



University of
Salford
MANCHESTER

Archaeological Evaluation

The Factory, St Johns,
Water Street, Manchester

Client:
Manchester City Council

Technical Report:
Sarah Mottershead

Report No:
2017/55



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NGR: Centred on NGR SJ 383030 397910

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Summary

In July 2017, Salford Archaeology was commissioned by Manchester City Council to carry out an archaeological evaluation of land at within the former Granada Television Estate, Water Street, Manchester, (centred on NGR 383030 397910). The evaluation was carried out in accordance with a Written Scheme of Investigation produced by Salford Archaeology in May 2017 and was undertaken in order to support the planning application for the proposed development.

A desk based assessment produced by Salford Archaeology in 2016 concluded that there was the possibility of archaeological remains surviving within the study area relating to early 19th century warehousing and workers houses.

Three evaluation trenches were excavated, two within the southwestern car park and a one within a fenced storage area at the southwest side of the northeast car park. No remains of significance were encountered within trenches 1 and 3, in the south-west car park and therefore no further investigation will be required in this area. A hand-made brick wall was uncovered in trench 2 with the edge of a line of stone blocks above it visible in the trench edge. From the map evidence it appeared that this was part of the original canal wall. As this was surrounded by services, and lay just outside the development boundary along a proposed fence line which will not affect the remains, it was concluded that no further investigation was required. However, it was noted that the survival of the early wall within the northeast car park indicates that there may be the potential for a good level of survival for any remains within the northeast car park area should this area be subject to further development in the future.

1. Introduction

1.1 Background

In 2017, Salford Archaeology was commissioned by Manchester City Council to carry out an archaeological evaluation on land which is part of The Factory development within the former Granada Television Studios, St Johns, Water Street, Manchester. This evaluation covered only that part of the Granada Studios area being developed as The Factory. The evaluation was carried out in accordance with a Written Scheme of Investigation produced by Salford Archaeology in May 2017 and was undertaken in order to support the planning application for the proposed development.

A desk based assessment produced by Salford Archaeology in 2016 concluded that there was the possibility of archaeological remains surviving within the study area relating to early 19th century warehousing and workers houses.

1.2 The Setting

The study area comprises a parcel of land at the southwest side of the former Granada Television Studios, St Johns, Water Street, Manchester (centred on NGR SJ 383030 397910). This lies within the south-western part of the St. John's Masterplan, on a site broadly bounded by the River Irwell and surface car parking (currently in use for construction of the Ordsall Chord) to the west, Grape Street and the Bonded Warehouse to the east, the Museum of Science and Industry (MSI) complex, including the 1830 Warehouse (Grade I Listed) to the south and Water Street and surface car parking to the north (Figure 1, Plate 1).



Plate 1: Recent aerial looking north, showing the Site Area boundary

The site rises from 26.2m at the southwest to 26.8m towards the northeast, descending again further to the northeast. Both car parks are covered with tarmac.

The solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone (Hall *et al* 1995, 8). The overlying drift incorporates Pleistocene boulder clays of glacial origin, and sands, gravels, and clays of fluviatile/lacustrine origin (Ordnance Survey Geological Survey 1970) (www.bgs.ac.uk).

1.3 Personnel

The on-site works were carried out by professional archaeologists from Salford Archaeology. The evaluation was carried out by Graham Mottershead and Sarah Mottershead. The report was written and illustrated by Sarah Mottershead, and edited by Graham Mottershead. The site was managed by Ian Miller.

1.4 Monitoring

Norman Redhead of Greater Manchester Archaeological Advisory Service (GMAAS) monitored the archaeological works.

2. Historical Background

2.1 Introduction

A desk based assessment was carried by Salford Archaeology in 2016. The following historical background is summarised from that document.

2.2 Historical Background

The historic interest in the development site was highlighted in an archaeological desk-based assessment that was prepared to support the planning application for redevelopment (Salford Archaeology 2016). This study concluded that the proposed development area has some potential to contain buried remains of archaeological interest, including the foundations of an 18th-century riverside warehouse, early 19th-century workers' housing, a 19th-century engine house and associated structures (Salford Archaeology 2016). In addition, an area in the centre of the site does not appear to have been developed previously, raising the potential for buried remains of Roman and/or medieval date to survive.

3. Methodology

3.1 Excavation Methodology

Prior to the commencement of the evaluation trenching the Client provided Salford Archaeology with service plans for the area, and the areas of trenching were scanned with a Cable Avoidance Tool. Three evaluation trenches were excavated, as outlined in the WSI (Figure 2). These were excavated using a wheeled excavator fitted with a 1.6m wide toothless ditching bucket. Spoil was placed next to the excavated trenches and was then backfilled into those trenches on completion of the evaluation.

