

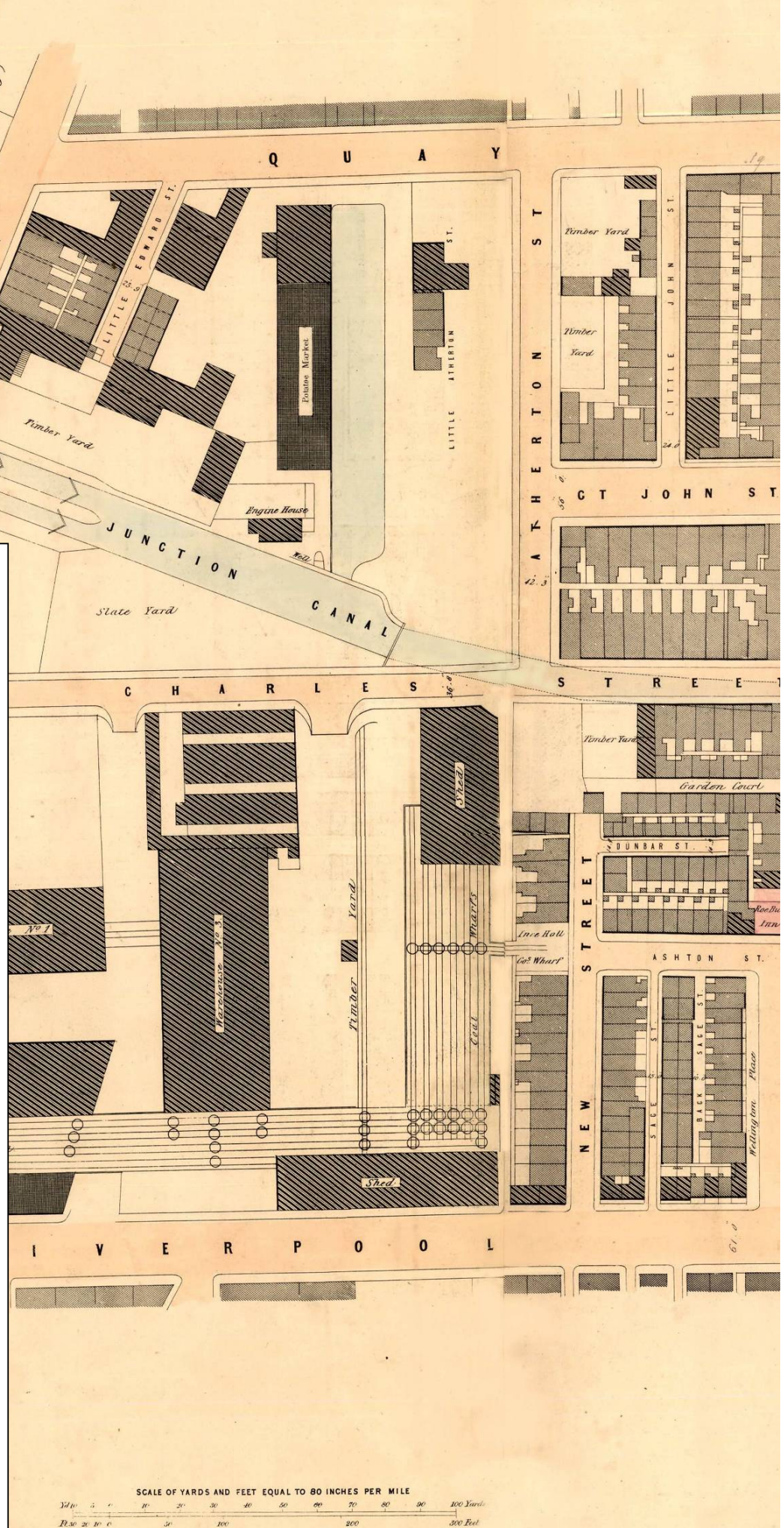


Old Granada Studios,
St John's,
Quay Street,
Manchester

Client:
Manchester Quays Ltd

Technical Report: Ian Miller

Report No:
2017/28



Site Location: The site lies to the south of Quay Street and to the west of Water Street on the south-western fringe of Manchester city centre

NGR: Centred at NGR 383130 398040

Prepared for: Manchester Quays Limited (MQL)

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Author: Ian Miller Signed: 

Position: Assistant Director

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Contact: Salford Archaeology, Centre for Applied Archaeology, Peel Building, University of Salford, Salford, M5 4WT

Telephone: 0161 295 4467 Email: i.f.miller@salford.ac.uk

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Summary

In March 2017, Salford Archaeology was commissioned by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London Properties Ltd, to undertake an archaeological desk-based assessment to support design proposals for the proposed development of Old Granada Studios (OGS), which lies on the eastern side of Water Street on the south-western fringe of Manchester city centre (centred on NGR 383130 398040). The proposals include the conversion of the existing Granada House building into a hotel with associated members club, food and beverage services, and the erection of a new single-storey roof-top bar/restaurant, in addition to the construction of a new ten-storey building, for office, 22 residential units with retail uses at lower levels, roof-top pool and other associated works.

The archaeological assessment aimed to establish, as far as possible, the nature and significance of the below-ground archaeological resource within the area, and assess the impact of any future development upon this resource; this report focuses on buried archaeological remains, as a detailed consideration of the above-ground historic environment is presented in a separate heritage appraisal that has been prepared for the wider proposed St John's development.

The proposed development area does not contain any designated heritage assets, such as scheduled monuments or listed buildings, and it does not form part of a registered park and garden or battlefield, although it does lie within the Castlefield Conservation Area. In addition, there are several non-designated sites of potential archaeological interest, including elements of an 18th-century warehouse, late 18th-century workers' housing, and a section of the Manchester & Salford Junction Canal and associated water-management infrastructure, which are all considered to be of at least local/borough significance and, pending the extent of surviving remains, potentially of regional/county importance.

The requirement for any further archaeological recording of buried remains within the Site Area will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. In the first instance, an appropriate scheme of archaeological investigation is likely to involve the excavation of a series of trial trenches to establish the presence or absence of buried remains. Should significant remains be found which will be damaged or destroyed by the proposed development, it may be anticipated that further archaeological investigation in advance of development will be required as an appropriate mitigation strategy.

1. Introduction

1.1 Planning Background

In March 2017, Salford Archaeology was commissioned by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London Properties Ltd, to undertake an archaeological desk-based assessment to support design proposals for the proposed Old Granada Studios development on the south-western fringe of Manchester city centre (referred to hereafter as the Site Area). The proposals allow for : the conversion of the existing Granada House building into a hotel (Use Class C1) with associated private members club (Sui Generis); food and beverage services (Use Classes A3 and A4); erection of a new single-storey roof-top bar/restaurant as part of the private members club; erection of a new ten-storey building for office (Use Class B1) 22 residential units (Use Class C3) and ground-floor retail or workspaces (Use Class A1/A3 and/or B1) together with roof-top pool and amenity space; conversion of studios for use as filming or event spaces (Sui Generis) and retention of the current M1 service corridor (both linkages could accommodate temporary and pop-up uses (Sui Generis)); erection of modular workspaces (Use Class B1) located at the entrance to the M1 corridor and, temporary car parking to rear of Granada House; all with associated access and servicing arrangements, public realm and other associated works.

The aim of the archaeological assessment was to identify, as far as possible, the nature, extent and significance of the archaeological resource so as to enable informed recommendations to be made for the future treatment of any surviving remains.

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

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

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

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

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

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

Paragraph 135 indicates that the effect of the proposal on non-designated heritage assets (designated assets are covered in paragraphs 132-134) should be taken into account. Paragraph 141 requires developers to record and advance understanding of heritage assets to be lost, in a manner appropriate to their importance and impact.

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester adopted a core strategy in 2012, which is scheduled until 2027 and the heritage strategy is outline in Objective 6: Environment and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

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

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

Proposals which enable the re-use of heritage assets will be encourage where they are considered consistent with the significance of the heritage asset.’

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

2. *Method Statement*

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

2.1 *Research Sources*

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

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

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

2.2 *Site Inspection*

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

2.3 *The Document*

The following presents the historical and archaeological evidence for the study area. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site Area and this information, along with map regression (Figs 2-12; *Appendix 1*), is used to assess the significance of the remains (Chapter 6) and impact of the development (Chapter 7). A mitigation strategy is outlined in Chapter 8, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Location

The Site Area (centred on NGR 383130 398040) lies on the south-western fringe of Manchester city centre (Fig 1), and is focused on the Old Granada Studios complex, including an open-air car park which lies to the east of Water Street and south of Quay Street (Plate 1). Granada House forms the eastern boundary of the Site Area along Atherton Street.



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

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey river valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125). The Site Area, however, is situated close to the south-eastern bank of the River Irwell and, whilst masked considerably by development, the topography still reflects the natural slope of the river valley, falling gently to the west from a height of 30m above Ordnance Datum (aOD) on Atherton Street to approximately 26.8m on Water Street.

3.2 Geology

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 fluvial/lacustrine origin (Ordnance Survey Geological Survey 1970).

3.3 Designations

The Site Area does not contain any Scheduled Monuments or Registered Parks and Gardens, although it does lie within the Castlefield Conservation Area, and in close proximity to the St John Street and the Peter Street conservation areas. The tunnel for the Manchester & Salford Junction Canal (HER 125.1.0) passes beneath the television studios, and is afforded statutory designation as a Grade II listed building (**Site 11**). There are 35 other buildings or structures of special architectural interest within 250m radius of the Site Area. Most of these area afforded statutory designation as Grade II listed buildings, although some are Grade I and Grade II* listed building (Table 1).

The impact of development on the historic built environment and the setting of designated heritage assets have been subject to detailed consideration in a separate study; this report is concerned solely with the below-ground archaeological resource.

HER ref.	Description	Grade	NGR
99.1.0	Remains of Railway Station Terminus	I	SJ 8296 9785
99.1.1	Old Main Goods Warehouse (1830 Warehouse)	I	SJ 8299 9788
12145.1.0	Railway Bridge Over River Irwell to Former Liverpool Road Station	I	SJ 8285 9793
15708.1.0	Railway Viaduct Linking Bridge over Irwell to Liverpool Road Station	I	SJ 82833 97944
277.1.0	County Court	II*	SJ 8336 9801
11681.1.0	Manchester South Junction and Altrincham Railway Viaduct	II	SJ 8382 9770
12070.1.0	Colonnaded railway viaduct	II	SJ 8298 9788
8647.1.0	Railway Viaduct linking bridge over River Irwell to Liverpool Road Station	II	SJ 8289 9790
12146.1.0	Railway Viaduct over River Irwell to Lower Byrom Street Warehouse	II	SJ 8293 9792
15709.1.0	Girder Bridge to Lower Byrom Street Warehouse	II	SJ 82838 97957
3081.1.0	Railway Viaduct Over River Irwell	II	SJ 8281 9793
15494.1.0	Irwell Street Bridge	II	SJ 83119 98235
8602.1.0	11-17 St John Street	II	SJ 8340 9791
12127.1.0	12-16 St John Street	II	SJ 8344 9793



HER ref.	Description	Grade	NGR
12128.1.0	18-20 St John Street	II	SJ 8342 9794
12565.1.0	19 St John Street	II	SJ 8339 9791
12566.1.0	21-25 St John Street	II	SJ 8337 9792
12129.1.0	22 St John Street	II	SJ 8341 9793
8599.1.0	24 St John Street	II	SJ 8340 9795
8600.1.0	24a and 26 St John Street	II	SJ 8339 9795
8601.1.0	28 St John Street	II	SJ 8337 9794
8466.1.0	Two Bollards at West End of St. John's Passage	II	SJ 8328 9798
8303.1.0	Two Bollards at East End of St. John's Passage	II	SJ 8336 9796
12069.1.0	Commercial Hotel, Liverpool Road	II	SJ 8298 9783
12068.1.0	123 Liverpool Road	II	SJ 8299 9783
125.1.0	Manchester & Salford Junction Canal Tunnel	II	SJ 8338 9788
12071.2.0	Power Hall of MoSI	II	SJ 8315 9787
8459.1.0	MoSI, Air & Space Museum	II	SJ 8328 9779
8686.1.0	Gunn House	II	SJ 8321 9775
12071.1.0	Former Lower Byrom Street Warehouse	II	SJ 8319 9786
8646.1.0	Victoria Warehouse, Albert Warehouse and Quay	II	SJ 8306 9810
11652.1.0	St Johns College of Further Education	II	SJ 8322 9800
8581.1.0	The Opera House	II	SJ 8341 9804
8302.1.0	14 Byrom Street	II	SJ 8335 9796
8304.1.0	15a Byrom Street	II	SJ 8337 9796
8305.1.0	25-31 Byrom Street	II	SJ 8336 9790

Table 1: Designated heritage assets within 250m of the Site Area

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below. Each section details evidence of archaeological remains and the potential for their recovery. Key sites are summarised are mapped on Figure 13.

