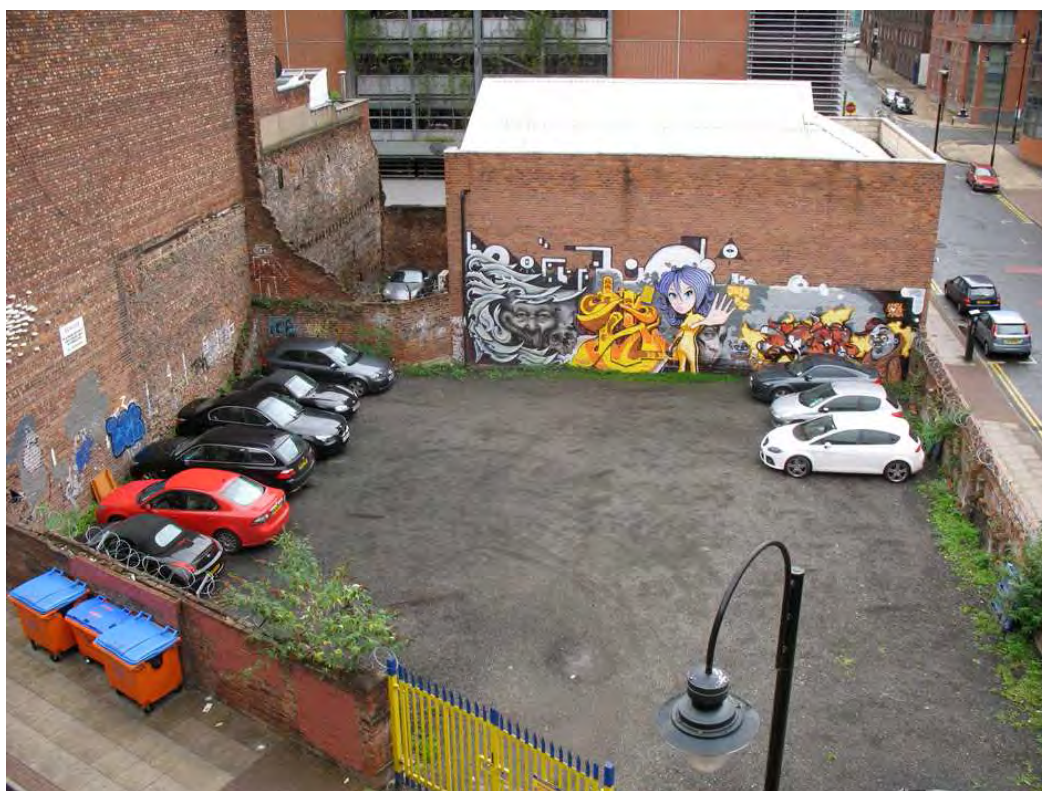


Plate 2: General view of the proposed development area, looking south



Plate 3: General view of the proposed development area, looking south-east



Plate 4: Western wall of car park at the northern extent of the proposed development area, looking south-west



Plate 5: Walls on north-western corner of the car park within the proposed development area, looking east



Plate 6: Western wall of the car park within the proposed development area, with the railway viaduct in the background, looking south



Plate 7: Building at the southern extent of the proposed development area, looking south

3.4 PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

- 3.4.1 In 2006 a desk-based assessment was carried out for the northern part of the proposed development area (UMAU 2006). The assessment identified the packing case factory on the corner of New Wakefield Street with Great Marlborough Street. Two photographs held by Manchester Central Library were consulted which showed this building in the background, where it was noted as being of four storeys with a hipped roof (MCL m19452 and m02174). A site visit in 2006 noted that the brick boundary wall of the car park on Great Marlborough Street incorporates the lower *c* 1.5-2m of the former four-storey building and includes eight blocked windows with stone sills. The north boundary wall, fronting New Wakefield Street, was noted as retaining part of the factory yard wall, but also includes some modern rebuilding. Both of these walls were extant at the time of the current desk-based assessment. The 2006 site visit also noted that the former factory yard within the car park was extant as stone sets, however the car park now has a gravel surface, which presumably overlies the sets.
- 3.4.2 The 2006 desk-based assessment also made use of the results of eight boreholes located across the car park within the proposed development area. Seven of the boreholes were located within the south-west and north-east corners of the car park. These contained made ground (containing material such as brick, clinker, slag and sandstone) to depths of 4-6m, below which alluvium was recorded. In two boreholes the depth of the alluvium was also recorded. A borehole at the north-east corner of the car park had *c* 3.6m of alluvium under 5m of made ground, and a borehole in the south-west corner

had *c* 1.1m of alluvium under 6m of made ground. A borehole in the north-west corner of the car park, recorded *c* 5m of made ground, which directly overlay glacial till. The alluvium, associated with the nearby river Medlock, has the potential to contain well-preserved archaeological material earlier than the industrial period 'made ground' deposits which overlie it.

3.5 DESIGNATED SITES

- 3.5.1 There are 21 Listed Buildings in the study area, 13 of nineteenth-century date (Sites **1-3**, **6**, **9-12**, **14-16** and **18-19**) and eight of twentieth-century date (Sites **4-5**, **7-8**, **13**, **17** and **20-21**); none of these, however, lie within the proposed development site. There are a further 14 industrial period sites within the study area. Site **27** is workshops, located on the north side of the railway viaduct. Site **38** is a general site highlighting the area that was Little Ireland, and within this are a number of the other sites, in particular Sites **31** and **38**, which were blocks of buildings in Little Ireland; and Site **33**, the site of Cambridge Street Mill, Site **34**, the site of houses and works associated with the mill, and Site **35**, a further area of former housing. In the vicinity of the proposed development area are: Site **29**, the site of a warehouse; Site **30**, the site of engineering workshops; Sites **22** and **26**, the sites of finishing works; Site **25**, the site of a manufacturing shed; and Site **28**, the site of a cotton warehouse. Site **37**, a packing case factory, was located within the proposed development area.
- 3.5.2 The Whitworth Street Conservation Area occupies the northern part of the study area (Fig 11), but is north of the railway viaduct and therefore not within an area that would be directly or indirectly impacted by the proposed development (http://www.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area/1).

4. GAZETTEER OF SITES

4.1 INTRODUCTION

4.1.1 The gazetteer comprises 38 sites, of which 21 are Listed Buildings. However as none of the Listed Buildings would be directly or indirectly impacted by the proposed development they have been summarised in Table 2, rather than being presented in the main gazetteer. All of the 38 gazetteer sites are shown on Figure 11.

Gazetteer number	HER ref.	Description	Grade	NGR
1	11681.1.0	Railway Viaduct	II	SJ 8389 9747
2	12056.1.0	Mill chimney stack on E side of junction with Cambridge Street	II	SJ 8391 9730
3	12089.6.0	Lock No 88 to E of Oxford Street	II	SJ 8409 9765
4	12148.1.0	58 and 60 Whitworth Street	II	SJ 8416 9763
5	12150.1.0	The Ritz Dance Hall	II	SJ 8397 9754
6	12400.1.0	Macintosh Mill	II	SJ 8389 9731
7	12169.1.0	6 to 14a Oxford Road	II	SJ 8417 9737
8	8654.1.0	73 & 75 Whitworth Street, India House	II*	SJ 8422 9762
9	2146.1.0	Chorlton New Mill	II	SJ 8393 9737
10	2315.1.0	Mill on north east corner of Junction with Chester Street (Marstrand's Mill)	II	SJ 8398 9724
11	8334.1.0	Dalton Statue in forecourt of Dalton College	II	SJ 8413 9725
12	2271.1.0	Chorlton Old Mill	II	SJ 8395 9729
13	8526.1.0	65 - 95 Oxford Street, St. James' Building	II	SJ 8405 9765
14	8525.1.0	Palace Theatre	II	SJ 8410 9761
15	8327.1.0	127 Chepstow Street, Peveril of the Peak Public House	II	SJ 8386 9761
16	8524.1.0	Refuge Assurance Company Offices (formerly)	II*	SJ 8410 9756
17	8328.1.0	3 Chepstow Street (Canada House)	II	SJ 8395 9767
18	2149.1.0	Chatham Mill	II	SJ 8406 9728
19	8522.1.0	56 Oxford Street (formerly Tootal Building)	II*	SJ 8403 9764
20	9899.1.0	Oxford Road Rail Station	II	SJ 8402 9750
21	8411.1.0	90 Great Bridgewater Street, Tootal Building Extension, Lee House	II	SJ 8394 9762

Table 2: Summary of Listed Buildings within the study area

Site number	22
Site name	Textile Finishing Works
NGR	SJ 8399 9741
Site type	Building
Period	Nineteenth century
HER No	2148.1.0
Stat. Designation	None
Sources	HER
Description	A building marked on the 1910 OS map as a finishing works. The river Medlock runs under the site. There is now only one major brick built building remaining on this site, which mainly dates to the mid-nineteenth century. The building was probably a spinning mill that was later converted to fabric finishing.
Assessment	The building is outwith the proposed development area and will not be impacted by it.

Site number	23
Site name	Three Alexandrian Coins
NGR	SJ 8400 9720
Site type	Find spot
Period	Roman
HER No	1375.1.0
Stat. Designation	None
Sources	HER
Description	Three Alexandrian coins, Gallienus, Claudius Gothicus and Aurelianus, found in the channel of the River Medlock at Cambridge Street, Manchester.
Assessment	The find spot is outwith the proposed development area and will not be impacted by it.