3.2 Recording Methodology

Separate contexts were recorded individually on Salford Archaeology pro-forma trench sheets. The trenches were located and planned by total station theodolite using EDM tacheometry. Levels were established using an Ordnance Datum height taken from a spot height on Water Street.

Photography of all relevant phases and features were undertaken in digital format using a digital SLR camera. General working photographs were taken during the archaeological works, to provide illustrative material covering the wider aspects of the archaeological work undertaken.

All fieldwork and recording of archaeological features, deposits and artefacts were carried out to acceptable archaeological standards. All archaeological works carried out by the CfAA are carried out to the standards set out in the Code of Conduct of the Chartered Institute for Archaeologists.

4. Evaluation Results

4.1 Introduction

The evaluation consisted of the excavation of three trenches. Trenches 1 and 3 were located within the southwest car park and trench 2 within a fenced storage area in the northeast car park. Trench 2 was located just outside the area boundary of the development, in the area of a proposed outer fence line.

The natural ground observed in both trenches comprised compact light to mid brown clay.

4.2 Trench 1

Trench 1 measured 20m by 1.8m and was aligned north/south. It had to be foreshortened at the north so as to not damage the Granada Studios entrance gate and at the south to avoid live services. It was excavated to a maximum depth of 0.8m and was located at the western side of the southwest car park (Figure 3, plate 2).



Plate 2: Trench 1 general shot, looking north

It was overlain by 0.13m of tarmac **101**, laid onto a 0.12m bedding layer of stone **102** with 0.19m of mixed clay, cinder and brick rubble levelling material **103** below it. Beneath this was a 0.22m thick capping layer of compact clay **104** above 0.14m of mixed black ash, brick and cinders **105**. This layer sat upon natural mid to light orangey brown sandy clay **106**. At the south end of the trench an irregular 2.2m wide drainage cut **111** ran across the excavation containing two ceramic drain pipes. At its northern

end this was cut by a later service trench **110** which ran northeast/southwest and was filled with stone (Plate 3).



Plate 3: Trench 1, drains at south end of trench, looking north-west

To the north of this another service trench **109**, also filled with stone, ran northwest/southeast towards a lighting column at the northwest side of the trench. To the north of this an electricity cable **108** ran east/west. To the immediate north of the cable, at the north end of the trench was modern disturbance **107** within the entrance way to the studios (Plate 4).



Plate 4: Service trenches in centre of trench 1, looking north

4.3 Trench 2

Due to the restrictions of the fenced area and live services present it was decided that trench 2 was instead to be excavated as a trial pit which was able to be placed within a small blank area between the numerous services. It measured 2.1m by 2.0m and was excavated to a maximum depth of 0.98m. It was located within the fenced storage area in the southwest side of the northeast car park, in an area slightly outside the main boundary on the line of a proposed fence (Figure 4, plate 5).



Plate 5: General shot of trench 2, looking west

This trench was overlain by 0.18m of tarmac **201** with 0.14m of yellow stone bedding material **202**, which in turn sat upon 0.08m of compact white stone **203**. Beneath this was 0.58m of mixed demolition rubble infill **204**. At a depth of 0.53m a brick wall **207** was observed. This was built from hand-made bricks with white lime mortar and ran northwest/southeast. It had outer stretcher courses with two inner header courses and stepped out to the southwest at its northwest end. Visible partially sat upon this wall in the northeast trench edge were sandstone blocks **211** (Plate 6). The map evidence suggests that this was part of the original southwest canal wall.



Plate 6: Brick wall with blocks above in section, looking east

At the southwest side of the wall was a construction cut for the canal wall which was filled with mixed clay and rubble **209** up against the wall. To the west of this fill the cut contained a reddy brown gravel **206**, with finely puddled clay **205** to its west, probably the clay lining of the canal. A stone capped drain **208** ran across these deposits at the centre of the trench from the wall. To the southeast of the drain was a mixed fill of rubble, clay and gravel **210**, which appeared to be a modern intrusion, possibly for one of the services (Plate 7).



Plate 7: Fill of canal wall cuts and drain, looking north

4.4 *Trench 3*

Trench 3 measured 30m by 1.8m and was excavated to a maximum depth of 1.7m. It was aligned northwest/southeast and located in the centre of the southwest car park (Figure 5, plate 8).



Plate 8: General shot of trench 3, looking southeast

This trench was overlain by 0.28m of tarmac **301** laid onto 0.18m of stone bedding material **302** with a 0.12m deep surface of stone sets **303** below it set in bitumen. Beneath this was mixed semi-compact demolition rubble and clay **204**.

At the northwest end of the trench natural clay **309** was observed at a depth of 1.2m. A modern excavation **305** cut the natural for 2.3m along the centre of the trench. At the immediate southeast of this a service trench **306** filled with stone cut northeast/southeast across the trench. From this point the trench had to be narrowed for 7m to avoid a live gas main, part of the cut of which **307** was observed within the trench.