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 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 – c 1750
Industrial Period		c AD1750 – 1914

Table 2: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that the Castlefield area, situated c 250m to the south-east of the Site Area, may have been conducive for late prehistoric settlement on account of the natural topography and its riverside location (Gregory 2007). Similarly, the area around Manchester Cathedral, close to the confluence of the rivers Irwell and Irk, provides another location, which would have been favourable for early activity. 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 (Gregory 2007, 181). 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). However, no prehistoric finds are known from within the Site Area.

4.1.2 Archaeological Potential

The potential for buried archaeological remains deriving from prehistoric activity within the Site Area is considered to be low. The possibility of isolated artefacts should not be dismissed given the distribution of finds, although it is considered most unlikely that artefacts will be found *in-situ* given the agricultural use of the land and intensive development of parts of the site from the 18th century onwards.

4.2 Romano-British Period

4.2.1 Archaeological Evidence

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909). During the 2nd 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 (near Oldham), Slack and York to the north-east, Wigan to the north-west, Northwich and Chester to the south (Gregory 2007), and Buxton to the south-east.

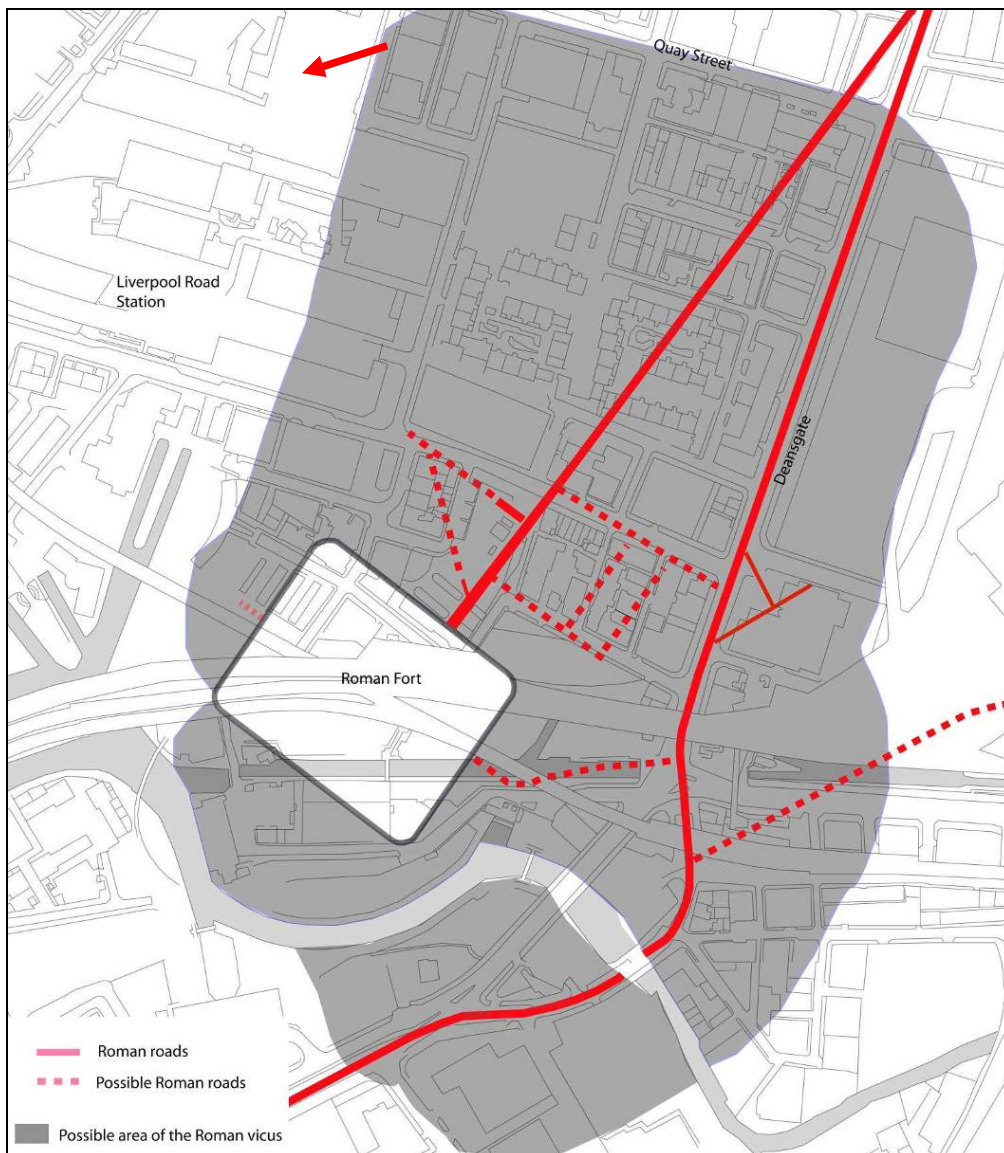


Plate 2: The extent of Manchester's Roman settlement (courtesy of Gregory, forthcoming). Arrow marks the position of the Site Area

The Site Area lies just beyond the north-western edge of the suspected limits of the Roman settlement or *vicus*, although the existence of Roman remains between the settlement and the River Irwell should not be ruled out. It is possible that the south-eastern bank of the River Irwell witnessed more ephemeral activity. This is suggested by reports of six Roman coins, at least five of which dated to the 2nd century, are reported to have been found 'in 1876 while foundations were being dug for a bridge over the Irwell, near Quay Street' (Conway *et al* 1909, 84-5). Recent excavations at Owen Street, beyond the projected southern edge of the *vicus*, and 0.5km south-east of the Site Area, uncovered several burnt pits indicating that non-domestic Romano-British activity occurred beyond the projected limits of the settlement.

4.2.2 Archaeological Potential

There are no known Romano-British remains in the Site Area, and the potential for any buried remains dating to this period is considered to be low, not least due to the intensive development of the site since the 19th century.

4.3 Medieval period

4.3.1 Historical and Archaeological Evidence

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 occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1908).

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral. The area of the cathedral had become a focus for settlement by the late 11th century, and the site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons.

Following the Norman Conquest of 1066, 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 13th 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.

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 18th century.

4.3.3 Archaeological potential

Given the location of the site area away from known medieval activity and Manchester's medieval centre, the potential for buried archaeological remains is unlikely. The possibility of medieval finds should not be ruled out given the agricultural use of the area and practice of manuring arable fields, although it is unlikely that any *in-situ* finds will be recovered.

4.4 Post-medieval and Industrial Period

4.4.1 Historical Setting

During the 18th century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the burgeoning town of Manchester at its heart (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles and concomitant mill building transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835). The industrialisation of Manchester was greatly facilitated by the expansion of canal network and canalisation of the city's waterways, which provided the first efficient means of transporting bulk loads of goods. This crystallised with an Act of Parliament that made the rivers Mersey and Irwell navigable from Warrington to Manchester, opening up trade to Manchester and Salford from the expanding port of Liverpool.

The Mersey & Irwell Navigation: this was probably completed in 1736 and, by 1740, wharfage facilities for boats of up to 50 tons were provided by a quay established on the Manchester side of the river by Edward Byrom, a wealthy fustian dealer and one of the proprietors of the Mersey & Irwell Navigation Company. The quay was built a short distance to the north-west of the present Site Area in 1735, at the bottom of what in that year became Quay Street, strategically located to carry much of the town's trade, with a river frontage of 136 yards (George and Brumhead 2002, 22). This street also linked to Water Street, which joined with Quay Street at a right angle and provided a more direct link between the quay and the town, and appears from the map evidence to have been laid out in about 1750 (Gregory and Bell 2008). The second half of the 18th and early 19th centuries were characterised by significant advances in waterborne infrastructure in Manchester, and particularly the expansion of the canal network, and the development of pre-existing areas of wharfage along Water Street (George and Brumhead 2002).



The Canal Network: 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). Of particular relevance to the present study area, however, is the Manchester, Bolton, & Bury Canal, which was in use by 1795, and provided a means of transporting coal to Manchester and Salford from the collieries situated to the north in the Irwell valley (Gray 1989, 6). This canal was linked to the River Irwell via a series of six locks, although it had been proposed originally to construct an aqueduct over the River Irwell to link with the Rochdale Canal. This venture collapsed in 1801, but the proposal led to the construction of the Manchester & Salford Junction Canal.

The Manchester & Salford Junction Canal: this was intended to provide a direct link from the Mersey Irwell Navigation's Old Quay to the Rochdale Canal at Mosley Street. In 1801, the Manchester, Bolton & Bury Canal Company sent a deputation to the Old Quay Company to suggest a navigable tunnel from the river navigation towards the Rochdale Canal. This scheme also fell through, but was resurrected some 40 years later. The Manchester & Salford Junction Canal Act was passed in 1836, and the new canal was opened on 28 October 1839 at a cost of £60,000, taking a route immediately to the north of the present Site Area. As constructed, the canal extended for 940m from its western terminus at the River Irwell to the Rochdale Canal via four sets of locks, raising the canal by 40ft. The first lock was a stop lock, built as a single pound, whilst all the other locks were double locks. Lock No 2 was located to the east of the Irwell Bridge, and was constructed as a double lock. Beyond Lock No 2, the canal went through a 499 yard long tunnel, which extended beneath Deansgate. Two branch tunnels were also driven northwards, terminating beneath the existing London North Eastern Railway building to the east of Deansgate. Beyond the tunnel, a double staircase flight of locks raised the canal to its summit level.

The new canal was an immediate failure, and was taken over by the Mersey & Irwell Navigation Company in early 1842 for the sum of £30,750. By this date, however, the developing railway system provided serious competition to the canal network, and the revenue accrued by the Manchester & Salford Junction Canal plummeted.

The Mersey & Irwell Navigation Company was bought out by the Cheshire Lines Committee (a railway company) in 1872, which shortly secured an Act to build the Central Station. This necessitated the backfilling of the canal between Lower Mosley Street and Watson Street, which included two locks and the supply reservoir, effectively rendering the Manchester & Salford Junction Canal as an arm of the Mersey & Irwell Navigation. However, in 1899, the Great Northern Railway erected a goods station above the tunnel of the Manchester & Salford Junction Canal, which included two hoist wells being excavated 25ft down to the canal to enable the transshipment of goods between the railway and the new Ship Canal via the River Irwell.

The Manchester & Salford Junction Canal eventually fell into disuse in 1922, and it was formally abandoned as a navigation under the Manchester Ship Canal Act of 1936. The canal tunnel was converted into an air-raid shelter during the Second World War, and the western canal terminus area was acquired by Granada Television in 1955. The canal and the Brunswick Wharf were infilled and levelled subsequently, although the tunnel (HER 125.1.0) survives intact.

4.4.2 Development of the Site Area during Industrial Period

The earliest reliable representations of the Site Area are provided by four successive plans of Manchester produced between 1741 and 1751 by the cartographers Russel Casson and John Berry. These show the Site Area as lying within a group of fields on the south-western edge of the town, bounded on the south by Quay Street (marked as 'Kay Street') and on the west by Water Street. These two thoroughfares converged at the buildings of the Old Quay Company on the River Irwell. Under an Act of Parliament of 1721, the company had been empowered to make the River Mersey and River Irwell navigable between Warrington and Manchester (UMAU 2003). The navigation was probably completed in 1736, and by 1740 the company had built a quay and warehousing at the bottom of Quay Street (Hadfield and Biddle 1970, 16-8).

The next available map of the area, produced by Tinker in 1772 (Plate 3), shows Quay Street and St John's Street, with some buildings lining the frontage of these street. There are no buildings shown within the Site Area, which remained undeveloped.