Site number	24
Site name	Coins (Roman)
NGR	SJ 8383 9741
Site type	Find Spot
Period	Roman
HER No	415.4.12
Stat. Designation	None
Sources	HER
Description	Three coins found at the New Gasworks, Cambridge Street, in silt of the ancient channel of the Medlock, 24 feet below ground level. The coins are now lost, but comprised: Gallienus, 253-68 AD; Claudius Gothicus, 268-70 AD; and Aurelianus, 270-5 AD.
Assessment	The find spot is outwith the proposed development area and will not be impacted by it.

Site number	25
Site name	Manufacturing Shed (site of)
NGR	SJ 8395 9739
Site type	Building (Site of)
Period	Nineteenth century
HER No	11245.1.0
Stat. Designation	None
Sources	HER
Description	A manufacturing shed overlaying the culverted course of the river Medlock, built between 1836-45, as part of the Charles Macintosh & Co Rubberworks. The building was surveyed in 2000 as part of the Little Ireland Redevelopment area. At the time of the survey, Macintosh machinery was still in place.
Assessment	The site is outwith the proposed development area and will not be impacted by it.

Site number	26
Site name	Finishing Works (site of)
NGR	SJ 8401 9736
Site type	Building (Site of)
Period	Nineteenth century
HER No	11244.1.0
Stat. Designation	None
Sources	HER
Description	Single storey sheds, built between 1885-1923, as part of the Charles Macintosh & Co rubber works. The sheds comprised two multi-roofed warehouse style brick buildings with steel lattice roof trusses supported by half buttresses, largely of one phase. They are described as a finishing works on the 1888 map of area. The buildings were surveyed in 2000 prior to redevelopment as part of the Little Ireland area.
Assessment	The site is outwith the proposed development area and will not be impacted by it.

Site number	27
Site name	Bellhouse Workshops
NGR	SJ 8400 9750
Site type	Workshops
Period	Nineteenth century
HER No	9896.1.0
Stat. Designation	None
Sources	HER
Description	Workshops dating to 1821, bounded by the Rochdale Canal, Oxford Road, the railway and Donald Street. In 1842 E.T. Bellhouse and Company commenced operation at the Eagle Foundry in Hunt (now Whitworth) Street, manufacturing hydraulic and screw presses. Eagle Foundry had gone out of production by 1903.
Assessment	The site is outwith the proposed development area and will not be impacted by it.

Site number	28
Site name	Cotton Warehouse (site of)
NGR	SJ 8400 9742
Site type	Warehouse (site of)
Period	Nineteenth century
HER No	11247.1.0
Stat. Designation	None
Sources	HER
Description	An 1850s five-storey cotton warehouse. The warehouse was surveyed in 2000 prior to redevelopment as part of the Little Ireland area.
Assessment	The site is outwith the proposed development area and will not be impacted by it.

Site number	29
Site name	Warehouse (site of)
NGR	SJ 8396 9745
Site type	Warehouse (site of)
Period	Nineteenth century
HER No	11246.1.0
Stat. Designation	None
Sources	HER
Description	A warehouse, which dates from 1865-85, the period when production on the site changed from cotton to rubberised cloth. It was five-storey, of hand-made brick, with brick barrel vaulting to each floor. There was a water tower in south-eastern corner with gothic tracery detail. A square chimney survived in the south-western corner of the site suggesting that the ground floor, which was taller than the others, contained an engine house. The building therefore may originally have been a finishing works. The warehouse was surveyed in 2000 prior to redevelopment as part of the Little Ireland area.
Assessment	The site is outwith the proposed development area and will not be impacted by it.

Site number	30
Site name	Engineering workshops (site of)
NGR	SJ 8398 9743
Site type	Workshops (site of)
Period	Nineteenth century
HER No	11248.1.0
Stat. Designation	None
Sources	HER
Description	Two engineering shops, built between 1885 and 1923. The first comprised a rectangular brick building one-storey high but open to the roof, which was supported by six steel wire trusses on brick pillars and had a corrugated roof with lights. The second, and larger of the two, was a large open space two storeys high. The corrugated roof with lights was supported by eight wire steel trusses.

There was an overhead electrical crane supported by I-section steel girders with a manufacturers plate stating that it was made by Joseph Adamson Ltd of Hyde. The workshops were surveyed in 2000 prior to their redevelopment as part of the Little Ireland area.

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 31
Site name 'Block B' Little Ireland
NGR SJ 839 973
Site type Group of buildings (sites of)
Period Nineteenth century
HER No 12397.1.0
Stat. Designation None
Sources HER
Description A watching brief was conducted at Little Ireland 'Block B' in September 2001, by CgMs Consulting. The site comprised a sub-rectangular area within the Little Ireland complex (bounded by Hulme Street to the south, Cambridge Street to the west and north and Great Marlborough Street to the east). This area comprised a number of early nineteenth century cotton spinning mills developed by the Birley and Marshland families, and in the 1820s housed the largest weaving shed in the world, a one acre single room (Site 32). The area of Block B is bounded to the west and south by the culverted course of the River Medlock. In the later nineteenth century the occupiers expanded their enterprises into rubber production and the vulcanisation of cloth. By the time of the first edition OS map of 1888-9 the River Medlock had been culverted and a rubber works was built over it. The floor and foundations of this building were the subject of the watching brief.

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 32
Site name Little Ireland
NGR SJ 8393 9740
Site type Group of buildings (sites of)
Period Nineteenth century
HER No 12403.1.0
Stat. Designation None
Sources HER
Description UMAU undertook an archaeological watching brief during demolition and initial earth moving works at the Little Ireland site. Three structures were recorded, including two multi-storey warehouses dating from the period c 1848 to 1888, and the remains of an 1820s weaving shed on the southern bank of the river Medlock. Covering an area of one acre and encompassing 610 looms, this was the largest powered weaving shed in Manchester and one of the biggest such structures in Lancashire when it was built.

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 33
Site name Cambridge Street Mill (site of)
NGR SJ 83951 97227
Site type Mill (site of)
Period Nineteenth century
HER No 15510.1.0
Stat. Designation None
Sources HER
Description The site of the Cambridge Street Mill, which is shown as a rectangular building on Johnson's map of 1818-19. The 1844 OS map names the main block as 'Cambridge Street Mills (cotton)' and shows that a south-west wing was occupied

by an engine house, with a circular chimney at its north-west corner. The 1888 OS map names the building as a 'brass foundry'. The Goad's insurance plan of 1928-30 names the site as occupied by Woodhouse & Co Ltd, plumbers, used as a warehouse and lead pipe factory. The site is still shown, unnamed on the 1932 & 1965 OS maps, but the buildings had been demolished by 1985, and the site is now a public car park

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 34
Site name House and Works, Cambridge Street (site of)
NGR SJ 83929 97276
Site type House and works (site of)
Period Nineteenth century
HER No 15511.1.0
Stat. Designation None
Sources HER
Description A rectangular first block shown on Johnson's map of 1818-19, and depicted as houses with rear yards on Bancks's map of 1831. The 1844 OS map shows that at their northern and southern ends these yards were infilled with additional housing. By 1888 the northern part of the block had been replaced by a single build, with a square chimney at its south-west corner. The Goad's insurance plan of 1928-30 names this northern building as a cardboard box factory. Most of the block was demolished between 1932 and 1965.

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 35
Site name Workers' Housing, Cambridge Street (site of)
NGR SJ 83900 97231
Site type Workers' Housing(site of)
Period Nineteenth century
HER No 15512.1.0
Stat. Designation None
Sources HER
Description Two rectangular ranges shown on Johnson's map of 1818-19 to the west of Cambridge Street Mill (Site 33) and the adjacent houses on Cambridge Street (Site 34). Swire's map of 1824 shows that four additional blocks had been built in the area between these ranges and the Cambridge Street buildings. Bancks's map of 1831 shows that all these ranges comprised workers' houses, consisting mostly of back-to-backs, but with the row immediately to the rear of the Cambridge Street Mill being blind-backs. The 1844 OS map shows that further Workers' housing band been built in the adjacent area to the west, bounded by Wilmott Street, and indicates that these comprised blind-backs on the east and blind-backs to the west. By the time of the 1888 OS map all of these buildings had been removed, and in 1898 the site was redeveloped with housing with rear yards.

Assessment The site is outwith the proposed development area and will not be impacted by it.

Site number 36
Site name Manchester to Buxton Roman Road (Area of Roman Manchester)
NGR SJ 8472 9713
Site type Roman Road
Period Roman
HER No 28.1.3
Stat. Designation None
Sources HER
Description The putative line of the Roman road from Buxton to Manchester, is thought to run on an WNW/ESE alignment, approximately on the route of the Manchester

to Stockport road. The projected line passes to the south of the proposed development area.

Assessment The road is thought to lie to the south of the proposed development area and is unlikely to be impacted by it.

Site number 37
Site name **Factory, Great Marlborough Street (Site of)**
NGR SJ 84046 97430
Site type Factory (Site of)
Period Nineteenth century
HER No 15466.1.0
Stat. Designation None
Sources HER
Description The site of a small factory, first developed between 1851 and 1863, was used for the production of packing cases and trunks. The factory buildings saw some modification in the early twentieth century and remained standing into the late twentieth century. The present brick boundary wall on Great Marlborough Street incorporates the lower c 1.5-2m of the four-storey building which stood on this site and includes eight blocked windows, c 1m wide with stone sills. The north boundary wall retains part of the factory yard wall but also includes modern rebuilding.

Assessment The site within the proposed development area, and will be impacted by it.