At 15m from the southeast end of the trench was a northeast/southwest service trench **308** filled with stone. To the southeast of this the trench was then excavated down to natural clay **309** at a depth of 1.7m. A large concrete block **310** surrounding a drain cut into the trench at this point. At 4.5m from the southeast end of the trench was another

service trench **312** which cut through a deposit of yellow sand **311** containing a modern blue plastic water pipe (Plate 9).



Plate 9: Southeast end of trench 3, looking southeast

5. *Discussion*

5.1 *The Southwest Car Park*

The trenches excavated within the southeast car park contained no evidence of archaeologically significant remains and had been heavily truncated by a large amount of services, both live and disconnected. No further investigation is required within this area.

5.2 *The Northwest Car Park – The Factory Area*

The wall and associated fills encountered within trench 2 appear to be part of the southwest wall of the Manchester and Salford Junction Canal. This area actually falls slightly outside the main boundary of The Factory development and was placed on a proposed fence line. As such the canal itself would not be affected by the development and no further investigation is required.

5.3 *The Northwest Car Park – Outside The Factory Area*

The survival of the canal wall at a relatively shallow and its good preservation suggest that there is good potential for the survival of remains across the rest of the northeast car park. This includes the canal itself, and associated dry dock, overflows and workers housing, including a row of back-to-backs on the former Little Edward Street. This potential survival will not affect The Factory development as it does not encroach into this area. It should however be taken into account for any further developments which are to be carried out to the northeast of The Factory development in future.

6. *Archive*

The archive comprises of digital drawings, survey data and digital photographs. This archive is currently held by the Centre for Applied Archaeology.

A copy of this report will be deposited with the Greater Manchester Sites and Monuments Record held by the Greater Manchester Archaeological Advisory Service (GMAAS).

7. Acknowledgements

Salford Archaeology would like to thank Manchester City Council for commissioning the archaeological works and providing support and assistance throughout the project. Salford Archaeology would also like to thank Norman Redhead for providing monitoring support and advice through GMAAS. The on-site excavations were conducted by Graham Mottershead and Sarah Mottershead. This report was written and illustrated by Sarah Mottershead. The report was edited by Graham Mottershead.