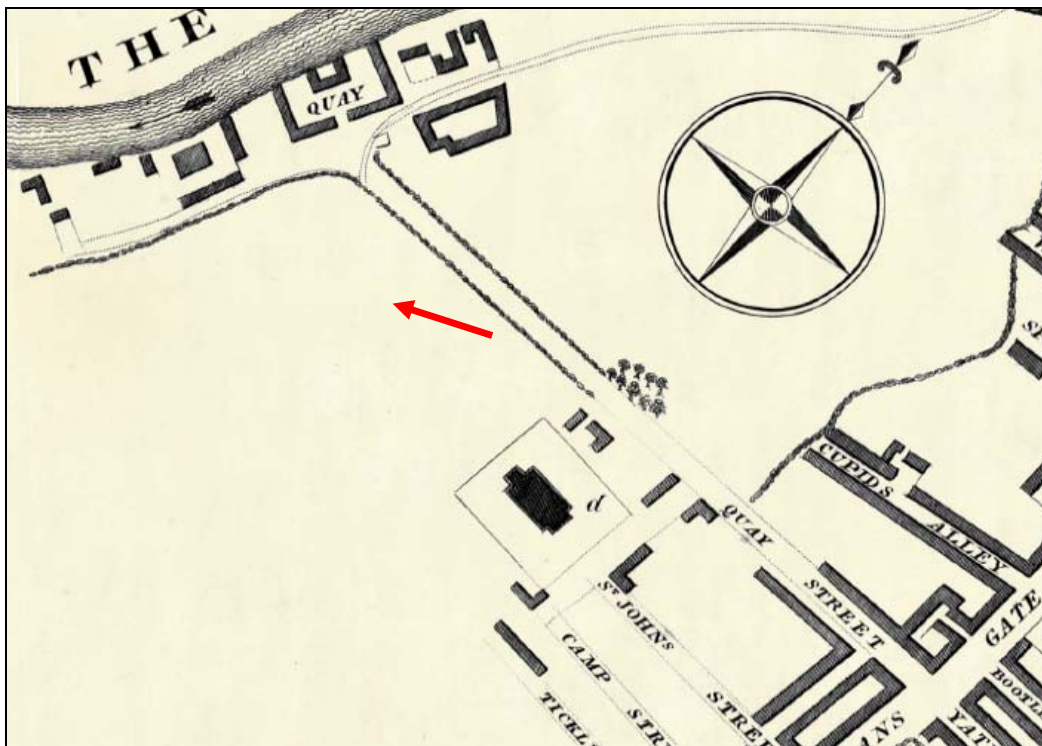


Plate 3: Extract from Tinker's Plan of Manchester of 1772, with red arrow marking the Site Area

The following years were characterised by rapid development, which is captured on Charles Laurent's map of 1793 (Plate 4), and William Green's detailed map that was published in 1794 (Fig 2; *Appendix 1*). These accurate surveys show that Charles Street to the south had been laid out, together with Atherton Street and Edward Street, which were crossed by Great John Street, although some of the streets shown were speculative, and were not actually built, such as the unnamed road between Edward and Atherton Street. Green's map also shows several field boundaries (**Sites 1 and 2**). The Site Area appears to have remained largely undeveloped, however, with the exception of a small group of houses in the north-west corner along Water Street (**Site 4**), a rectangular building immediately to the south (**Site 5**), and with a single rectangular building (**Site 3**) fronting onto an unnamed street parallel to Atherton Street.

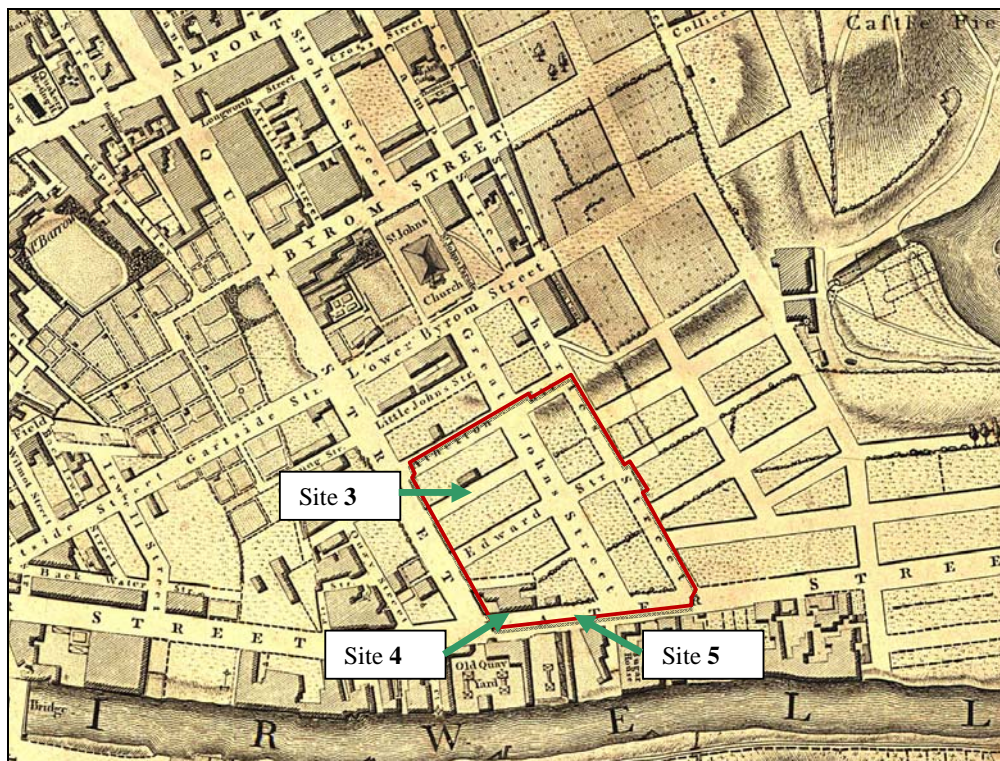


Plate 4: Charles Laurent's 1793 Map of Manchester, marking the Site Area boundary

The next series of maps to show the area were produced in the early 1800s, and were of a scale too small to allow any meaningful analysis of individual buildings. A map produced by Dean and Pigot in 1809 does, however, provides an indication of the extent of development and shows the same few number of buildings within the Site Area as shown on the late 18th-century mapping (Plate 5).



Plate 5: Extract from Dean and Pigot's map of 1809, marking the Site Area boundary

A more detailed map was produced by William Swire's in 1824 (Fig 3), which also shows broadly the same configuration of buildings as on the 18th-century mapping. However, there have been more buildings constructed to the east of **Site 4**, on the eastern side of what is identified on later mapping as Little Edward Street. These new additions include a 'U'-shaped range with a detached building immediately to the north (**Site 8**), and a small building on the corner of Water Street and Great John Street (**Site 7**).

The next detailed survey of the area is provided by Bancks & Co's *Map of Manchester and Salford*, which was published in 1831 (Fig 4). The rectangular building situated parallel to Atherton Street (**Site 3**) is shown in more detail, and is depicted as a row of three properties with a small structure at the southern end, apparently enclosed within a boundary wall. More detail is also provided of the U-shaped range on Little Edward Street (**Site 8**), which evidently included a block of ten back-to-back workers' houses, and larger commercial or industrial premises. In the wider area, Bancks & Co's map shows several warehouses to have been erected on land a short distance to the south, reflecting the completion of the Liverpool to Manchester railway.

The following years were characterised by considerable development of the transport infrastructure in the area, with the erection of several railway warehouses and the completion of the Manchester & Salford Junction Canal (**Site 11**), which ran across the south-west portion of the Site Area. This development is captured on Adshead's map of 1850 (Fig 5) and the Ordnance Survey map of 1851 (Plate 6; Fig 6).

Adshead's map depicts a long rectangular building in the centre of the Site Area, marked as a 'Potato Market' (**Site 9**). An 'Engine House' and 'Boilers' (**Site 10**) is shown to the south of the potato market, on the northern bank of the Manchester & Salford Junction Canal (**Site 11**), with the canal basin (**Site 12**) to the immediate east of the Potato Market, this being later identified as Brunswick Basin. The shading of the potato market on Adshead's map indicates that the northern part was a warehouse, with the larger southern part being used as a retail market. A well, seemingly forming part of the water-management system for the canal, is marked at the junction of the canal and its attendant basin. The land on the south bank of the canal, and crossing the south-western corner of the Site Area, is marked as a 'Slate Yard' (**Site 15**), which seemingly had a small tramway with wagon turntables and a weighing machine at the western end. The 18th-century buildings (**Site 3**) to the east of the canal basin are shown as cottages, which had been extended with the addition of a timber yard to the north (**Site 14**).

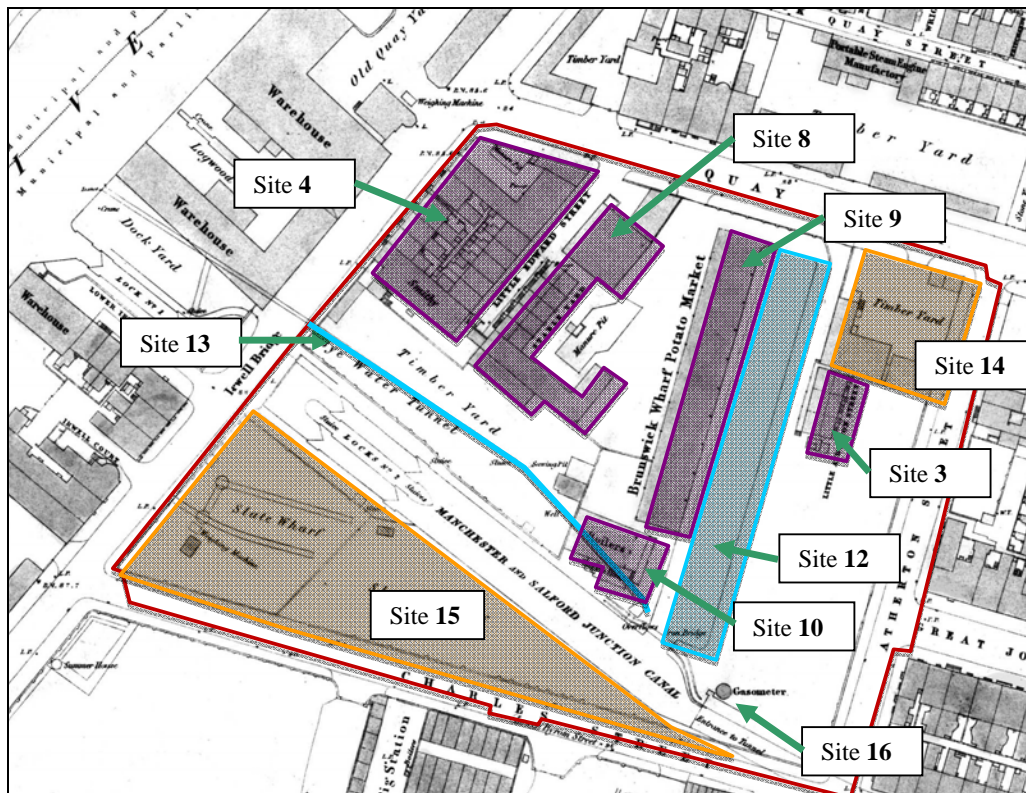


Plate 6: Extract from the Ordnance Survey map of 1851

The Ordnance Survey map of 1851 also provides further details of the cottages (**Site 3**) on the eastern side of Brunswick Basin. These appear to have been accessed via steps from a lane marked on the map as Little Atherton Street. A passage to the rear of the buildings seems to have provided direct access to the commercial building added to the north, which is annotated as a timber yard (**Site 14**). The Ordnance Survey show two buildings associated with the timber yard, as opposed to the single structure depicted by Adshead, suggesting that the premises had been expanded between 1850-51. None of these buildings appear to have incorporated cellar lights, suggesting that they did not have basements.

The Ordnance Survey map of 1851 identifies the building immediately to the south of the Potato Market as a large boiler house and attached engine house (**Site 10**). The intended function of this steam-power plant is not entirely certain, although it seems possible that it was associated with the water-management system for the canal, perhaps regulating the water level in the tunnel and the trans-shipment basin. The map also shows an overflow, taking water from the canal pound above the locks to the River Irwell via a narrow by-wash tunnel (**Site 13**). The Ordnance Survey map also shows a small gasometer (**Site 16**) at the head of this by-wash channel. It is uncertain what the gasometer supplied, although from its position it is tempting to suggest that it may have been associated with the canal tunnel.