Site number 38
Site name **Little Ireland Urban District**
NGR SJ 8410 9740
Site type Place
Period Nineteenth century
HER No 9889.1.0
Stat. Designation None
Sources HER
Description The slum area of Little Ireland which was developed between 1830 and 1850, located north of a curve in the river Medlock: now cut off and mostly demolished by Oxford Road Station and the Altrincham Rail Line. In 1844, it was described by the socialist Engels as ‘Two groups of about two hundred cottages built chiefly back-to-back in which live about four thousand human beings most of them Irish. The cottages are old, dirty and of the smallest sort, the streets uneven, fallen into ruts and in part without drains or pavement’

Assessment The proposed development area is within the area formerly known as Little Ireland, but was not occupied by slum housing. This site will therefore not be impacted by the proposed development.

5. SIGNIFICANCE OF THE REMAINS

5.1 INTRODUCTION

5.1.1 The assessment has identified a total of 38 sites of archaeological interest within the study area, of which one lies within the boundary of the proposed development scheme (Fig 11). Of the sites, 21 are Listed Buildings. There were no other designated sites (eg Scheduled Monuments or Historic Parks and Gardens) within the study area. The Whitworth Street Conservation Area occupies the northern part of the study area, but is north of the railway viaduct and therefore not within an area that would be directly or indirectly impacted by the proposed development.

5.1.1 There are three sites of Romano-British date within the study area (Sites **23-24** and **36**, although these lie beyond the boundary of the proposed development area. Of the 21 Listed Buildings in the study area, 13 are nineteenth century in date (Sites **1-3**, **6**, **9-12**, **14-16** and **18-19**) and eight are twentieth century (Sites **4-5**, **7-8**, **13**, **17** and **20-21**). There are a further 14 industrial period sites within the study area. Site **27** is workshops, located on the north side of the railway viaduct. Site **38** is a general site highlighting the area that was Little Ireland, and within this are a number of the other sites, in particular Sites **31** and **32**, which were blocks of buildings in Little Ireland; and Site **33**, the site of Cambridge Street Mill, Site **34**, the site of houses and works associated with the mill, and Site **35**, a further area of former housing. In the vicinity of the proposed development area are: Site **29**, the site of a warehouse; Site **30**, the site of engineering workshops; Sites **22** and **26**, the sites of finishing works; Site **25**, the site of a manufacturing shed; and Site **28**, the site of a cotton warehouse. Site **37**, a packing case factory, was located within the proposed development area.

5.2 CRITERIA

5.2.1 There are several different methodologies used to assess the archaeological significance or importance of sites; that to be used here is the 'Secretary of State's criteria for scheduling ancient monuments' which is included as Annex 4 of PPG 16 (DoE 1990). The sites listed in *Section 4* were considered using the criteria, with the results below.

5.2.2 **Period:** the putative line of the Roman road, which ran from the fort at Castlefield to Buxton is located to the south of the proposed site. This therefore indicates some Roman activity in the environs of the study area during the Roman period, although, the route of the road is so far untestified in this area. The proposed development area was developed in the mid-nineteenth century, and any archaeological remains uncovered are likely to date from this period of occupation. The gazetteer sites are not considered to be significant due to period.

5.2.3 **Rarity:** none of the known sites in the vicinity of the proposed development area is considered to be significant on the basis of rarity. However, any

prehistoric or Roman remains preserved in the alluvium deposits within the proposed development area would be of regional rarity.

- 5.2.4 **Documentation:** the historical development of the proposed development area from the mid-nineteenth century can be traced reasonably well from cartographic sources, and some of the occupants of the buildings can be identified from the available commercial directories. Further documentary research may furnish additional evidence, including more precise dating of the construction of the buildings which occupied the proposed development area, although this is unlikely to alter the outline presented in this assessment.
- 5.2.5 **Group value:** of the 38 sites within the study area, three are Roman (Sites **23-24** and **36**), and the remaining 35 all fall into the industrial period. This directly reflects the known use of this area of Manchester, which played a key role in the industrial development of the city from the mid-nineteenth century onwards. In particular, Sites **31-32** and **38** all relate to areas of Little Ireland, an intensively developed area of mills and associated workers' housing located in this area. Sites **33-35** are all associated with Cambridge Street Mill, located towards the south-west extent of the study area. A number of former factories and businesses have been located in the environs of the proposed development area, including: Site **29**, the site of a warehouse; Site **30**, the site of engineering workshops; Sites **22** and **26**, the sites of finishing works; Site **25**, the site of a manufacturing shed; Site **28**, the site of a cotton warehouse; and Site **37**, the site of a packing case factory. The gazetteer sites are not considered to be significant due to group value.
- 5.2.6 **Survival/Condition:** the foundations of the packing case factory (Site **37**) which occupied the northern part of the proposed development area are likely to be preserved beneath the current car park. The western factory wall survives up to *c* 2m and is currently in use as the boundary wall of the car park. Similarly the northern factory wall and factory yard wall are still partially extant. A survey of the site in 2006 noted stone sets in the area that would have been occupied by the factory yard. The car park currently has a gravel surface, but it is likely that the sets are preserved beneath it. A geotechnical survey of the car park was also carried out in 2006, which revealed between 4m and 6m of made ground beneath the car park's surface. This was described as containing material of relatively recent date, including clinker, slag and brick. It would appear, then, that although the site was not developed until the second half of the nineteenth century, it was at some point levelled up with demolition material, prior to the construction of the L-shaped factory building (Site **37**), which had taken place by 1915. It is possible that this deposit of material took place at the time of the construction of the railway viaduct, which was opened in 1849. The building of the railway saw the demolition of a number of rows of houses to the immediate north of the proposed development area, so it is possible that the spoil from this was spread over the as-yet undeveloped site. Alternatively the made ground may be the result of the demolition of the first buildings on the site (first shown on the OS map of 1893-4) prior to the construction of the L-shaped factory building.
- 5.2.7 The geotechnical survey also revealed a layer of alluvium, *c* 1-3m thick, underlying the made ground in much of the car park area. Whilst the date

range of this deposit is unknown, it has the potential to yield pre-industrial period deposits or artefacts, possibly even prehistoric or Roman in date.

- 5.2.8 The survival of the building which occupied the southern part of the proposed development area is less well known, as this area was redeveloped with the current 1950s/1960s building, and therefore some destruction of buried remains of the nineteenth century buildings may have taken place at this time. This area was also outside of the area which was the subject of the 2006 geotechnical survey. However this area is closer to the course of the river Medlock than the area that was surveyed and therefore it is assumed that buried alluvium is also extant in this area.
- 5.2.9 **Fragility:** any surviving buried remains may be adversely affected by the proposed development. This includes both the remains of the factory building (Site 37), the former building to its south, and any archaeological deposits within the alluvium which is extant beneath much of the area.
- 5.2.10 **Diversity:** the remains relate mainly to the commercial and industrial use of the site. None of the sites within the gazetteer are considered to be significant due to diversity.
- 5.2.11 **Potential:** there are no prehistoric sites within the study area, and the potential for prehistoric remains is considered to be low. There is some potential for Roman remains from the proposed development area. The putative route of the Roman road from Manchester to Buxton (Site 36) passes to the south of the proposed development area and two findspots of Roman coins are also recorded within the study area (Sites 23 and 24).
- 5.2.12 There are no known remains from the post-Roman period through to the mid-nineteenth century and the potential for remains from these periods is considered to be low.
- 5.2.13 The greatest potential for buried archaeological remains lies in the industrial period. A number of nineteenth-century buildings were located on the proposed development area, including a packing case factory (Site 37). The western factory wall and the northern factory yard wall are still standing on the site, reduced to a height of c 1.5 - 2m. This indicates that the foundations of the remainder of the building are extant beneath the current car park.

5.3 SIGNIFICANCE

- 5.3.1 Table 3 shows the sensitivity of the site scaled in accordance with its relative importance using the following terms for the cultural heritage and archaeology issues, with guideline recommendations for a mitigation strategy.

Importance	Examples of Site Type	Mitigation
National	Scheduled Monuments (SMs), Grade I and II* Listed Buildings	To be avoided
Regional/County	Conservation Areas, Registered Parks and Gardens (Statutory Designated Sites), Grade II Listed Buildings Sites and Monuments Record/Historic Environment Record	Avoidance recommended
Local/Borough	Sites with a local or borough value or interest for cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Low Local	Sites with a low local value or interest for cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Negligible	Sites or features with no significant value or interest	Avoidance unnecessary

Table 3: Criteria used to determine Importance of Sites

- 5.3.2 Using the above criteria, and particularly survival/condition and potential, the proposed development area possibly contains non-statutory remains of high local, or even regional significance. The presence of any prehistoric or Roman remains, including any remains of the Roman road (Site **36**), would be of Local/Borough importance, whilst the buried remains of the industrial period buildings on the site, including Site **37** the former packing case factory, are likely to be of Low Local importance.
- 5.3.3 This assessment is based on the current state of knowledge and the subsequent discovery of additional features could alter the assessed levels of significance of the proposed development area.

6. LIKELY IMPACT OF DEVELOPMENT

6.1 IMPACT

6.1.1 In its Planning Policy Guidance *Note 16*, the Department of the Environment (DoE) advises that archaeological remains are a continually diminishing resource and ‘should be seen as finite, and non-renewable resource, in many cases, highly fragile and vulnerable to destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed’. It has been the intention of this study to identify the archaeological potential of the study area, and assess the impact of redevelopment, thus allowing the advice of the DoE to be enacted upon. Assessment of impact has been achieved by the following method:

- assessing any potential impact and the significance of the effects arising from redevelopment;
- reviewing the evidence for past impacts that may have affected the archaeological sites;
- outlining suitable mitigation measures, where possible at this stage, to avoid, reduce or remedy adverse archaeological impacts.