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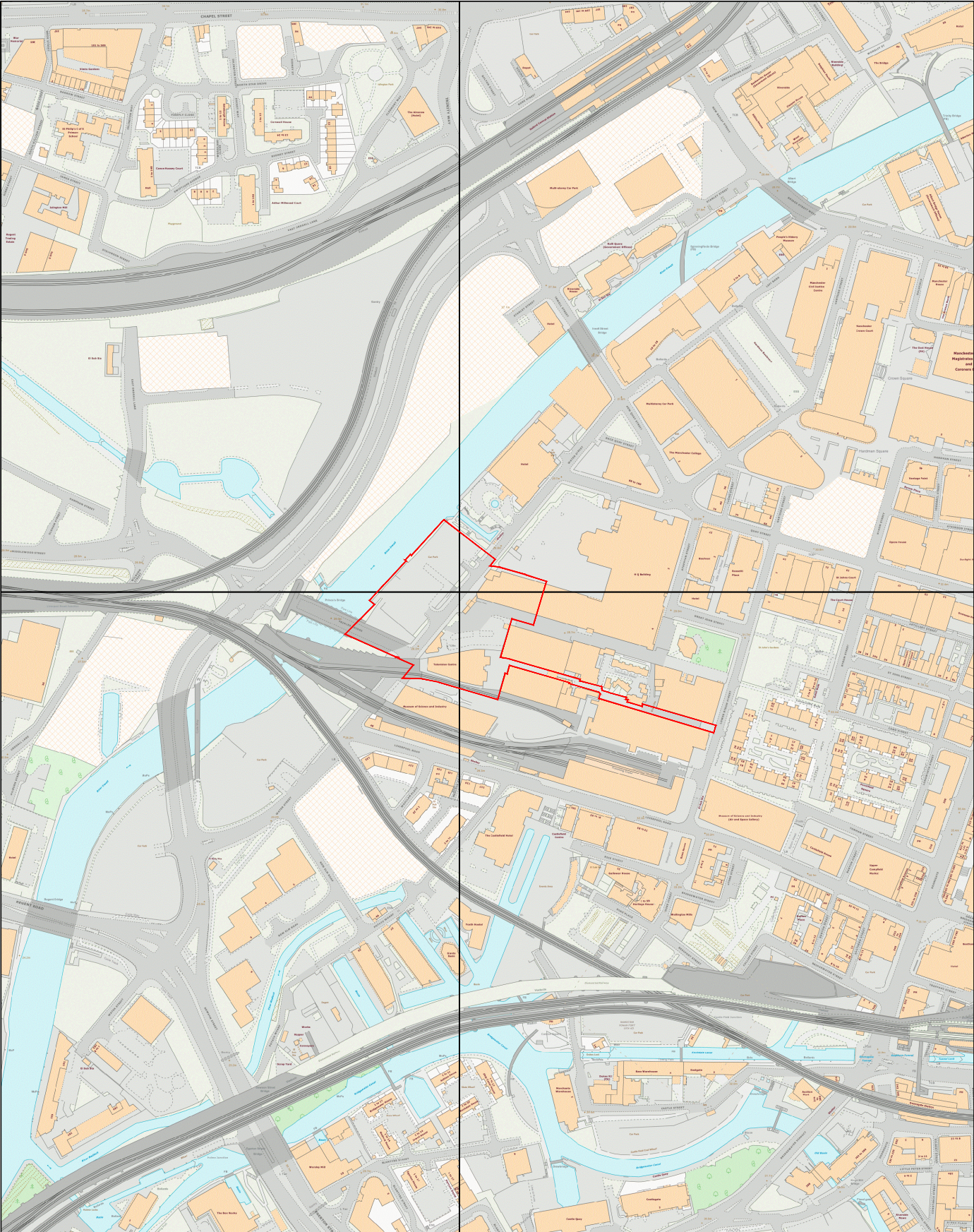
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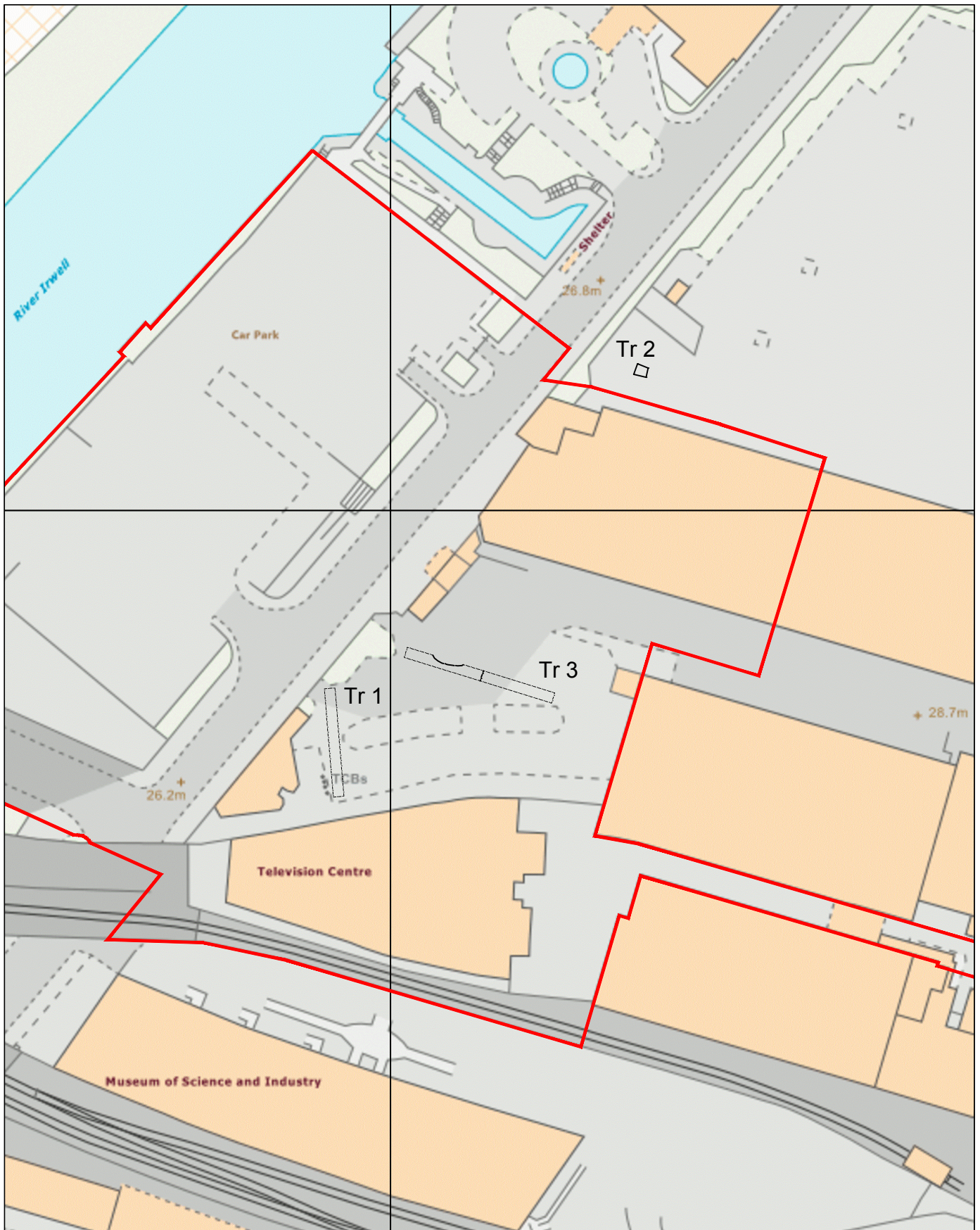
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Appendix 1: Figures