In the north-eastern part of the Site Area, Adshead shows the 18th-century buildings on Water Street (**Site 4**) as a mixture of double-depth workers' housing with small houses to the rear and fronting onto Little Edward Street, situated between commercial/small industrial buildings. These buildings are shown with pavement lights, implying that they incorporated cellars. The commercial/small industrial building immediately to the south of the Water Street houses is marked as a smithy. The slightly later buildings (**Site 8**) on the eastern side of Little Edward Street are also shown to have comprised commercial and residential properties, with the latter consisting of a row of back-to-back cottages.

The next available plans of the Site Area are provided by Goad's insurance plan of 1889 and the next edition of Ordnance Survey mapping, which was published in 1890 (Plate 7; Fig 7). These plans show that the Site Area had been subject to some development during the second half of the 19th century. A small carrier's warehouse (**Site 17**), occupied by WJ Lee & Co, had been established on top of the canal tunnel in the south-eastern corner of the Site Area, with a carpet manufactory (**Site 18**) and an asphalt factory (**Site 19**) occupying the land on the eastern side of the Brunswick canal wharf; the asphalt factory is not shown by the Ordnance Survey, but is captured on Goad's plan (not reproduced due to copyright restrictions).

In the north-eastern corner of the Site Area, the timber yard (**Site 14**) had been converted for use as another carrier's warehouse, with the addition of a single-storey range along the eastern boundary. The row of three cottages is shown to the south (**Site 3**), and these are annotated on Goad's plan as being of three storeys with no basements. The potato market (**Site 9**) appears to have been remodelled by the late 19th century, and is shown on the mapping to have been divided into several units, although the northern part was still in use as a warehouse. The detail provided by Goad's plan indicates that none of the buildings had basements.

One of the double locks on the Manchester & Salford Junction Canal (**Site 11**), in the west of the Site Area, had been converted for use as a dry dock by 1890, reflecting a decline in canal traffic. Similarly, a dock yard immediately to the south of the canal had been converted for use as a timber yard by the late 19th century.



Plate 7: Extract from the Ordnance Survey map of 1896, marking the Site Area boundary

The subsequent editions of Ordnance Survey mapping, published in 1908 and 1922, shows minor changes to Site Area (Figs 8 and 9), although the latter map indicates that the back-to-back housing on Little Edward Street (**Site 8**) had been demolished. The eastern area of the Site shows the concrete and asphalt factory (**Site 19**) to have been expanded with the addition of a second rectangular range, placed at a right angle to the original building, along the northern boundary of the carpet warehouse complex (**Site 18**).

The footprint of the other buildings in the Site Area, however, appears to have remained largely unchanged. There are similarly few changes shown on the Ordnance Survey map of 1922, although the row of cottages (**Site 3**) in the east of the Site Area had been demolished. The Ordnance Survey map of 1932 (Fig 10) again shows little change to the Site Area.

The Ordnance Survey map of 1948 shows some changes to the Site Area. The canal basin (**Site 12**) had been infilled by this date, and the former timber yard/small carrier's warehouse (**Site 14**) had been cleared. The former potato market (**Site 9**) had been remodelled for use as an engineering works, which seemingly necessitated the removal of a rectangular block against the western elevation of the building, and the addition of a narrow rectangular structure along the Quay Street frontage; the former engine and boiler house (**Site 10**) is also identified as an engineering works. Some of the buildings fronting onto Atherton Street in the south-eastern corner of the Site Area are marked as a 'ruin'. The map of 1956-65 (Fig 12) shows the first components of the Granada Television Centre to have been established immediately in the north-eastern part of the Site Area, and the demolition of most of the remaining 18th-century properties on the east side of Water Street (**Site 4**) and Little Edward Street (**Site 8**).

The origin of Granada Television can be traced to 1929, when Sidney and Cecil Bernstein opening their first Granada Picture House in Dover, enabling them to capitalise on the emergence of talking films. In 1954, when the Television Act was passed, the Bernstein brothers were well placed to launch a commercial television channel to compete directly with the BBC, and immediately devised plans to develop a new television studio. Plans for the development of the four-acre Quay Street site as a commercial television studio were submitted to Manchester Corporation Town Planning Committee in 1955 and, following their approval, the first of several construction phases began shortly afterwards. The first phase centred on the erection of a single studio (which became known as Studio 2) and a two-storey administration block along Quay Street. The first programme was transmitted in May 1966.

The new television buildings incorporated a small part of the pre-existing potato market (**Site 9**), which was refurbished for its new use; this was largely demolished in the early 1980s during a major remodelling of the television studios. The second major phase of development centred on the erection of a second television studio (Studio 6), the construction of which began in 1957. This adjoined the existing Studio 2, and its construction necessitated the demolition of much of the former potato market (**Site 9**) building. Studio 6 was completed in December 1957. The third phase comprised the addition of a link block, which was opened in March 1959, whilst the fourth phase involved the construction of Granada House. Designed as a new administration block, Granada House was built to a height of eight storeys along Atherton Street, and had been completed by January 1961. The television studios eventually closed in June 2013, when ITV moved to MediaCityUK in Salford Quays.

4.4.3 Previous Archaeological Works

Various archaeological projects have been undertaken in the study area since the 1990s. Of particular relevance to the present study was the survey and excavation of part of the Manchester & Junction Canal (**Site 11**) that was carried out by the former Greater Manchester Archaeological Unit (GMAU) in 1988. This work was intended primarily to locate and examine a former lock of the disused canal adjacent to the Granada Studios on Water Street (GMAU 1990).

The archaeological investigation arose from ground subsidence in the main car park for the studios to the west of Water Street. Granada Television arranged for the surface of the car park to be removed in the area affected, which revealed that the upper stonework of the canal channel survived *in-situ* immediately beneath the modern ground surface. Further investigation by GMAU concluded that the subsidence had occurred over a former canal lock. The remains of canal lock No 2 were revealed in the car park of Granada Studios. The bed of solid brickwork was revealed at a depth of 5.8m, whilst the upper and lower water levels were defined by thick stone string courses at depths of 2.0 and 4.2m below the coping stones.

Another early project in the area involved the excavation of trial trenches, followed by an open-area excavation, of land bounded by Water Street and Regent Road, which was again undertaken by GMAU in 1990-91. This revealed physical remains pertaining to Manchester's 19th-century riverside development, although there was no surviving evidence for Roman activity or the medieval settlement (GMAU 1991). Three trenches were excavated. The remains of an early 19th-century timber waterfront was identified at a distance of approximately 12m from the modern embankment.

Archaeological evaluation by Pre-Construct Archaeology in 2001 targeted land at the corner of Quay Street and Lower Byrom Street. This revealed archaeological features comprising a quarry pit and two postholes at a depth of *c* 0.5m below the modern ground surface. These were not firmly dated, although it was suggested that they were potentially of Roman origin. However, more detailed excavation carried out subsequently concluded that the pit was actually part of an extensive late post-medieval pit, which had perhaps been excavated for the extraction of sandstone bedrock for construction purposes (Pre-Construct Archaeology 2002). Residual evidence for earlier human activity in the area was provided by the recovery of a Neolithic flint blade and a fragment of Roman pottery from the post-medieval quarry pit.



5. Gazetteer of Sites

The following gazetteer entries summarise the sites of potential archaeological interest in the Site Area. The identification of these non-designated heritage assets are drawn primarily from the map regression analysis.

Site Number 1

Site Name	Field Boundaries (west)
Designation	Conservation Area
Site Type	Field Boundaries (site of)
Period	18 th century
NGR	383120 398035
Source	Green 1794
Description	Three field boundaries crossing the western part of the Site Area, shown on 18 th -century mapping. The boundaries are not depicted on any subsequent mapping, suggesting that they had been abandoned and infilled.
Assessment	The course of the field boundaries cross the Site Area. However, any buried remains of these boundaries are likely to have been destroyed entirely during the 19 th -century development of the site.

Site Number 02

Site Name	Field Boundary (central)
Designation	Conservation Area
Site Type	Field Boundary
Period	18 th century
NGR	383163 398009
Source	Green 1794
Description	A field boundary shown crossing the central part of the Site Area on Green's map of 1794.
Assessment	Any buried remains of the field boundary will have been destroyed entirely during the construction of the Manchester & Salford Junction Canal (Site 11), the associated Brunswick Canal Basin (Site 12), and subsequent development.

Site Number 03

Site Name	Little Atherton Street
Designation	Conservation Area
Site Type	Cottages (site of)
Period	Late 18 th century
NGR	383176 398038
Source	Green 1794; Bancks & Co, 1831; Adshead 1850; Ordnance Survey 1851



Description	A rectangular building shown on William Green's map of 1794, and depicted on subsequent mapping as a row of three cottages with a detached structure at the southern end. The cottages were of three-storeys, but do not appear to have incorporated cellars. The buildings appear to have been demolished between 1908 and 1922, and the site redeveloped subsequently as the Granada Television Centre.
Assessment	The footprint of the cottages lies within the boundary of the Site Area, although it is likely that any buried remains will have been destroyed during the construction of the Granada Television Centre.

Site Number	04
Site Name	Water Street Housing
Designation	Conservation Area
Site Type	Workers' Housing / Commercial Buildings (site of)
Period	18 th century
NGR	383094 398075
Source	Green 1794; Swire 1824; Adshead 1850; OS 1851
Description	Two short parallel rows of workers' housing, separated by a rear alley, shown on Green's map of 1794. The north-western row fronted onto Water Street, with those to the rear accessed from Little Edward Street. Commercial/small-scale industrial buildings were erected at both ends of the block by the early 19 th century; one of these buildings is annotated as a smithy on the Ordnance Survey map of 1851. The detail of this map suggests that the houses fronting onto Water Street may have had cellars, although those to the rear were without. Most of the houses and the small warehouse had been demolished by 1956-65, and the site used subsequently as a car park.
Assessment	The footprint of the houses and smithy/warehouse lie within the Site Area, and elements of the foundations may survive <i>in-situ</i> .

Site Number	5
Site Name	Water Street Building
Designation	Conservation Area
Site Type	Building (Site of)
Period	18 th century
NGR	383060 398060
Source	Green 1794; Bancks & Co, 1831; OS 1851
Description	A rectangular building fronting Water Street, to the immediate south of (Site 4), first visible on Greens map of 1794. By 1831, this building appears to have been incorporated into the 'H'-shaped building of Site 4. This is still visible on the 1851 OS map as a narrower rectangular building, this was demolished before the production of the 1890 OS map.
Assessment	The footprint of the buildings lies within the Site Area, and elements of the foundations may survive <i>in-situ</i> .



Site Number	6
Site Name	Field Boundary (north)
Designation	Conservation Area
Site Type	Field Boundary
Period	18 th century
NGR	383135 398085
Source	Greens Map 1794
Description	A linear field boundary that runs east/west at the northern edge of the Site Area along Quay Street, visible on Greens map of 1794 but is not noted on further mapping.
Assessment	It is likely that any remains of this field boundary will have been destroyed by later development of the site.

Site Number	7
Site Name	Great John Street Building
Designation	Conservation Area
Site Type	Building (site of)
Period	19 th century
NGR	383050 398050
Source	Historical mapping
Description	A rectangular building on the corner of Great John Street and Water Street to the south of Site 5 visible on Swire's map of 1824. This structure has gone by Adshead and OS 1851, when the canal junction was constructed (Site 11).
Assessment	It is unlikely that any remains relating to this structure survive as a result of later development of the site.

Site Number	8
Site Name	Little Edward Street
Designation	Conservation Area
Site Type	Workers' Housing / Commercial Buildings (site of)
Period	Early 19 th century
NGR	383105 398058
Source	Swire 1824; Bancks & Co 1831; Adshead 1850; OS 1851
Description	A block of buildings erected on the eastern side of Little Edward Street, opposite Site 06 , by the early 1820s. Shown on the Ordnance Survey map of 1851 to have comprised a block of ten back-to-back houses, all seemingly containing cellars. The houses forming the rear of the block overlook Stable Yard, which contained a large manure pit, suggesting that the long rectangular building forming the southern part of the block was a stable. A detached, square, building to the north had a commercial/small-scale industrial use in the mid-19 th century. The back-to-back houses were demolished between 1908 and 1922, with the remaining building being cleared by 1956-65. The site of the buildings is currently used as a car park.
Assessment	The footprint of the buildings lies within the Site Area and, pending the extent of grounds carried out for the construction of the television studios, elements of the foundations may survive <i>in-situ</i> .