6.1.2 The impact is assessed in terms of the sensitivity or importance of the site to the magnitude of change or potential scale of impact during future redevelopment scheme. The magnitude, or scale of an impact is often difficult to define, but will be termed as substantial, moderate slight, or negligible, as shown in Table 4.

Scale of Impact	Description
Substantial	Significant change in environmental factors; Complete destruction of the site or feature; Change to the site or feature resulting in a fundamental change in ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Moderate	Significant change in environmental factors; Change to the site or feature resulting in an appreciable change in ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Slight	Change to the site or feature resulting in a small change in our ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Negligible	Negligible change or no material changes to the site or feature. No real change in our ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.

Table 4: Criteria used to determine Scale of Impact

6.1.3 The interaction of the scale of impact (Table 4) and the importance of the archaeological site (Table 3) produce the impact significance. This may be calculated by using the matrix shown in Table 5:

Resource Value (Importance)	Scale of Impact Upon Archaeological Site			
	Substantial	Moderate	Slight	Negligible
National	Major	Major	Intermediate/Minor	Neutral
Regional/County	Major	Major/Intermediate	Minor	Neutral
Local/Borough	Intermediate	Intermediate	Minor	Neutral
Local (low)	Intermediate / Minor	Minor	Minor/Neutral	Neutral
Negligible	Neutral	Neutral	Neutral	Neutral

Table 5: Impact Significance Matrix

6.1.4 The extent of any previous disturbance to buried archaeological levels is an important factor in assessing the potential impact of the development scheme. The northern part of the site is currently occupied by a car park, and therefore the foundations of the factory building and yard beneath it (Site 37) are likely to be extant as buried remains. The southern part of the site was also occupied by nineteenth-century buildings and a yard, but the buildings were demolished between 1934 and 1948, and replaced by the current building by 1970. The survival of any buried remains of the earlier buildings in this area is therefore unknown.

6.2 IMPACT ASSESSMENT

6.2.1 Following on from the above considerations, the significance of effects has been determined based on an assumption that there will be earth-moving works or foundations associated with the proposed new development. The results are summarised in Table 6, although will require review once detailed design proposals are known.

Site Number	Nature of Impact	Importance	Impact	Significance of Impact
22	None	Low Local	None	-
23	None	Low Local	None	-
24	None	Low Local	None	-
25	None	Low Local	None	-
26	None	Low Local	None	-
27	None	Low Local	None	-
28	None	Low Local	None	-
29	None	Low Local	None	-
30	None	Low Local	None	-
31	None	Low Local	None	-

Site Number	Nature of Impact	Importance	Impact	Significance of Impact
32	None	Low Local	None	-
33	None	Low Local	None	-
34	None	Low Local	None	-
35	None	Low Local	None	-
36	Possible disturbance of below-ground remains	Local/Borough	Unknown	Unknown
37	Disturbance of below-ground remains	Low Local	Substantial	Intermediate/Minor
38	None	Local/Borough	None	-

Table 6: Assessment of the impact significance on each site during development

7. RECOMMENDATIONS FOR ARCHAEOLOGICAL MITIGATION

7.1 INTRODUCTION

- 7.1.1 Current legislation draws a distinction between archaeological remains of national importance and other remains considered to be of lesser significance. Those perceived to be of national importance may require preservation *in-situ*, whilst those of lesser significance may undergo preservation by record, where high local or regional significance can be demonstrated.

7.2 ARCHAEOLOGICAL MITIGATION

- 7.2.1 No sites have been identified within the proposed development area that may be considered as being of national importance and therefore merit preservation *in-situ*. However, the study area has the potential to contain *in-situ* buried remains of Low Local significance (Site **37**), which may require preservation by record should they be directly affected by future development. In addition, geotechnical work in the car park of the proposed development area revealed that there is *c* 4-6m of made-ground, seemingly dating to the twentieth century, beneath the current ground surface. This, in turn, overlies a deposit of alluvium associated with the river Medlock. The potential for pre-industrial period archaeological remains to survive in the alluvium is considered to be low, although cannot be discounted entirely. In particular, the putative route of the Roman road from Manchester to Buxton (Site **36**) is located to the south of the proposed development area, which could indicate that Roman deposits and/or finds would be made in this area. Any finds relating to this period would be considered to be of Local/Borough significance. The scope and details of any archaeological mitigation required in advance of redevelopment would be devised in close consultation with the County Archaeologist for Greater Manchester.

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APPENDIX 1: SELECTIVE TRADES' DIRECTORIES ENTRIES

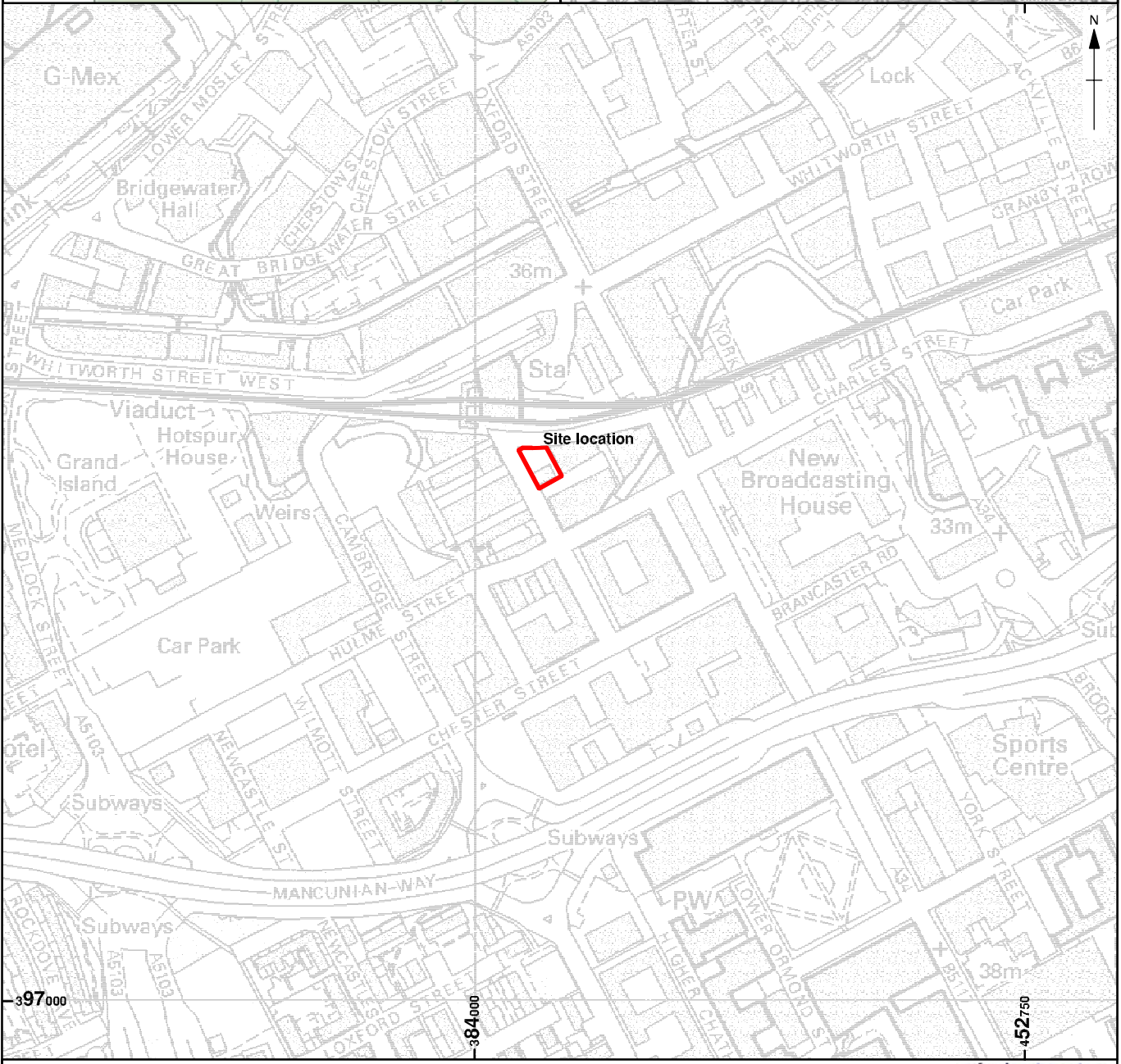
Source	Entry
Slater 1850	<p>Great Marlborough Street - nothing listed New Wakefield Street - nothing listed Railway Street - nothing listed</p>
Slater 1863	<p>Great Marlborough Street White, Salkeld and Morgan, packing case maker Dunlop, John M, engineer Ryde, John and Co., coal, lime and cement merchants Silkstone Coal Co.'s depot Marple Mineral Co., mineral white manufacturers Chellaston mining co. Hibbert Wm., anti mildew finisher</p> <p>New Wakefield Street Parker, Cuthbert, warp sizer Edmundson, RB and Son, artists in stained glass Johnson, George, Joiner Kay Francis (executors of), packing case maker Hewitt, Alfred, trimming manufacturer Humble, John, gut manufacturer Thurman, Thomas, timber bender</p>
Slater 1879	<p>Great Marlborough Street <i>East side</i> Morgan Morgan, timber merchant Crosley Brothers, engineers <i>Hulme Street</i></p> <p><i>West side</i> Ryde, John and Co., coal merchants Silkstone Coal Co, coal merchants <i>New Wakefield Street</i> Dewhurst, G & R, merchants <i>Anvil Street</i> Gorton and Shemitt, elastic cord manufacturer Dewhurst, G & R, merchants Campbell, Louis A, merchant <i>Hulme Street</i></p> <p>New Wakefield Street <i>Left hand side</i> 1 Oxford Rd Finishing Co., finishers 3 Edmundson, RB and Son, glass stainers 5 Philips, Thomas, packing case maker 5 Johnson, Samuel, joiner 7 Kay Francis (executors of), packing case maker 9 Wrigley, Thomas, trimming manufacturer <i>Great Marlborough Street</i></p> <p><i>Right hand side</i> Hart, Herbert W, wheelwright Holland, William Samuel, cab owner Young's Paraffin, Light and Mineral Co. Ltd., stores</p>