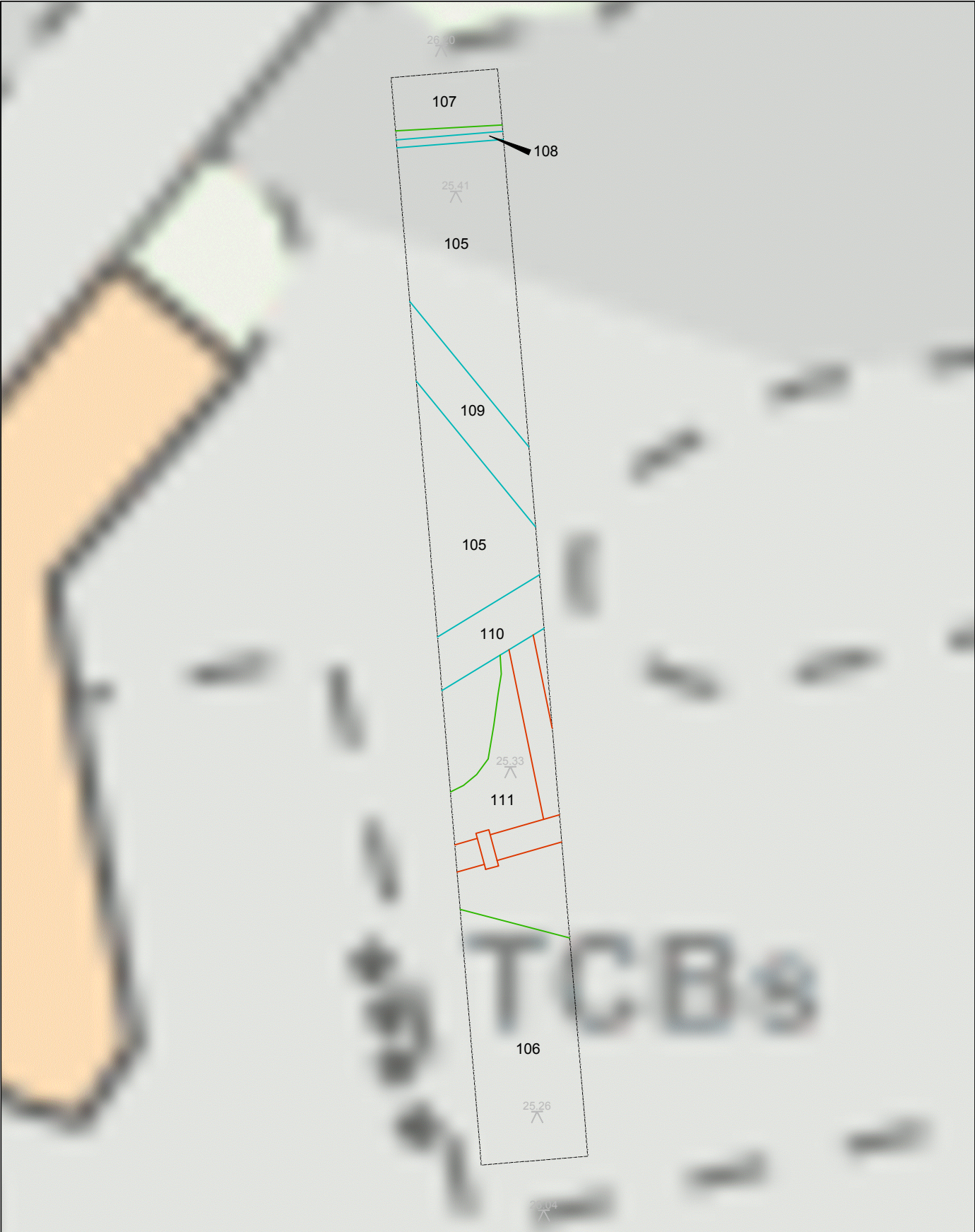
- Figure 1: Site Location Map
- Figure 2: Trench Location Plan
- Figure 3: Plan of Trench 1
- Figure 4: Plan of Trench 2
- Figure 5: Plan of Trench 3
- Figure 6: Trenches Overlaid onto 1851 OS 1:500 Town Plan
- Figure 7: Trenches Overlaid onto 1891 OS 1:2500 County Series