Site Number	9
Site Name	Brunswick Potato Market
Designation	Conservation Area
Site Type	Warehouse and Market
Period	Mid-19 th century
NGR	383154 398044
Source	Adshhead 1850; OS 1851
Description	Erected as a canal warehouse and vegetable market, the building was converted for use as an engineering works in the 20 th century, and was partially demolished during the construction of the Granada Television Centre.
Assessment	The footprint of the former potato market lies within the Site Area, although any buried remains of demolished elements are likely to have been destroyed.

Site Number	10
Site Name	Engine and Boiler Houses
Designation	Conservation Area
Site Type	Steam-power Plant
Period	Mid-19 th century
NGR	383132 398003
Source	Adshhead 1850; OS 1851
Description	An engine house and adjacent boiler house shown of the Ordnance Survey map of 1851, with a chimney abutting the south-western corner of the building. Possibly associated with the water-management system for the canal. Shown on 20 th -century mapping as part of an engineering works.
Assessment	The footprint of the buildings lies within the Site Area, and buried remains may survive <i>in-situ</i> beneath the floor of the modern building.

Site Number	11
Site Name	Manchester & Salford Junction Canal, incorporating the Tunnel
HER Number	2021.1.0; 125.1.0
Designation	Conservation Area; Grade II listed building
Site Type	Canal and Locks (site of)
Period	Mid-19 th century
NGR	383093 398010
Source	Adshhead 1850; OS 1851; Goad's Insurance Plan 1889; OS 1891
Description	A section of the Manchester & Salford Junction Canal that crosses the Site Area in front of the television studios, and continues beneath the building in a canal tunnel, which is afforded statutory designation as a Grade II listed building. The canal is not afforded formal statutory designation, although it is considered to be of significance due to its association with the Grade II listed tunnel.
Assessment	The infilled course of canal crosses the south-western corner of the Site Area, and previous archaeological investigation has demonstrated that elements of the canal walls survive <i>in-situ</i> as buried remains.



Site Number	12
Site Name	Brunswick Canal Basin
Designation	Conservation Area
Site Type	Canal Basin
Period	Mid-19 th century
NGR	383162 398028
Source	Adshead 1850; OS 1851
Description	A former basin for the Manchester & Salford Junction Canal, aligned approximately north/south along the centre of the Site Area. The basin was infilled during the mid-20 th century, and was sealed beneath the Granada Television headquarters building.
Assessment	The footprint of the canal basin lies within the Site Area, and structural elements may survive <i>in-situ</i> as buried remains.

Site Number	13
Site Name	Manchester & Salford Junction Canal Overflow Channel
Designation	Conservation Area
Site Type	Canal Water Management Feature (site of)
Period	Mid-19 th century
NGR	383134 397997 - 383061 398055
Source	Adshead 1850; OS 1851
Description	An overflow and associated by-wash tunnel for the Manchester & Salford Junction Canal.
Assessment	The footprint of the by-wash channels crosses the Site Area, running beneath the car park for the television studios, and structural elements may survive <i>in-situ</i> as buried remains.

Site Number	14
Site Name	Quay Street Timber Yard
Designation	Conservation Area
Site Type	Timber Yard
Period	Mid-19 th century
NGR	383191 398051
Source	Adshead 1850; OS 1851
Description	A timber yard with an associated office building erected at the northern end of the late 18 th -century cottages (Site 3) in the centre of the Site Area.
Assessment	The footprint of the timber yard and associated buildings lie within the Site Area. However, it is likely that any buried remains will have been destroyed during the construction of the Granada Television Centre.



Site Number	15
Site Name	Charles Street Slate Yard
HER Number	-
Designation	Conservation Area
Site Type	Slate Yard
Period	Mid-19 th century
NGR	383097 397985
Source	Adshead 1850; OS 1851
Description	A slate yard on the south bank of the Manchester & Salford Junction Canal. On the 1851 OS map this is shown as having a weighing machine in the south-west corner of the yard. By the 1890 OS map this had become a timber yard. Although not labelled as a particular yard, there is a structure in the south-west corner of the yard. Replaced subsequently by the Granada Television Centre.
Assessment	It is likely that any buried remains of the yard surface will have been destroyed during the construction of the Granada Television Centre.

Site Number	16
Site Name	Manchester & Salford Junction Canal Gasometer
Designation	Conservation Area
Site Type	Gasometer
Period	Mid-19 th century
NGR	383160 397968
Source	Adshead 1850; OS 1851; OS 1891; OS 1896
Description	A gasometer erected adjacent to the western portal of the Manchester & Salford Junction Canal tunnel, depicted on 19 th -century mapping. The gasometer had been demolished by the late 19 th century, as its site is shown to have been occupied by a building on the Ordnance Survey map of 1891.
Assessment	The footprint of the gasometer lies within the Site Area, and structural elements may survive <i>in-situ</i> as buried remains.

Site Number	17
Site Name	W & J Lee & Co Warehouse
Designation	Conservation Area
Site Type	Carrier's Warehouse
Period	Late 19 th century
NGR	383157 397957
Source	Goad's Insurance Plan, 1889; OS 1891; OS 1896
Description	A small carrier's warehouse first shown on the Goad's insurance plan for 1889.
Assessment	The footprint of the building lies within the Site Area. However, it is likely that any buried remains will have been destroyed during the construction of the Granada Television Centre.



Site Number	18
Site Name	Carpet Warehouse
Designation	Conservation Area
Site Type	Warehouse
Period	Late 19 th century
NGR	383181 398010
Source	Goad's Insurance Plan, 1889; OS 1891; OS 1896
Description	A complex of small, single- and two-storey buildings that are annotated as a carpet warehouse on Goad's insurance plan for 1889, and also shown on Ordnance Survey mapping of the 1890s. The detail of Goad's plan suggests that the buildings did not contain basements.
Assessment	The footprint of the buildings lie within the Site Area. However, it is likely that any buried remains will have been destroyed during the construction of the Granada Television Centre.

Site Number	19
Site Name	Concrete and Asphalt Factory
Designation	Conservation Area
Site Type	Industrial Buildings (Site of)
Period	1889
NGR	383181 398010
Source	Goad's Insurance Plan, 1889; OS 1891; OS 1896
Description	A small rectangular building marked as a concrete and asphalt factory on Goad's insurance plan for 1889. It is also shown on the Ordnance Survey map of 1896, but absent from the 1891 edition (surveyed 1888). Goad's plan shows the factory as a single-storey building, housing a circular tan kettle towards its southern end. The detail of the plan suggests that the building did not contain a basement.
Assessment	The footprint of the timber yard and associated buildings lie within the Site Area. However, it is likely that any buried remains will have been destroyed during the construction of the Granada Television Centre.

6. Significance

6.1 The Policy Context of Heritage Assets

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

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan (*op cit*, Section 3.28). Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

6.2 Assessment Methodology and Significance Criteria

The most commonly accepted methodology for assessing archaeological significance is 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 March 2010). These criteria have all been utilised in this assessment and are listed below:

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

6.3 *Baseline Significance Conditions*

Period

The Site Area was not developed until the late 18th century, when several blocks of domestic cottages (Sites **3**, **4** and **5**) was established, probably to serve the area's expanding transportation infrastructure. The Site Area was developed intensively during the course of the 19th century, providing facilities for waterborne and railway goods, together with tracts of workers' housing. The area remained in use for the handling and storage of canal and railway goods until the mid-20th century, when it became the focus of the Granada Television complex. There is very little potential for archaeological remains pertaining to any earlier periods.

Rarity

Any surviving physical remains of the water-management system for the Manchester & Salford Junction Canal (Site **11**), including the steam plant (Site **10**) and the overflow and by-wash channel (Site **13**), could potentially be of regional importance, pending the extent of surviving remains. Similarly, the gasometer (Site **16**) potentially has a high rarity value if it can be demonstrated to have been associated with the canal infrastructure and, specifically, intended to supply gas for illumination inside the tunnel. The other non-designated heritage assets, including elements of the workers' housing and warehouses, do not have a high rarity value.

Documentation

The historical development of the study area from the mid-18th century can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, including more precise dating of the construction of the relevant buildings, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group Value

Many of the sites of archaeological interest within the Site Area represent different elements and significant elements of Manchester's evolving transportation network. This includes structures associated with river and canal transport system. In this respect, the identified sites have a high group value.

Survival / Condition

It is probable that any buried remains of the 18th-century cottages (Site **3**), the field boundaries (Sites **1**, **2** and **6**), the various warehouses (Sites **9**, **17**, **18** and **19**), and the goods yards (Sites **14** and **15**) will have been damaged or destroyed entirely during redevelopment of the site in the mid-20th century. Conversely, there is some potential for buried remains of the 18th-century workers' housing (Sites **4** and **8**) and 19th-century canal infrastructure (Sites **10**, **11**, **12**, **13** and **16**) to survive *in-situ*.

Fragility/Vulnerability

Any buried archaeological remains within the Site Area, should they be present and survive *in-situ*, are vulnerable to damage or destruction during any earth-moving works necessitated by the proposed development.

Diversity

The remains relate to the development of the area as of hub of the local and regional historic transportation network from the mid-18th-century onwards. None of the sites within the Site Area are considered to be significant due to diversity.

Potential

There are no prehistoric sites within the Site Area and the potential for prehistoric remains is considered to be low. Notwithstanding the location of the Site Area on the north-western fringe of the Roman settlement, the potential for Roman remains to survive *in-situ* within the Site Area is considered to be low, reflecting the intensive development of the site from the 19th century onwards. There are no known remains from the post-Roman period through to the mid-19th century and the potential for remains from these periods is considered to be low.

The greatest potential lies in the late 18th- and 19th-century remains.

6.4 Significance of Below-Ground Archaeological Remains

Based on the criteria above, and particularly rarity and survival/condition, the below-ground archaeological resource of the Site Area is considered to be of low to medium significance. Some of the sites that have been identified have been subject to redevelopment that will have damaged or destroyed any buried remains, thereby reducing their significance to negligible.

7. Impact of Development

7.1 Impact of Development of Below-Ground Remains

Groundworks for the proposed redevelopment of the Site Area, including the reduction or other disturbance of ground levels, the digging of foundations and service trenches, have the potential for having a direct impact by damaging or destroying any below-ground archaeological remains that survive *in-situ*.

With the exception of the tunnel associated with the Manchester & Salford Junction Canal, none of the sites of archaeological interest identified within the Site Area are afforded statutory designation, and are thus not considered to necessarily merit preservation *in-situ*. Several of these non-designated heritage assets have been determined to be of at least local, and possibly borough significance. Should well-preserved remains of these heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development. This is in line with the guidance provided by the NPPF, which advises that ‘where the loss of the whole or a material part of a heritage asset’s significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible’ (NPPF para 141).

Whether the sites of archaeological interest identified during the present assessment survive as below-ground remains awaits confirmation via a programme of intrusive site investigation. The results obtained from such investigative work will inform a better understanding of the impact of development, and will allow an appropriate strategy to be devised that will mitigate any harm to buried archaeological remains.

8. Further Investigation

8.1 Heritage Assets

Where the loss of the whole or a material part of a heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible (NPPF para 141).

The assessment has identified archaeological sites of local and, potentially, regional significance within the Site Area. Any damage to these sites during the delivery of the proposed development would merit the implementation of a strategy that would mitigate the ultimate loss of the buried remains, *ie* preservation by record.

8.2 Mitigation Measures

The requirement for any further archaeological recording of buried remains within the Site Area will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. In the first instance, an appropriate scheme of archaeological investigation is likely to involve the excavation of a series of trial trenches to establish the presence or absence of buried remains. This would most usefully be targeted on the footprint of the 18th-century workers' housing (Sites **4**, **5** and **8**) in the north-western part of the Site Area, together with elements of the former Manchester & Salford Junction Canal (Sites **11** and **12**), its associated water-management system (Sites **10** and **13**) and gas-lighting system (Site **16**). In addition, areas of the modern car-park that have not been subject to development previously should also be tested for the potential to contain buried remains of Roman date. Areas of particular archaeological potential are highlighted on Figure 14 (*Appendix 1*).