	Cameron and Co., drysalter's stores
Slater 1895	<p>Great Marlborough Street <i>Hulme Street</i> Moller, Ricardo, shipping merchant Chilean Vice Consulate, Ricardo Moller, Vice-Consul <i>New Wakefield Street</i> Manchester Oxygen (Brin's Patent) Co. Ltd. Bashall, William and Co. Ltd., cotton spinners and manufacturers Dewhurst, G & R, merchants <i>Anvil Street</i> Dewhurst, G & R, merchants <i>Hulme Street</i></p> <p>New Wakefield Street <i>Left hand side</i> 1 Furniss, James, plumber Bentley, James and Co., finishers Brithill, Spurrier and Co., oil merchants 3 Edmundson, RB and Son, glass stainers 5 Greenall, John, laundry engineer 5 Lion Skip and Basket Co., skip makers 7 Brittain and Pleton, packing case makers Livsey, John W, apron manufacturer <i>Great Marlborough Street</i> Manchester Oxygen (Brin's Patent) Co. Ltd.</p> <p><i>Right hand side</i> Atkinson J and Co., brewers Hart, Herbert W, engineer Young's Paraffin, Light and Mineral Oil Co.'s, stores Cameron and Co., drysalter's stores Begg and Co., shirt manufacturers <i>Great Marlborough Street</i></p>
Slater 1909	<p>Great Marlborough Street <i>Hulme Street</i> Moller, Ricardo, shipping merchant <i>New Wakefield Street</i> The British Oxygen (Brin's Patent) Co. Ltd. Dewhurst, G & R, lim. Merchants <i>Anvil Street</i></p> <p>New Wakefield Street <i>South-east side</i> Eastwood, B and Co., printers Jones, Jn. & Sons, art metal workers 3 Breakey, FW & Co. Ltd., art metal workers 3a Begg and Co., shirt makers 5 Guy, Harry, hydraulic engineer Brittain, James and Sons, packing case makers <i>Great Marlborough Street</i> British Oxygen Co. Ltd.</p> <p><i>North-west side</i> Nathaniel and Co., packing case manufacturer Daly, Thomas, rubber tyre maker 55a Cameron and Co., drysalter's stores</p>

ILLUSTRATIONS

FIGURES

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- Figure 2: Green's map of 1794
- Figure 3: Swire's map of 1824
- Figure 4: Bancks and Co's map of 1831
- Figure 5: Ordnance Survey map (60": 1 mile) of 1848-9
- Figure 6: Adshead's map of 1851
- Figure 7: Ordnance Survey map (25": 1 mile) of 1893-4
- Figure 8: Ordnance Survey map of 1922
- Figure 9: Ordnance Survey map of 1934
- Figure 10: Ordnance Survey map of 1948
- Figure 11: Plan of gazetteer sites