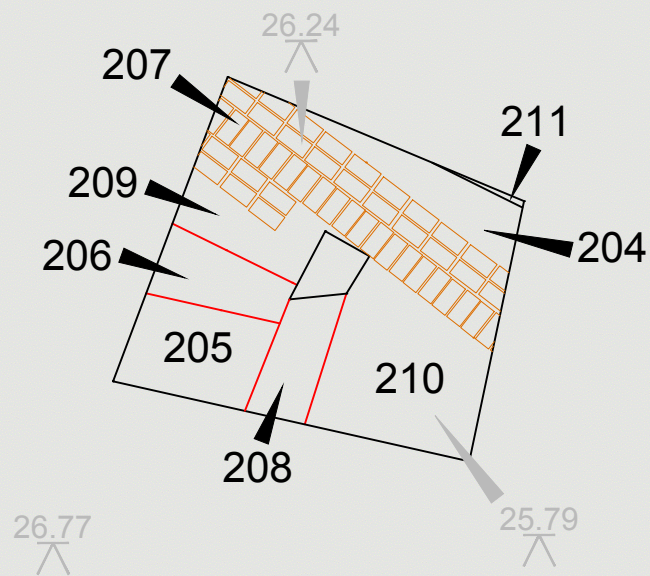
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<p>The Centre for Applied Archaeology</p> 	<p>Centre for Applied Archaeology Peel Building University of Salford Salford M5 4WT</p>	<p>Figure 1: Site location map</p>		<p>Site Name: The Factory Site Code: FAC17</p> <p>Survey Data supplied by: SM</p>




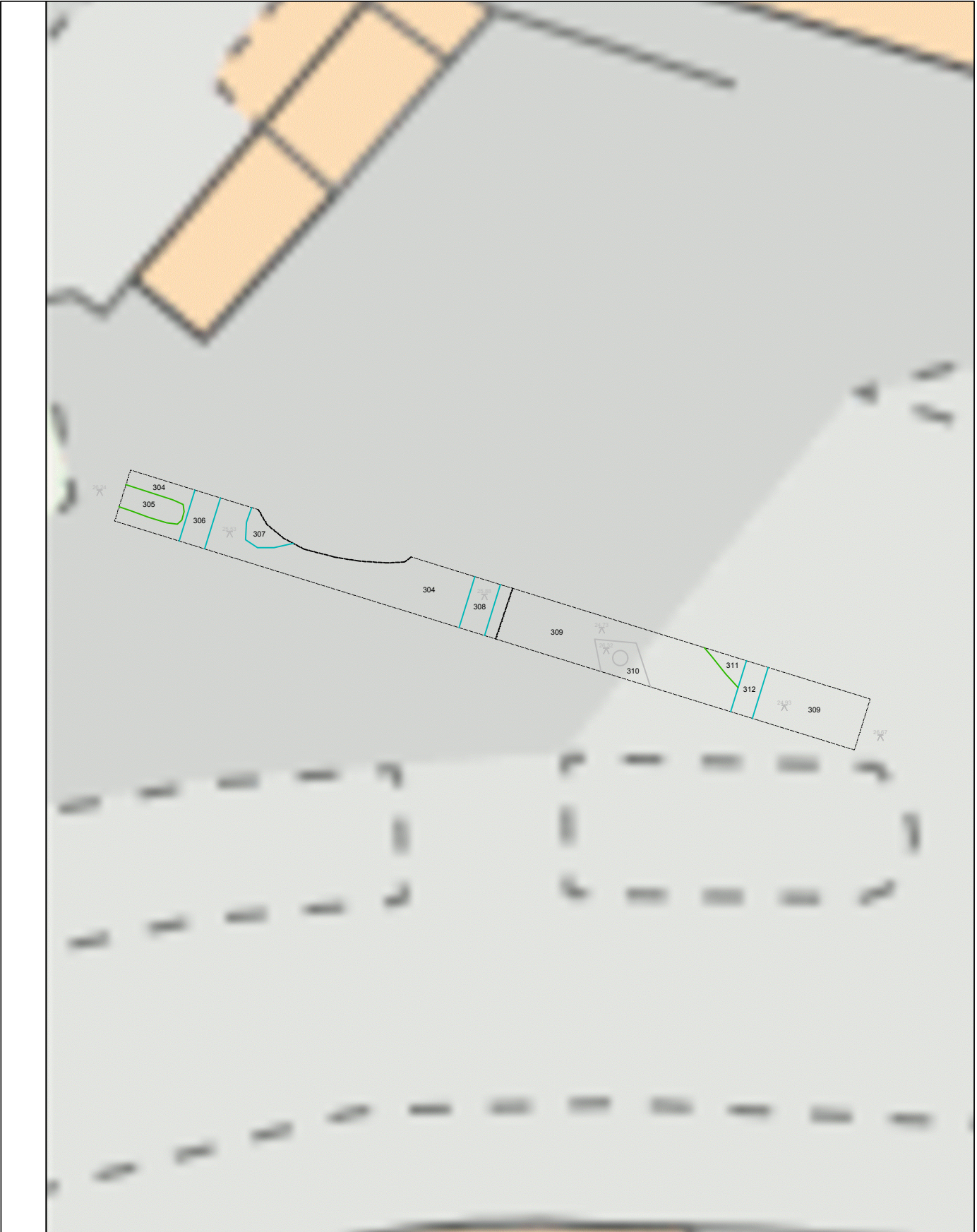
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<div>The Centre for Applied Archaeology</div> <div></div>	<div>Centre for Applied Archaeology Peel Building University of Salford Salford M5 4WT</div>	<div>Figure 2: Trench location plan</div>		<div>Site Name: The Factory Site Code: FAC17</div> <div>Survey Data supplied by: SM</div>	<div> Site boundary</div>