Should significant remains be found which will be damaged or destroyed by the proposed development, further excavation work in advance of development would be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains.

9. Sources

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10. Acknowledgements

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Appendix 1: Figures

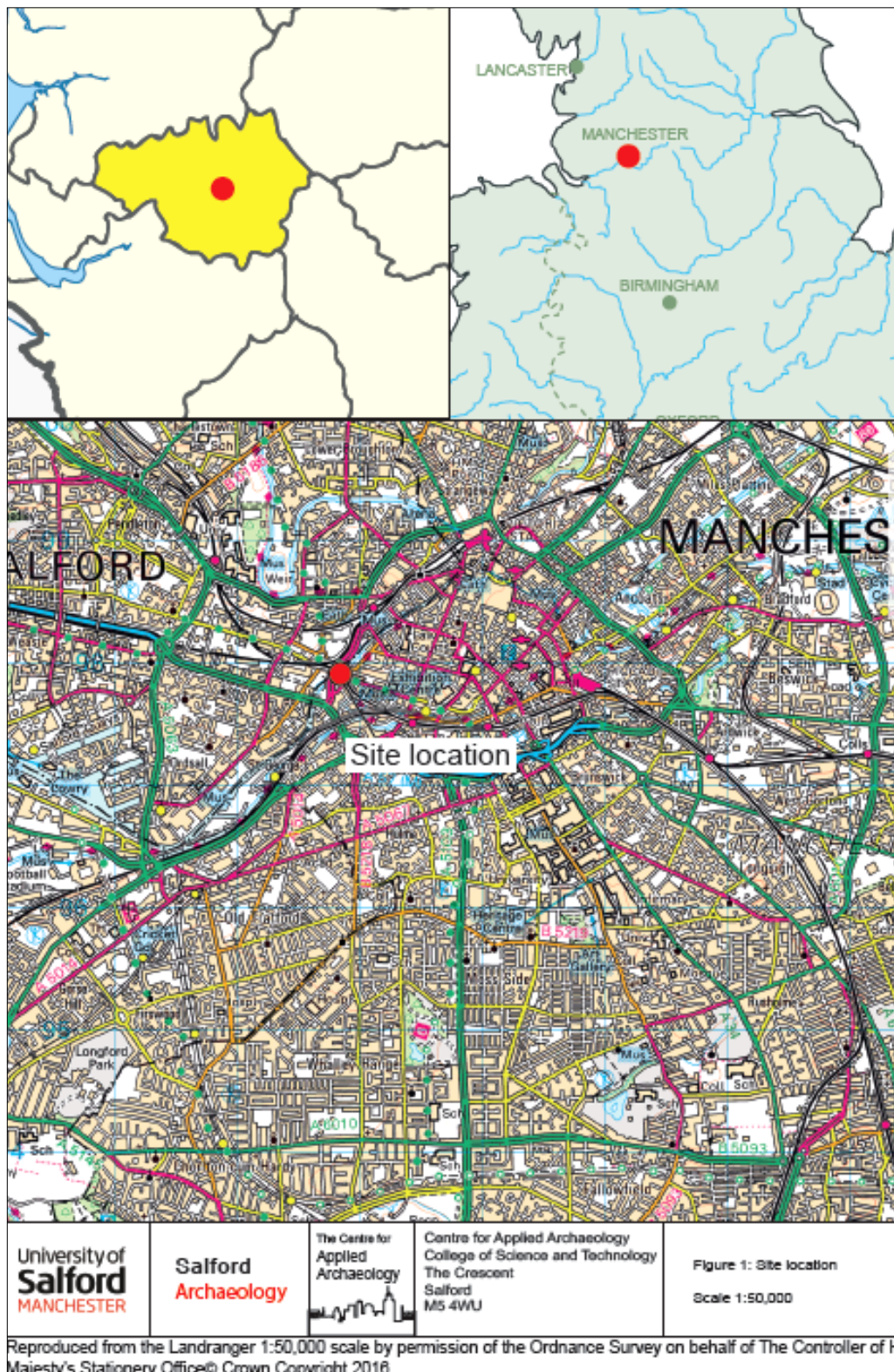


Figure 1: Site location



Figure 2: Site Area boundary superimposed on William Green's map of 1787-94

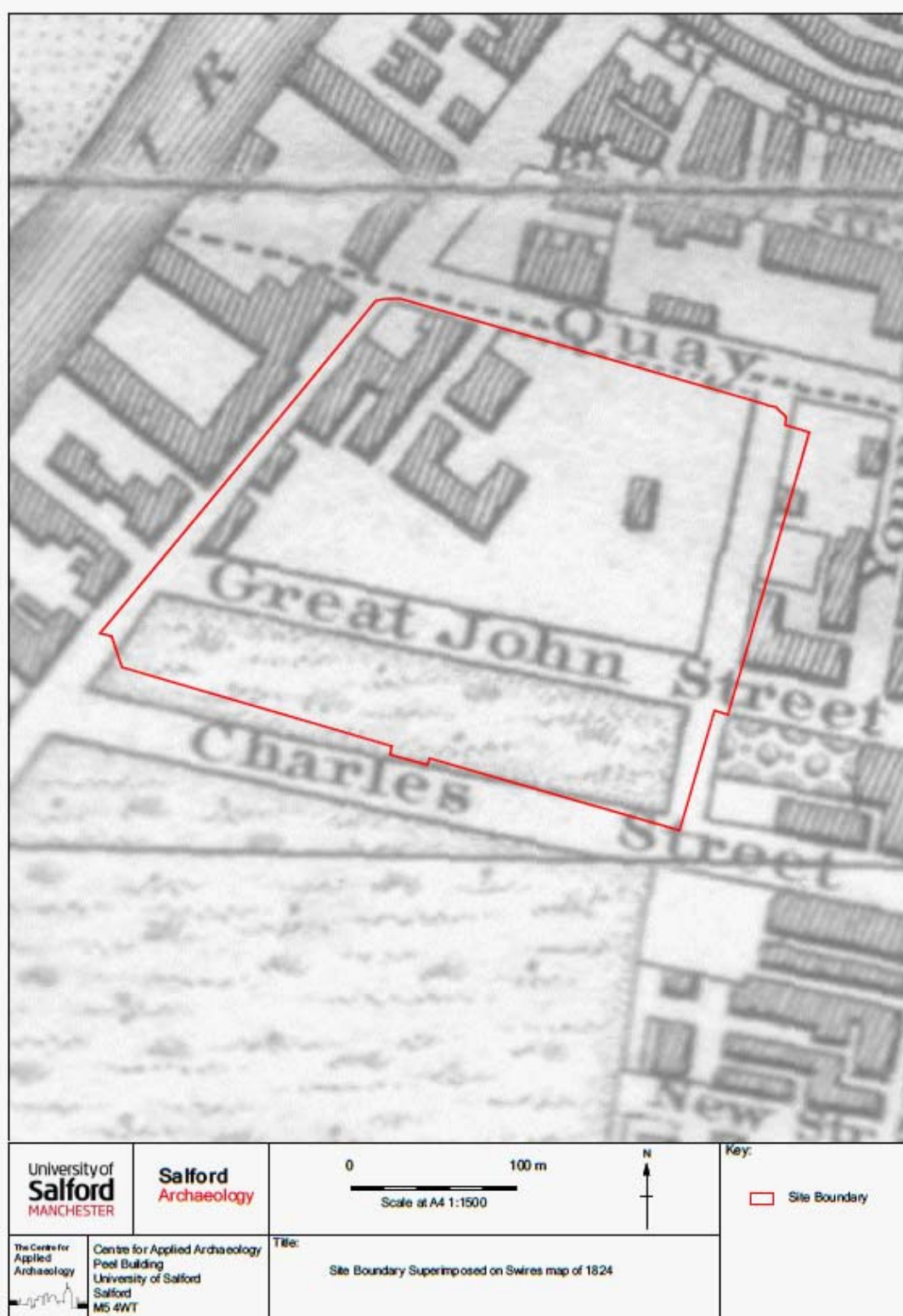


Figure 3: Site Area boundary superimposed on William Swire's map of 1824



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



Figure 5: Site Area boundary superimposed on Adshead's map of 1850

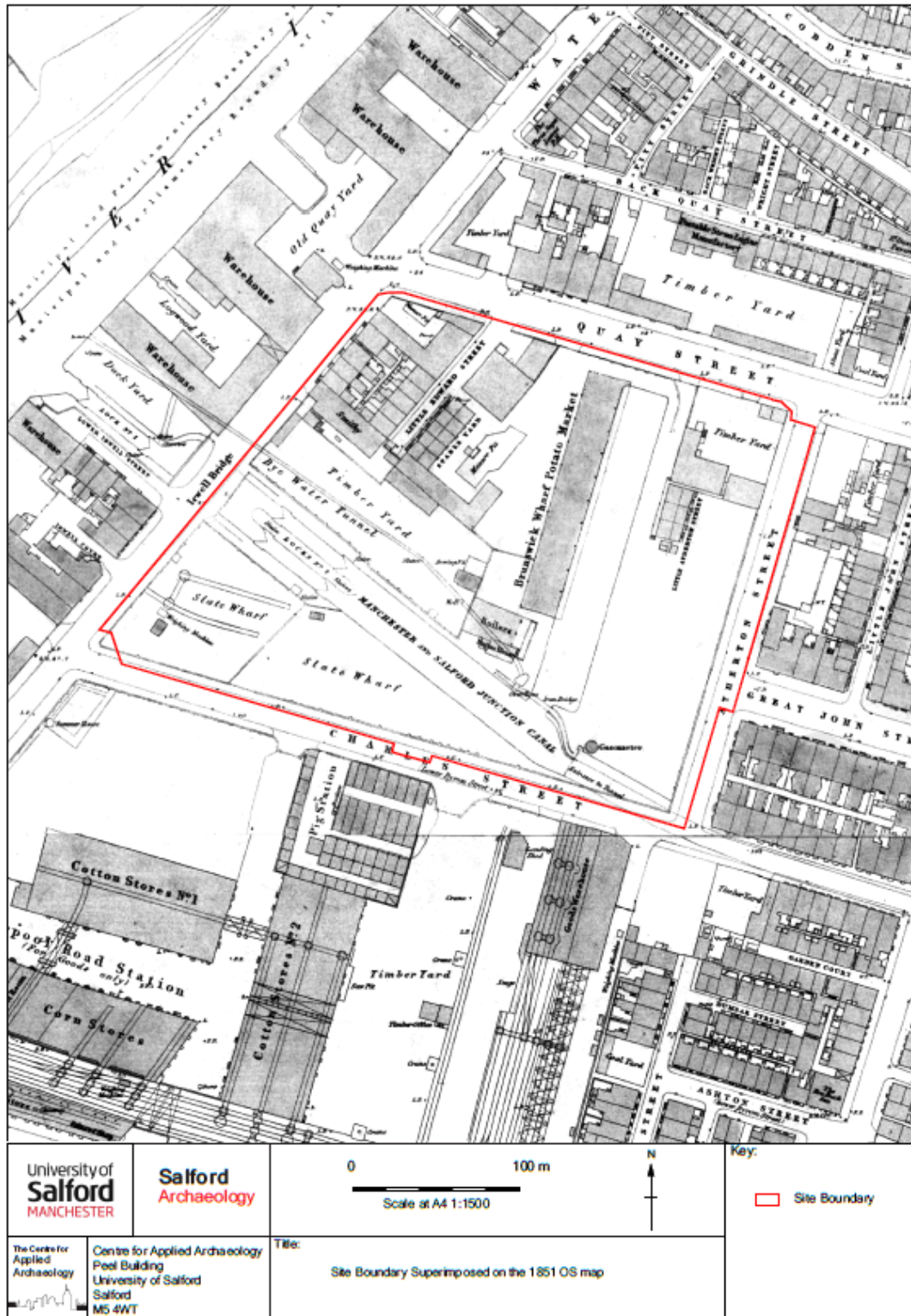


Figure 6: Site Area boundary superimposed on the Ordnance Survey 60": 1 mile map of 1851