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1:5000 @ A4



Figure 1: Site location

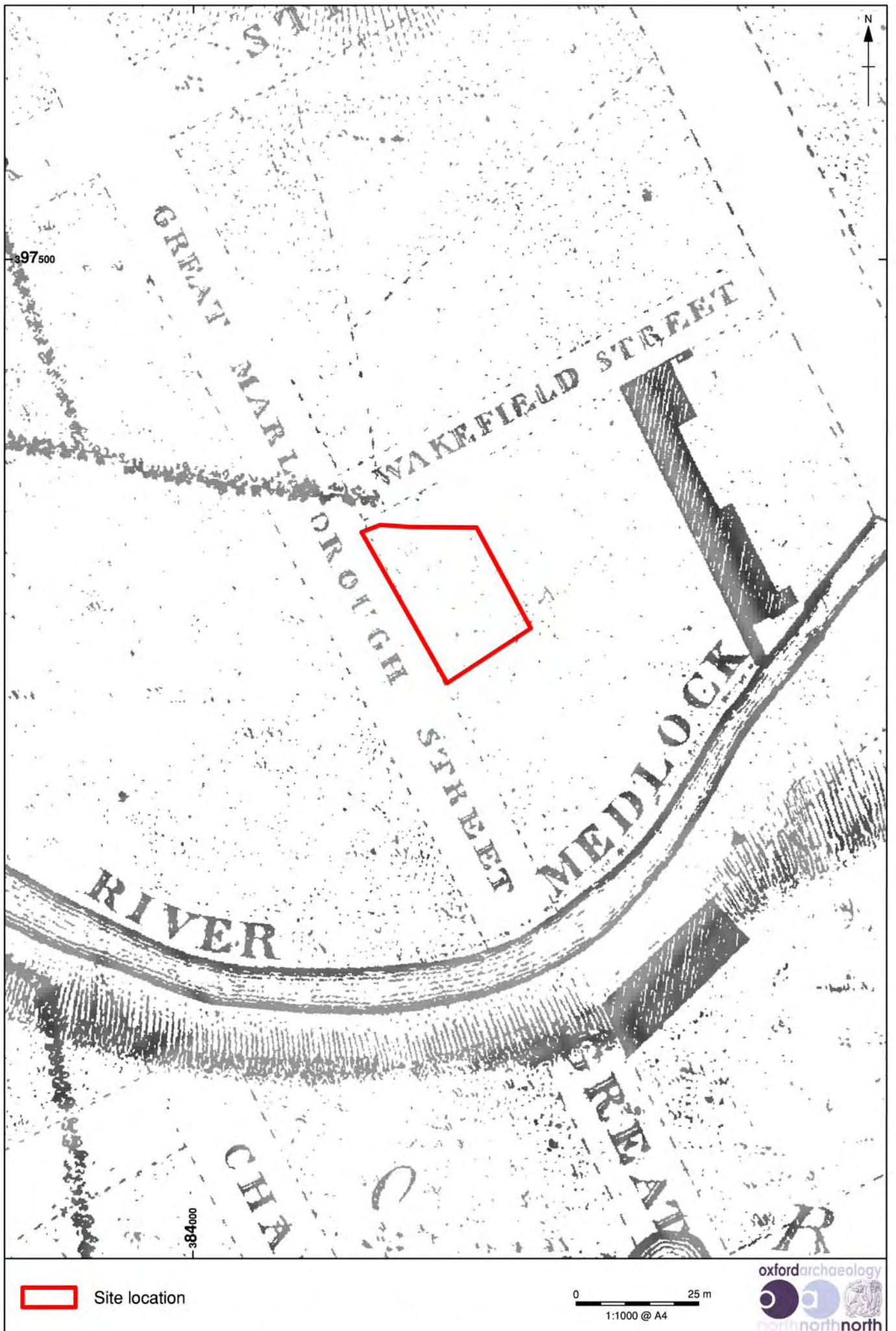


Figure 2: Extract from William Green's map of 1794

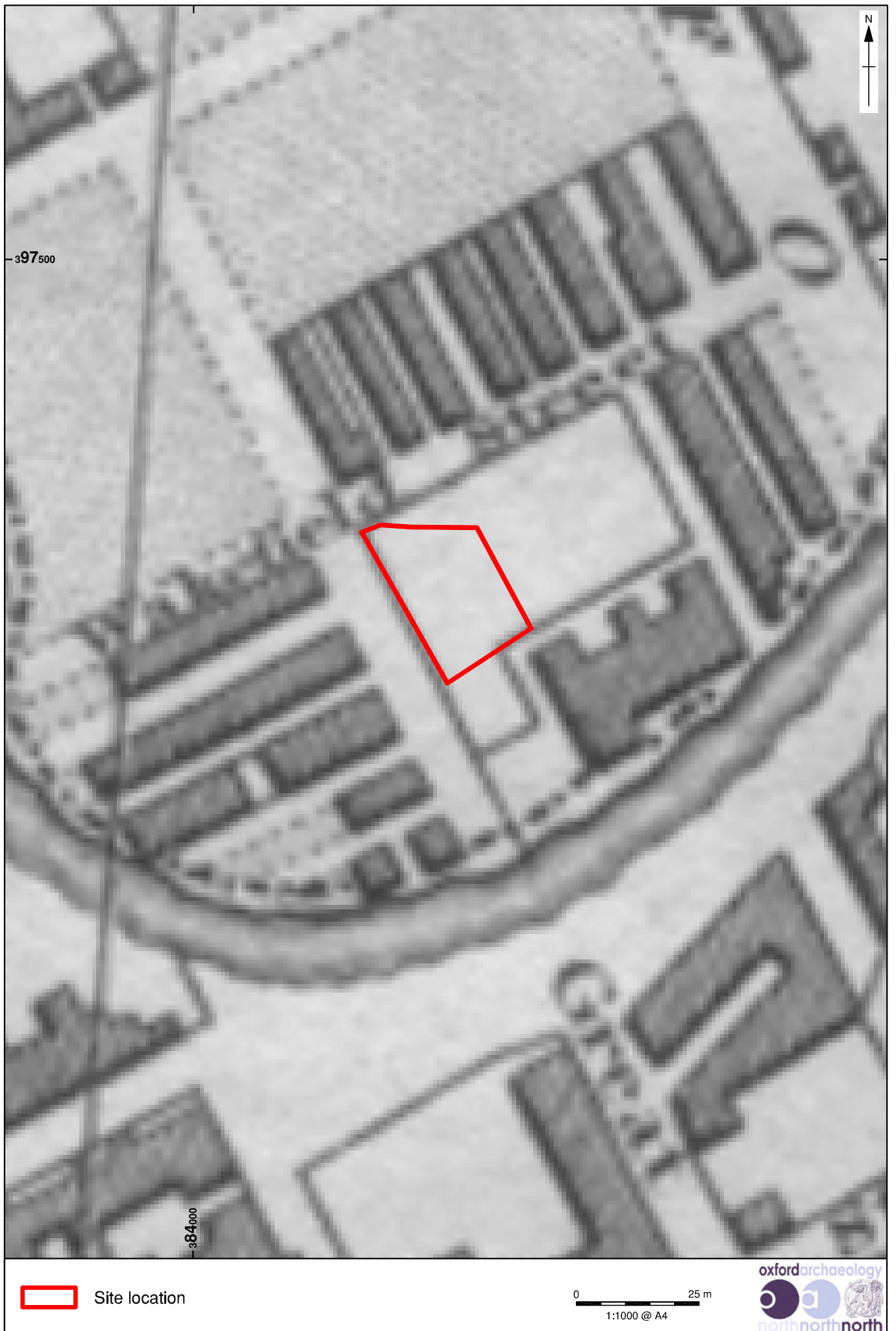
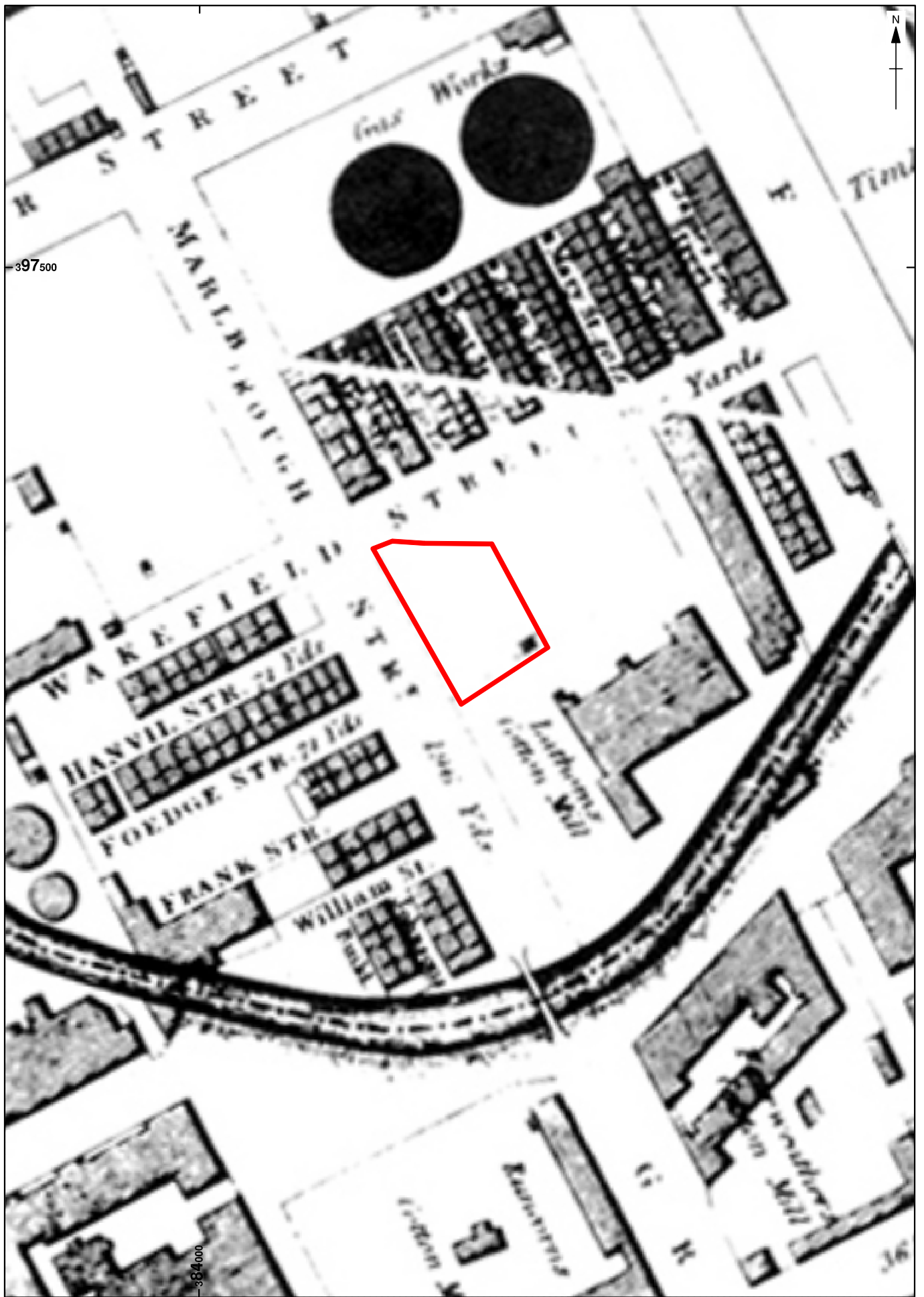


Figure 3: Extract from Swire's map of 1824



 Site location

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Figure 4: Extract from Banks and Co's map of 1831

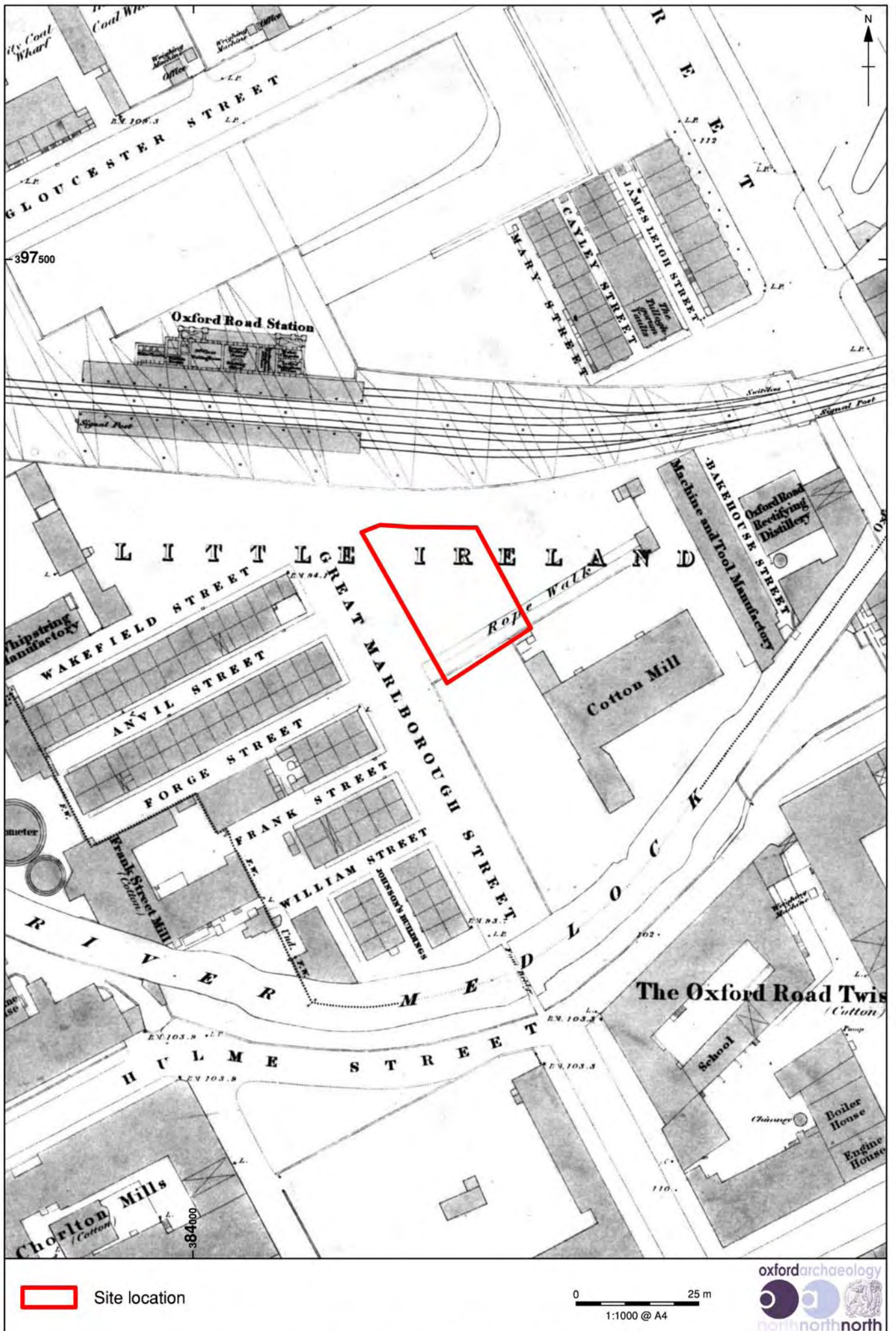
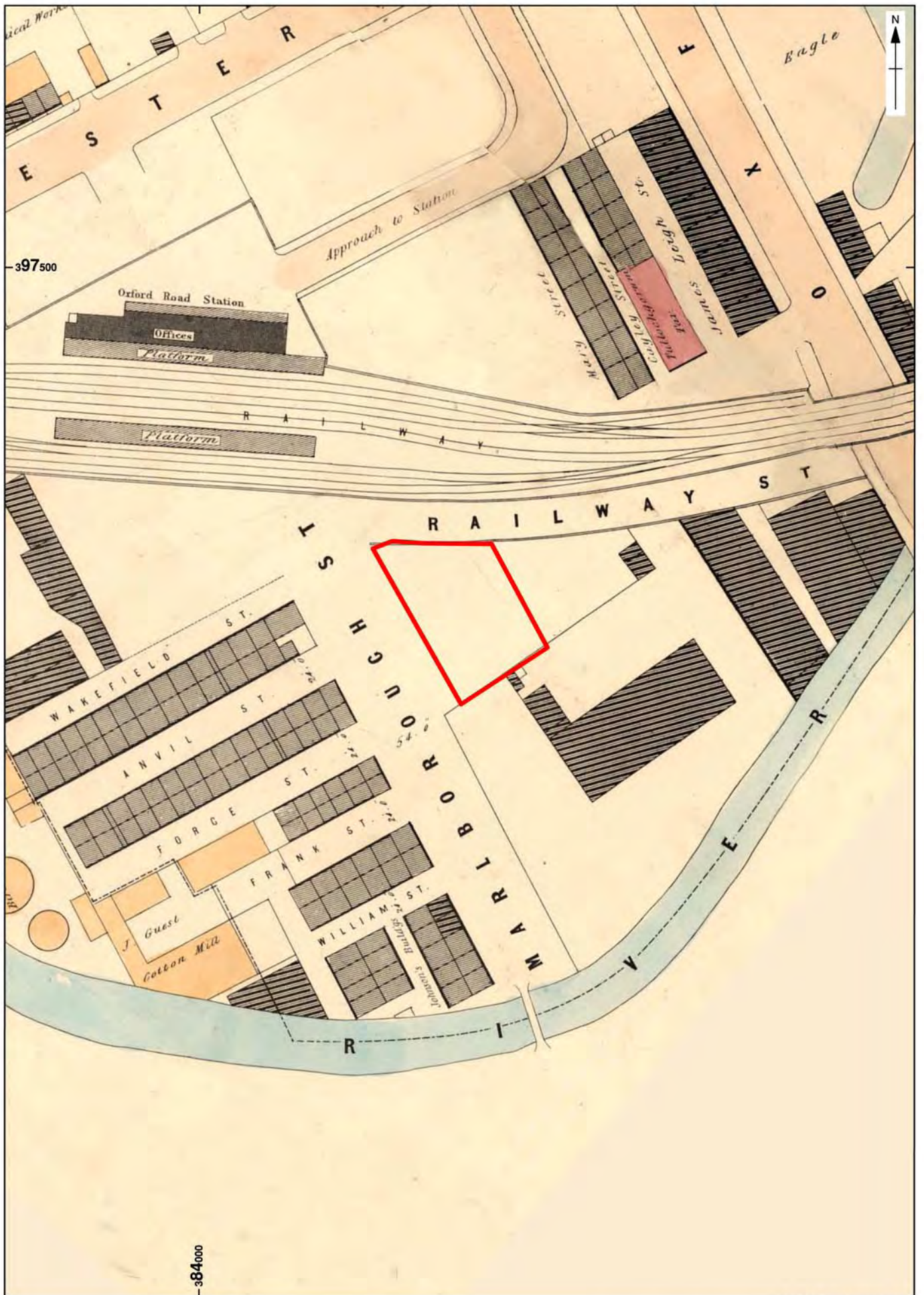