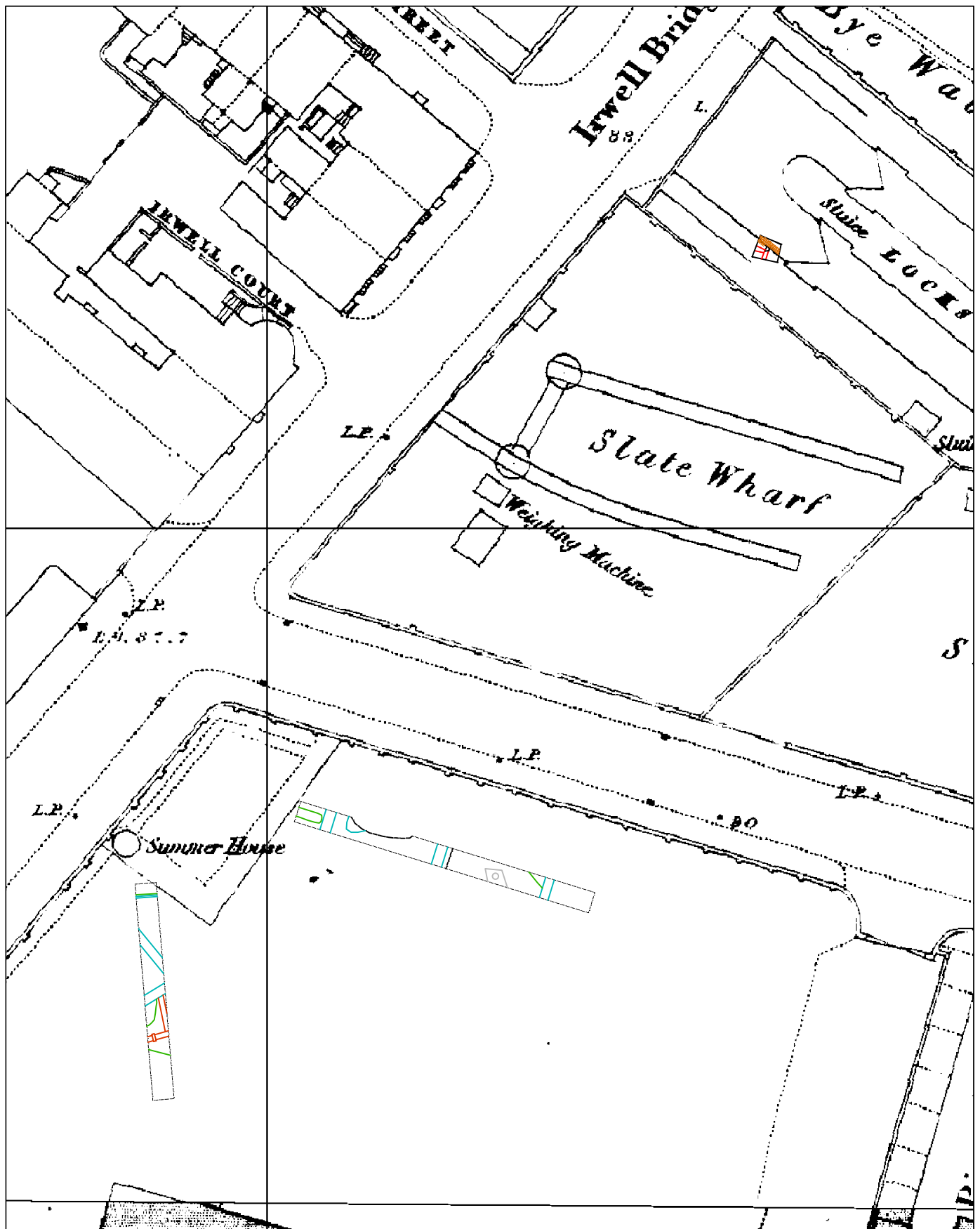
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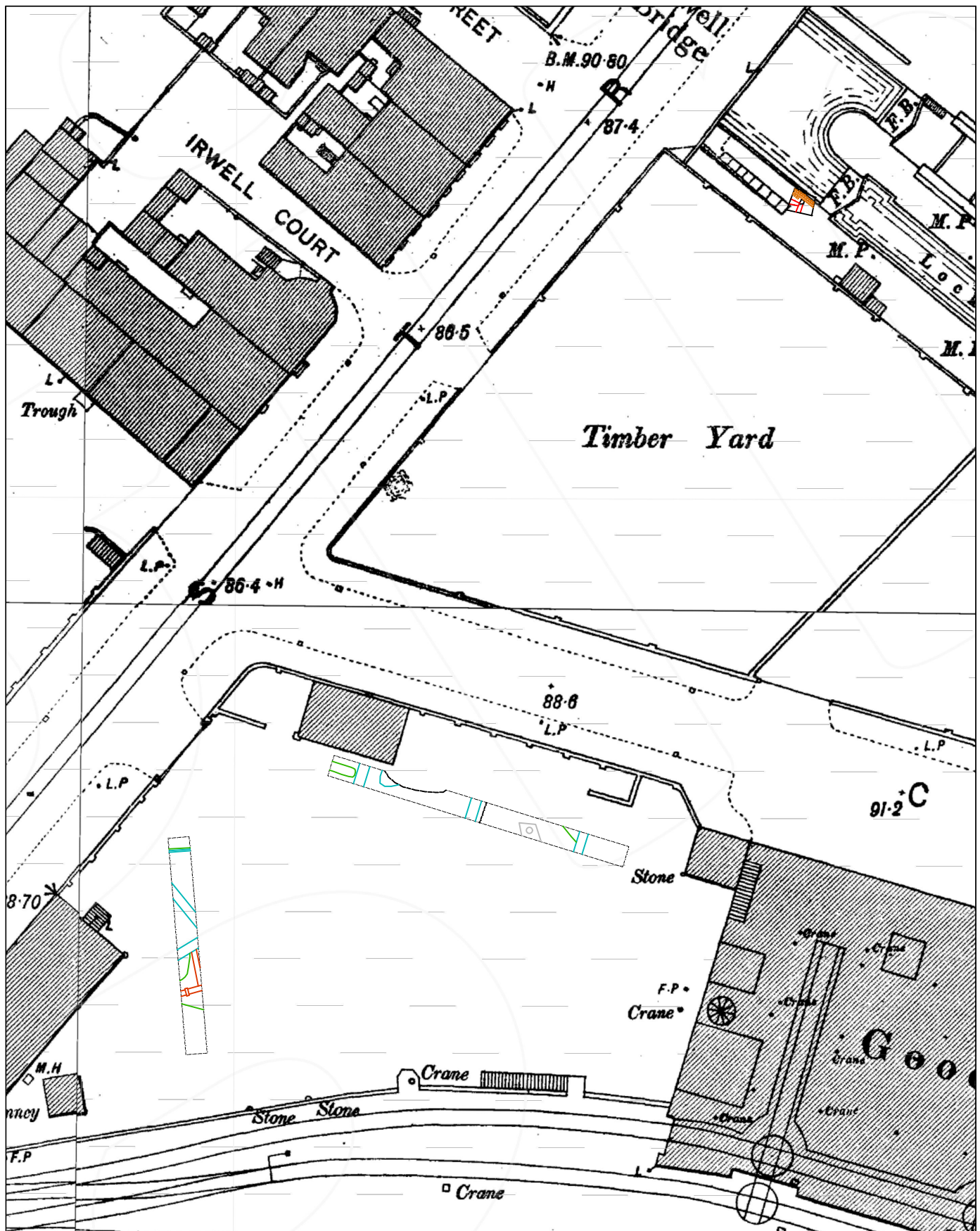
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<p>The Centre for Applied Archaeology</p> 	<p>Centre for Applied Archaeology Peel Building University of Salford Salford M5 4WT</p>	<p>Figure : Trench 2 plan</p> <p>Site Name: The Factory Site Code: FAC17</p> <p>Survey Data supplied by: SM</p>	



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<p>University of Salford MANCHESTER</p>	<p>Salford Archaeology</p>	<p>0 20 m</p> <p>Scale at A4 1:500</p> <p>N</p>		<p>Key:</p>
<p>The Centre for Applied Archaeology</p> 	<p>Centre for Applied Archaeology Peel Building University of Salford Salford M5 4WT</p>	<p>Figure 6: Trenches overlaid onto O.S. 1:500 Town Plan 1851</p>		<p>Site Name: The Factory Site Code: FAC17 Survey Data supplied by: SM</p>



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0 20 m
Scale at A4 1:500



Key:

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Figure 7:
Trenches overlaid onto O.S.
1:2500 County Series 1891

Site Name: The Factory
Site Code: FAC17

Survey Data supplied by:
SM