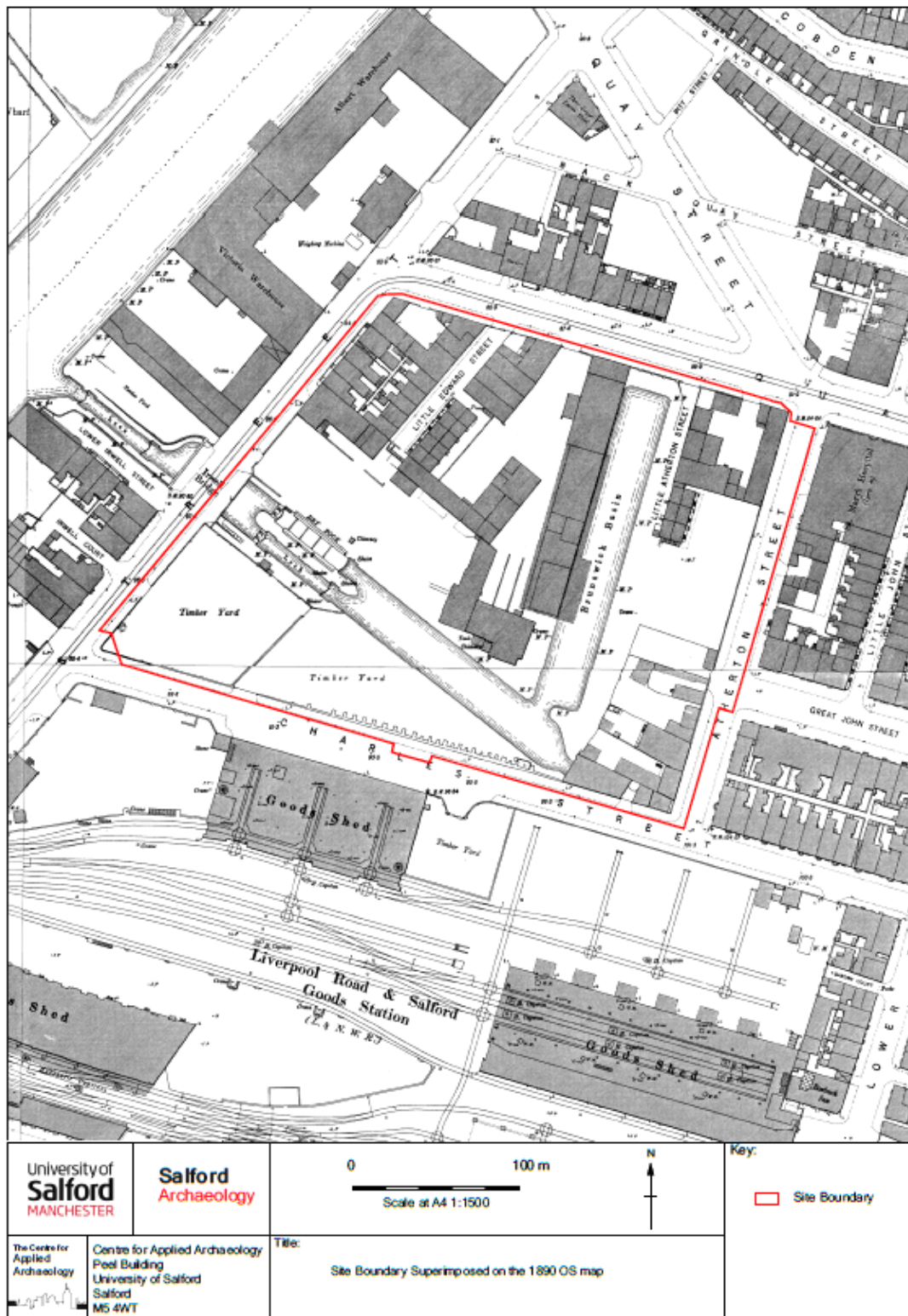


Figure 7: Site Area boundary superimposed on the Ordnance Survey 5': 1 mile map of 1890



Figure 8: Site Area boundary superimposed on the Ordnance Survey 25": 1 mile map of 1908

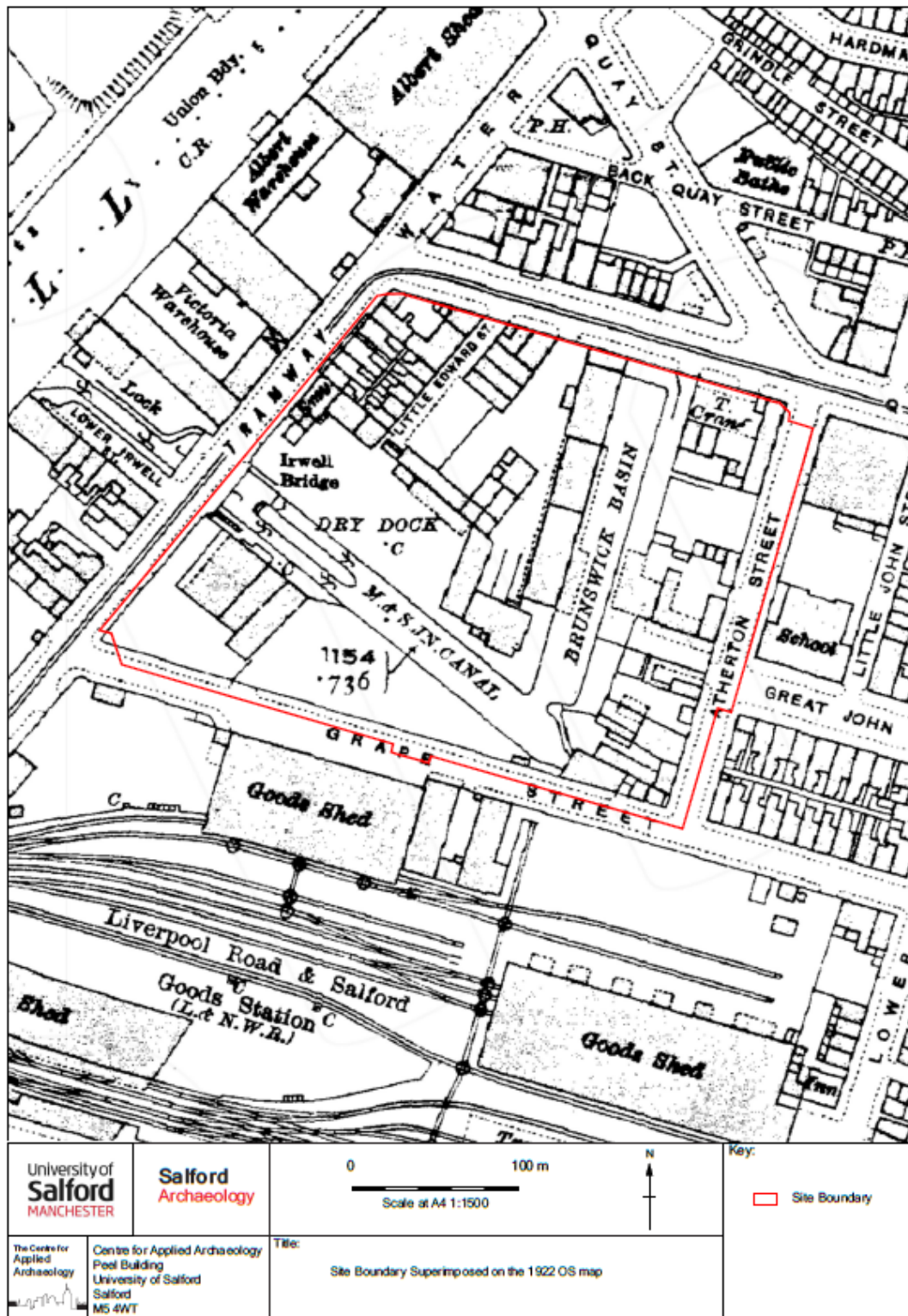


Figure 9: Site Area boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922



Figure 10: Site Area boundary superimposed on the Ordnance Survey 25": 1 mile map of 1932-37

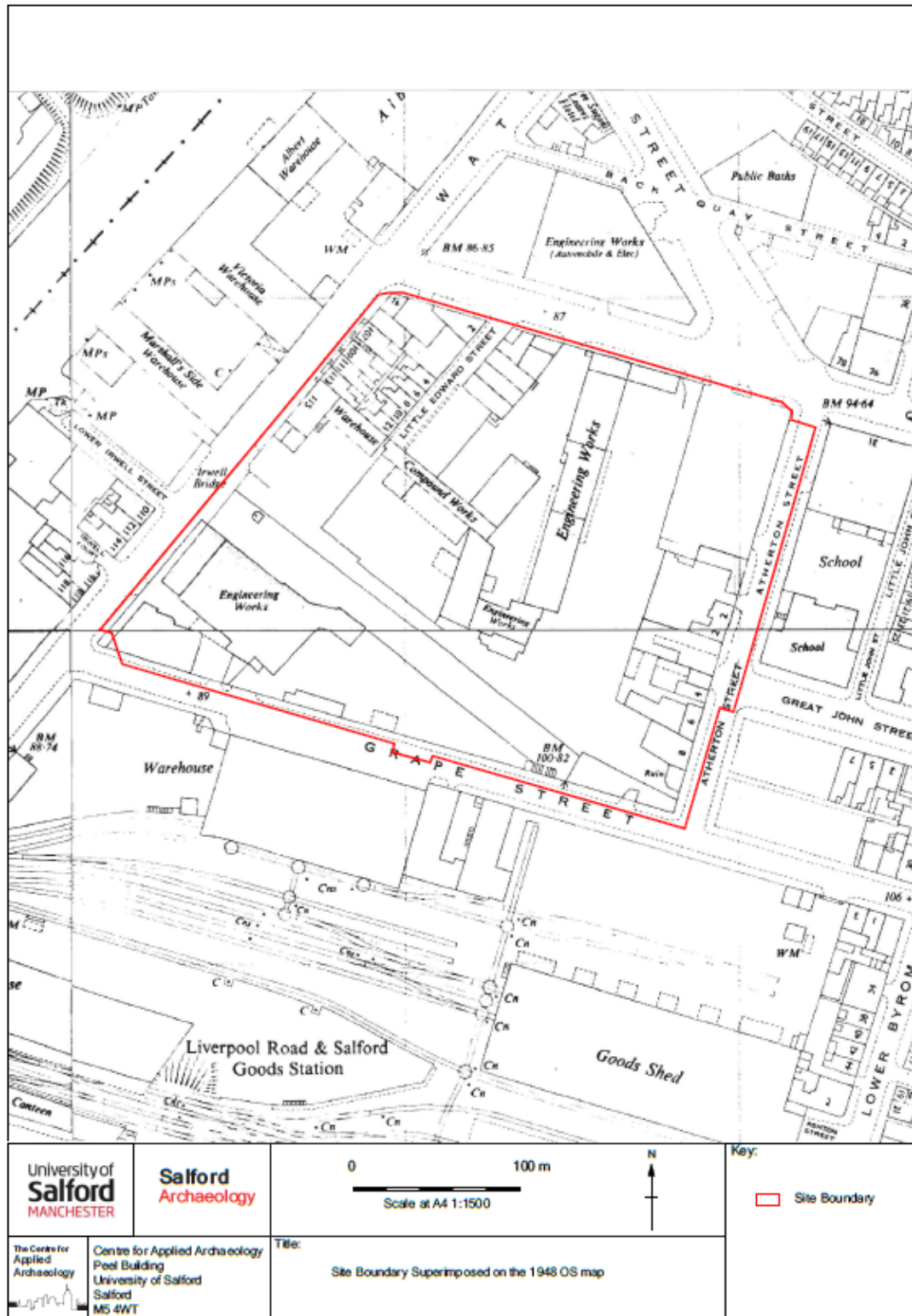


Figure 11: Site Area boundary superimposed on the Ordnance Survey 1:1250 map of 1948



Figure 12: Site Area boundary superimposed on the Ordnance Survey 1:1250 map of 1956-65