Figure 5: Extract from the Ordnance Survey map (60": 1 mile) of 1848-9



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Figure 6: Extract from Adshead's map of 1851

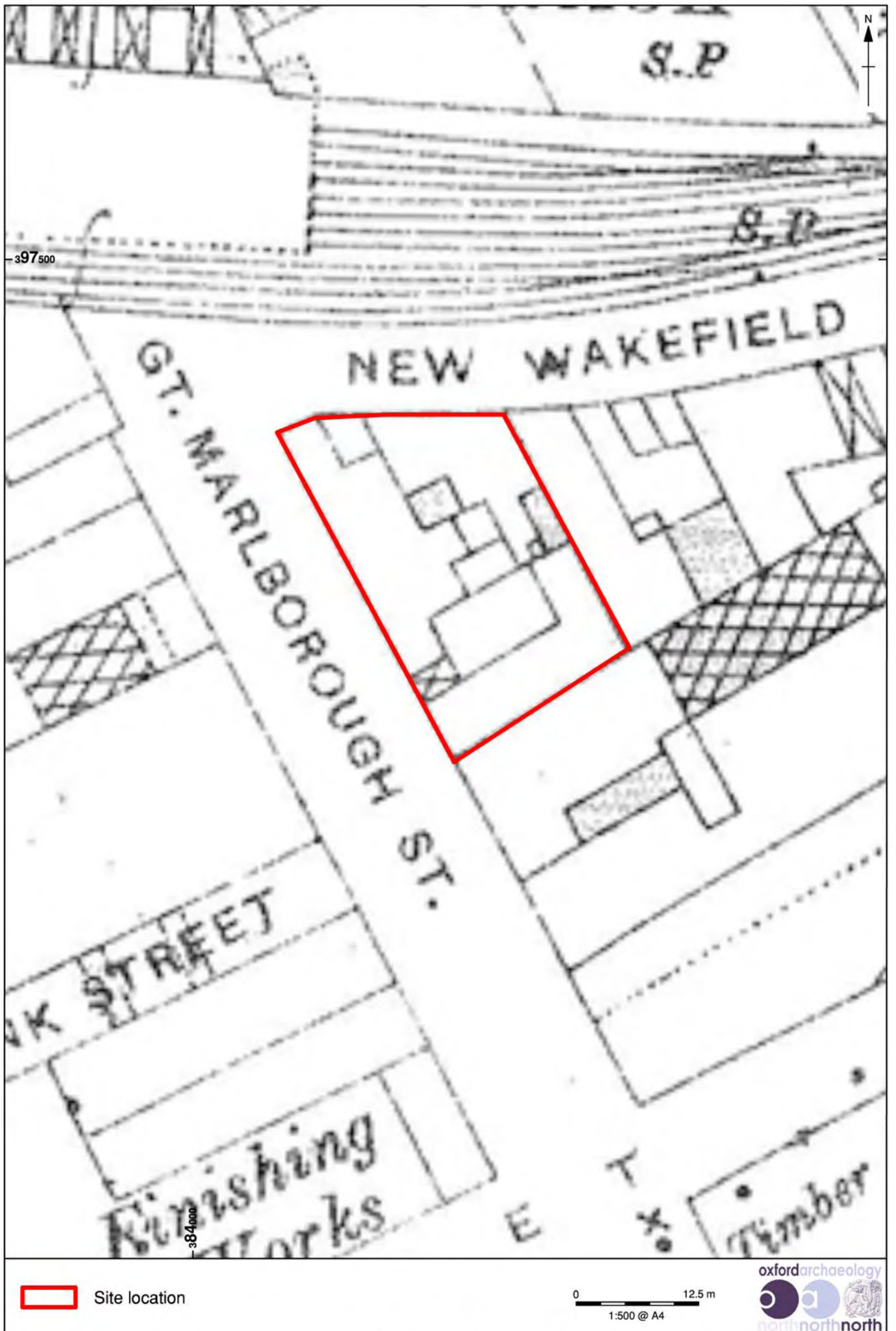
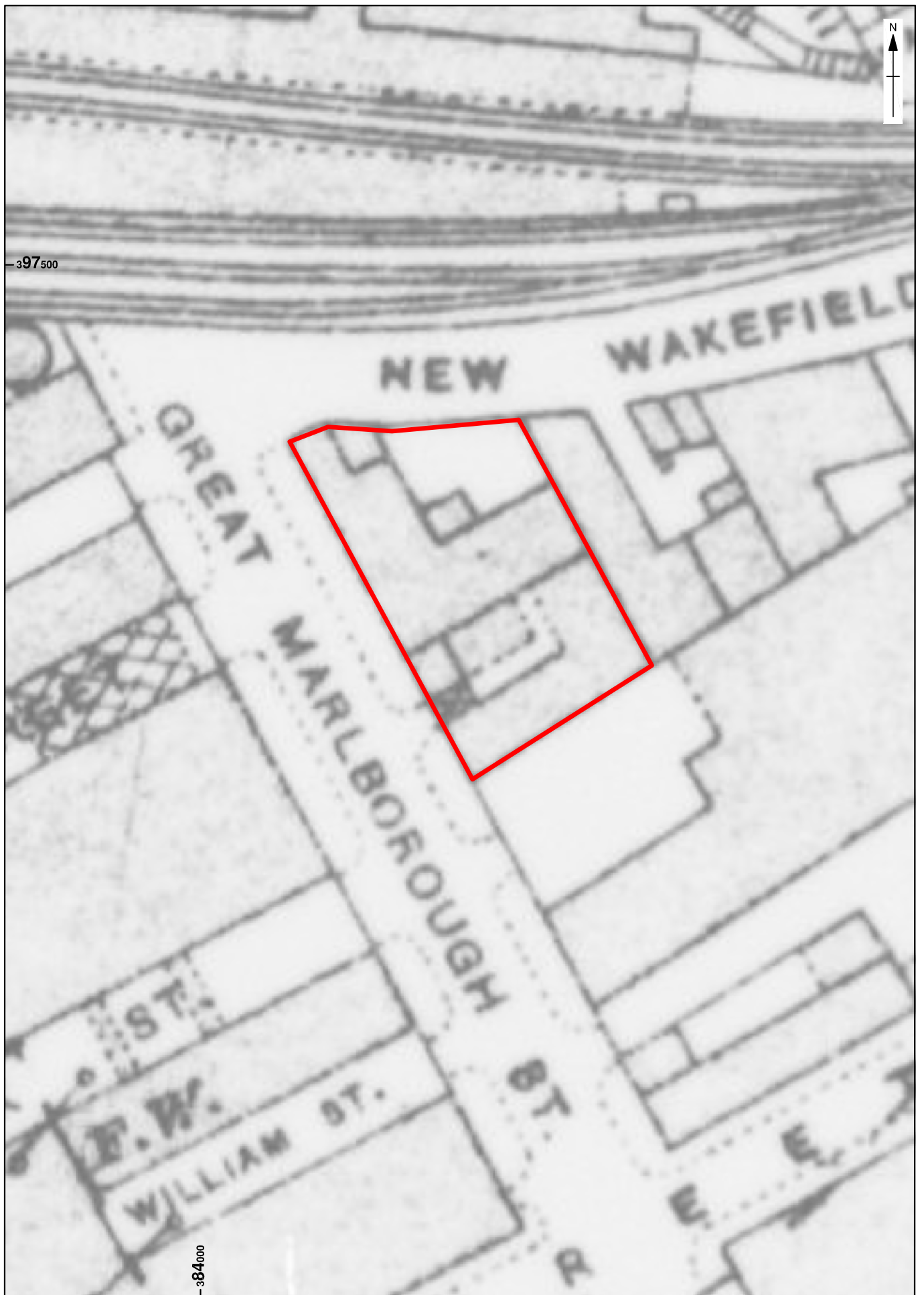


Figure 7: Extract from the Ordnance Survey map (25": 1 mile) of 1893-4

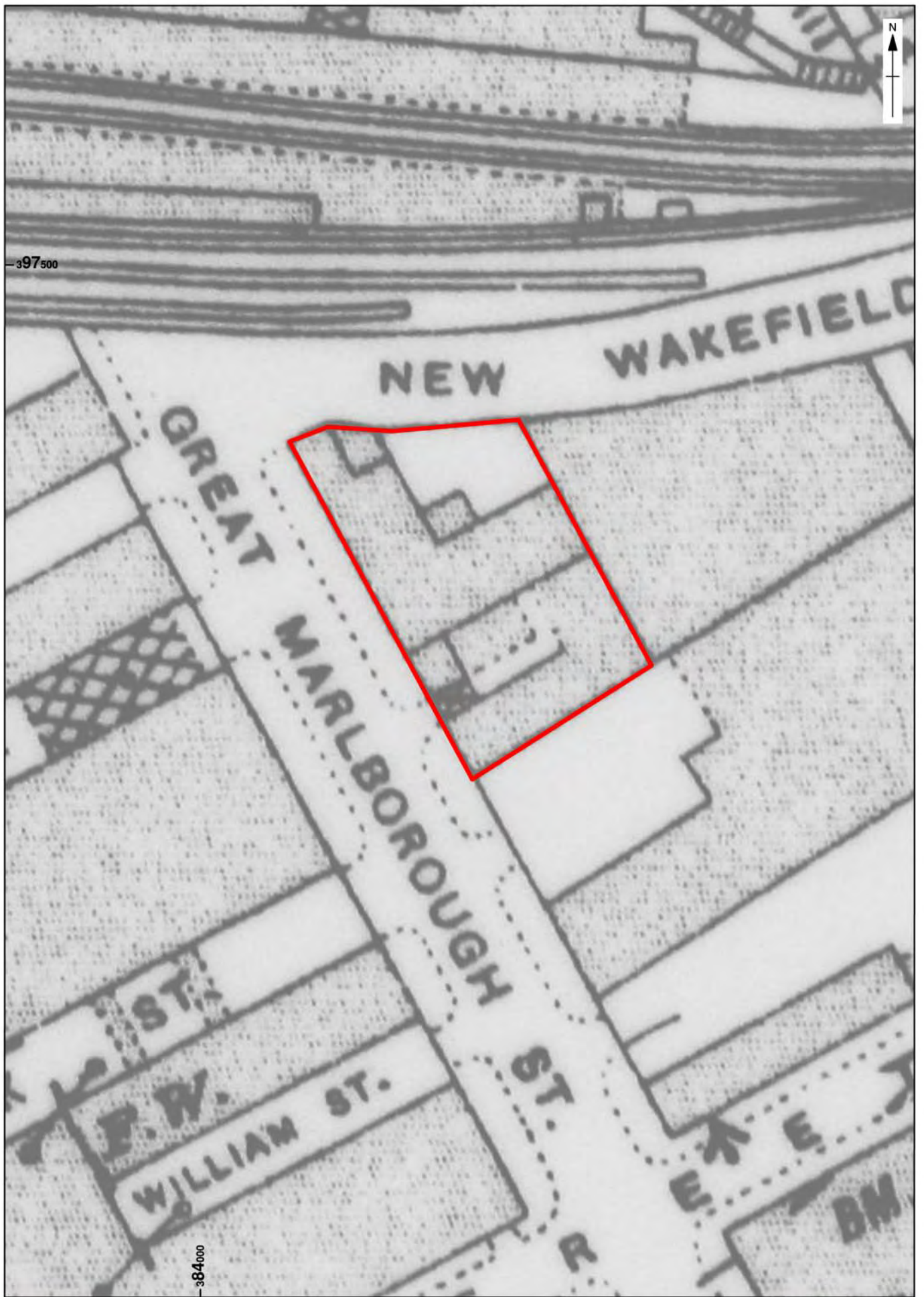


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Figure 8: Extract from the Ordnance Survey map of 1922



 Site location

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Figure 9: Extract from the Ordnance Survey map of 1934



Figure 10: Extract from the Ordnance Survey map of 1948

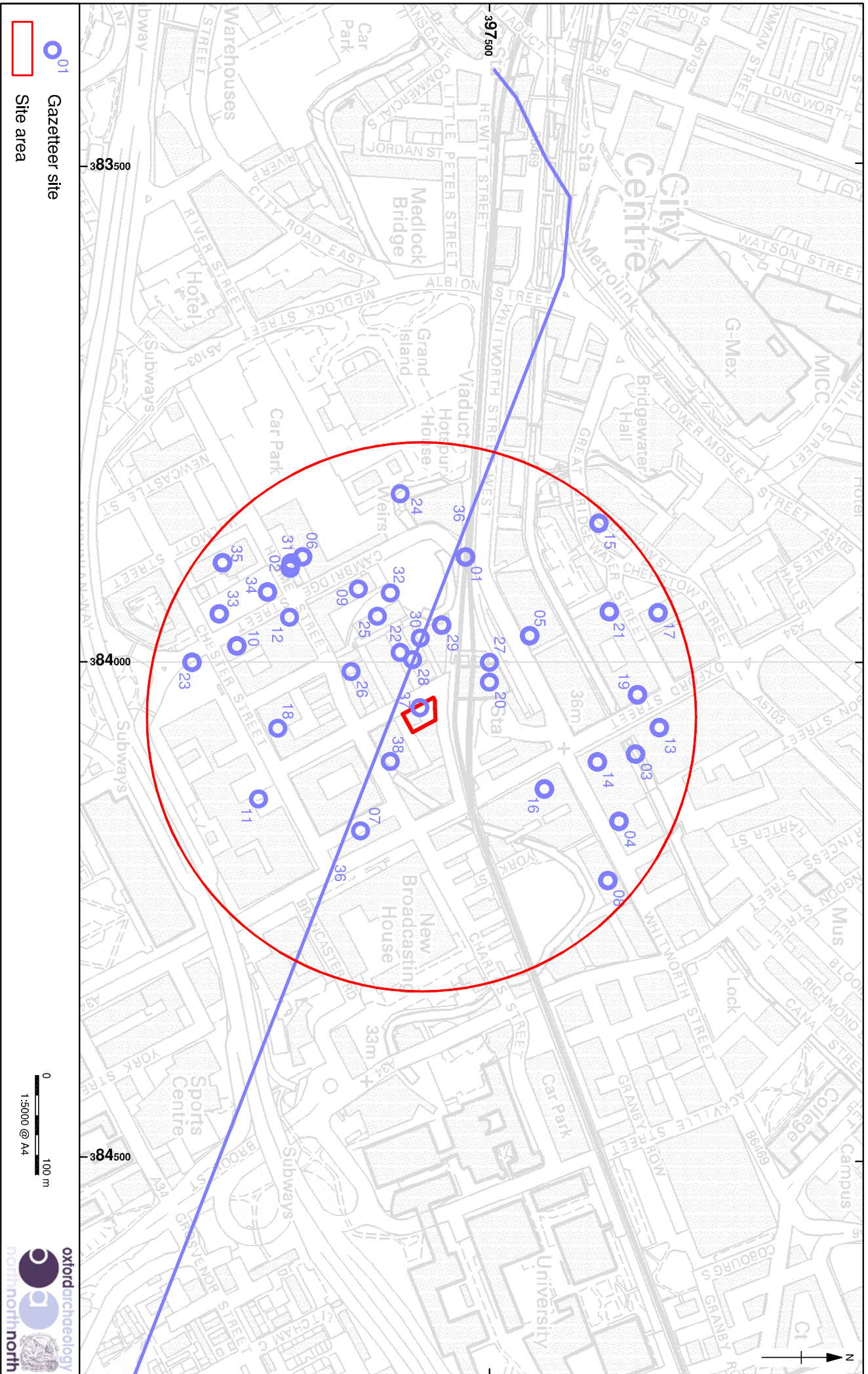


Figure 11 : Plan of gazetteer sites