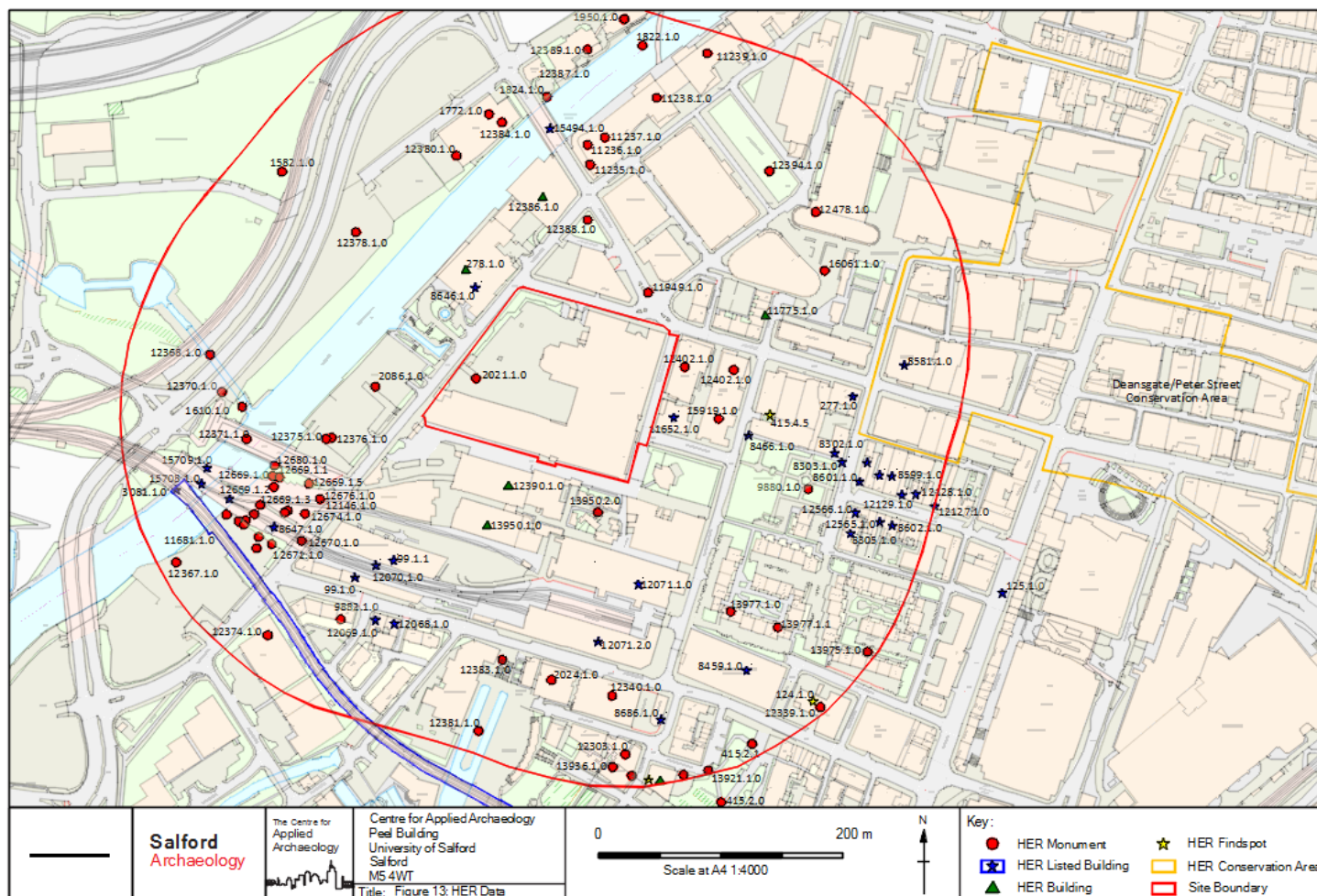


Figure 13: Historic environment records within 200m of the Site Area

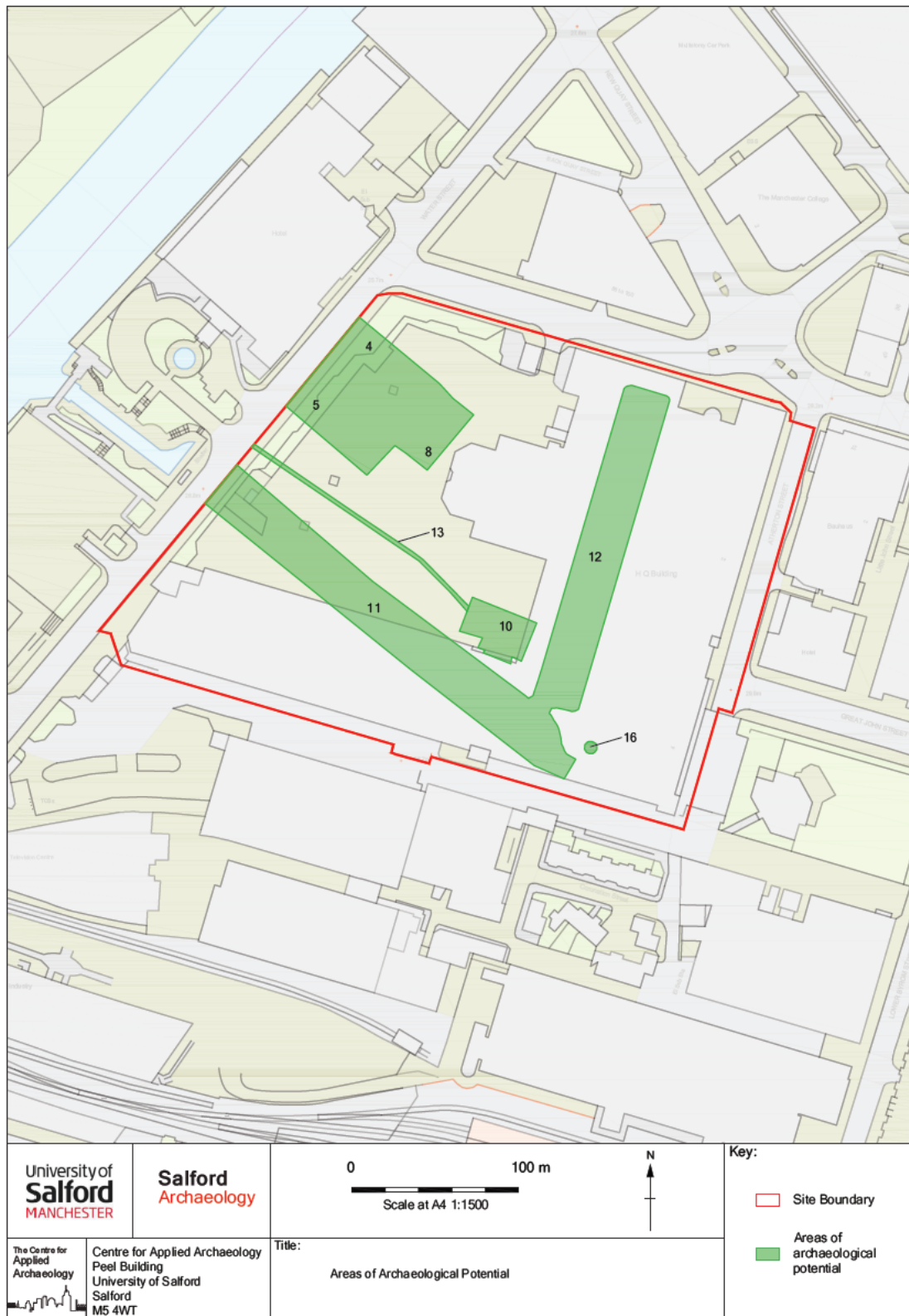


Figure 14: Areas of archaeological potential



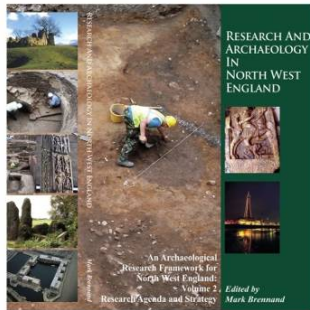
Appendix 2: Non-designated Heritage Assets within 100m of the Site Area

HER Number	Name	Type	NGR
99.1.3	Water Street Stables	Railway Stable	SJ 8290 9792
1610.1.0	Manchester, Bolton & Bury Canal Terminus (Oldfield Road Basin?) (site of)	Canal, Canal Basin, Communications	SJ 8286 9800
2024.1.0	ATS Garage Site (Area of Roman Manchester)	Post Hole, Works, Settlement, Vicus	SJ 8312 9778
9882.1.0	Woollam Place Excavations	Settlement, Hotel	SJ 8294 9783
12367.1.0	Dye Works (site of)	Dye Works	SJ 8281 9788
12371.1.0	Princes Bridge	Bridge	SJ 8287 9798
12374.1.0	Hide and Skin Market (site of)	Leather Market, Building	SJ 8289 9782
12375.1.0	Dye Works (site of), Water Street/Hampson Street	Dye Works, Building	SJ 8294 9798
12376.1.0	New Botany Warehouse (site of), Water Street	Warehouse, Car Park	SJ 8294 9798
12381.1.0	Staffordshire Warehouse (site of)	Warehouse	SJ 8306 9774
12383.1.0	Cotton Works (site of)	Works	SJ 8308 9780
12390.1.0	Liverpool Road Station Bonded Goods Warehouse	Railway Warehouse	SJ 8308 9794
12669.1.0	Dye Works, Water Street (site of)	Dye Works	SJ 8289 9795
12669.1.1	Dye Works, Water Street (site of)	Dye Works	SJ 8289 9794
12669.1.2	Dye Works, Water Street (site of)	Dye Works	SJ 8289 9794
12669.1.3	Dye Works, Water Street (site of)	Dye Works	SJ 8288 9792
12669.1.4	Dye Works, Water Street (site of)	Dye Works	SJ 8287 9791
12669.1.5	Dye Works, Water Street (site of)	Dye Works	SJ 8292 9794
12669.1.6	Dye Works, Water Street (site of)	Dye Works	SJ 8290 9792
12670.1.0	L&MR Brick & Cast Iron Bridge, Water Street	Bridge	SJ 8291 9789

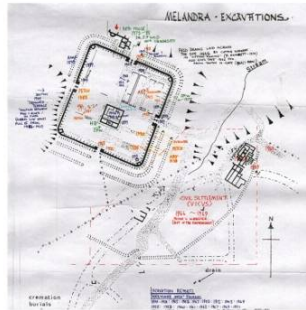


HER Number	Name	Type	NGR
12671.1.0	Brick Ramp, Water Street (site of)	Ramp	SJ 8289 9789
12672.1.0	Water Tower/Cistern House, Water Street (site of)	Cistern, Water Tower	SJ 8287 9791
12673.1.0	Building, Water Street (site of)	Building	SJ 8286 9790
12674.1.0	Arrival Station (former), Water Street	Railway Station	SJ 8291 9791
12675.1.0	Building, Water Street (site of)	Building	SJ 8288 9790
12676.1.0	Building, Water Street (site of)	Building	SJ 8293 9793
12677.1.0	Pig Market, Water Street (site of)	Market	SJ 8287 9789
12678.1.0	Building, Water Street, (site of)	Building	SJ 8285 9791
12679.1.0	Building, Water Street, (site of)	Building	SJ 8286 9791
12680.1.0	Building (former), Water Street	Building	SJ 8289 9795
13950.1.0	Grape Street Bonded Warehouse	Bonded Warehouse	SJ 8306 9791
13950.2.0	Coronation Street, Castlefield	Film Set	SJ 8315 9792
15481.1.0	Manchester, Bolton & Bury Canal (site of)	Lock, Canal	Centred SJ 8270 9810

CONSULTANCY



DESK BASED ASSESMENTS



WATCHING BRIEF & EVALUATION



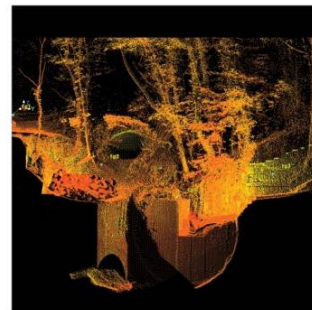
EXCAVATION



BUILDING SURVEY



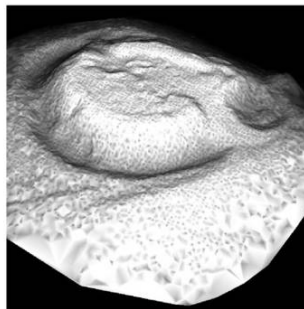
3D LASER SCANNING



COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



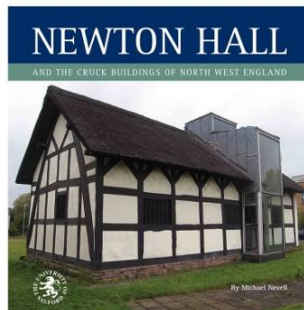
GEOPHYSICAL SURVEYS



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