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MANCHESTER

Archaeological Evaluation

Vita T2, St Johns,
Water Street,
Manchester

Client:

Renaker Build Ltd

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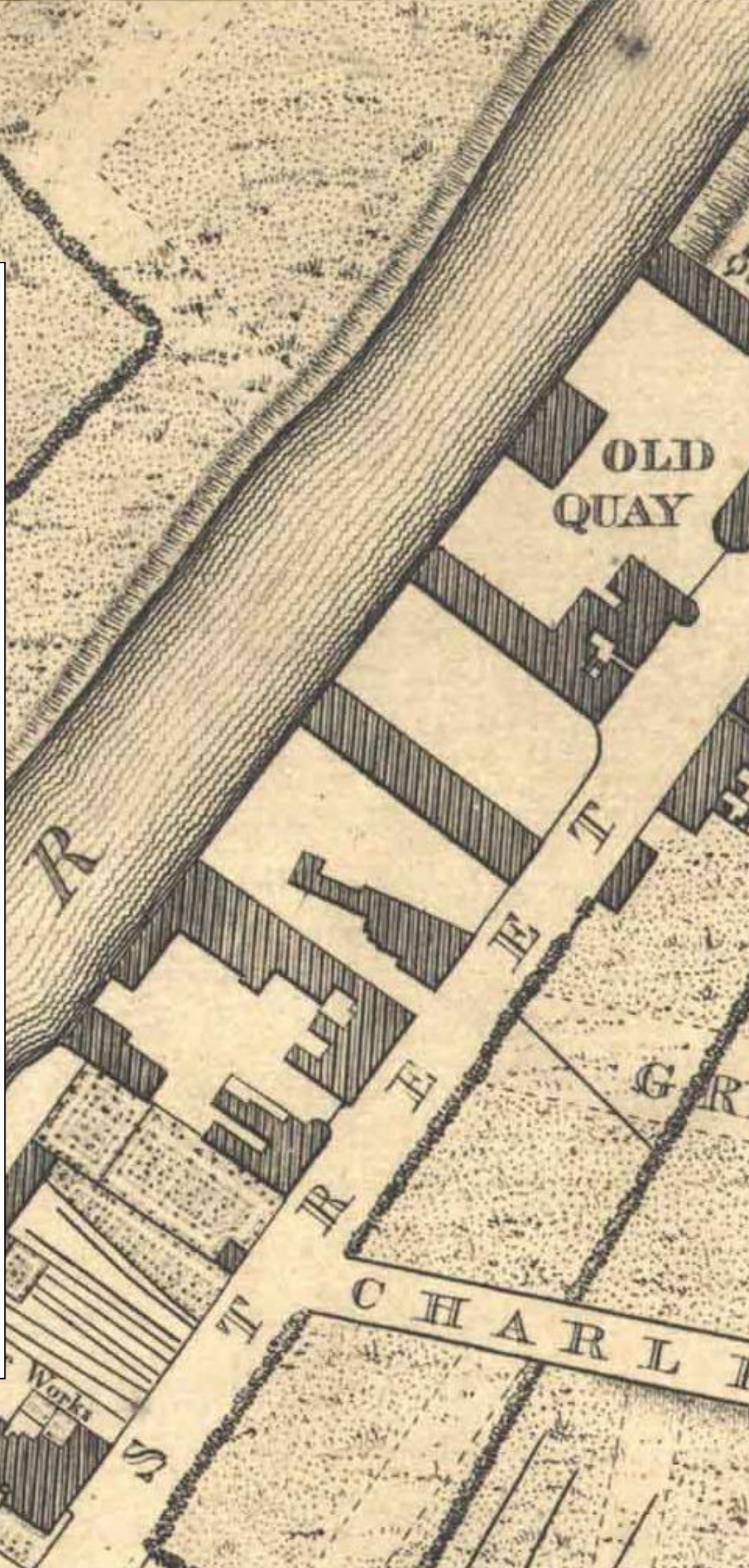
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Technical Report:

Graham Mottershead

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Project Code:	SECL2176
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Summary

Renaker Build Ltd, on behalf of Select Property, are progressing works for the redevelopment of the Vita T2 site at St Johns, Water Street, Manchester (NGR 382990 398035; Planning Reference 126648/FO/2020). The site lies within the south-western part of the St. John's Masterplan, on a site bounded by the River Irwell to the northwest, a disused canal arm to the northeast, Water Street to the southeast and the Factory development to the southwest.

In 2016 Salford Archaeology carried out an archaeological assessment of the site which concluded that there was potential for below-ground remains to survive *in situ* within the site boundary. In particular, these included pre-industrial remains associated with a Romano-British and/or medieval quay, early post-medieval quayside remains and the remains of two ranges of domestic and commercial buildings first shown on mapping from the late 18th century. It was also possible that environmental remains may survive at depth related to the original course of the River Irwell.

In light of the potential for archaeologically significant remains, and following consultation with Greater Manchester Archaeological Advisory Service (GMAAS) in their role as advisors to the Local Planning Authority, Manchester City Council attached conditions to the planning consent that require an appropriate scheme of archaeological investigation to be carried out.

In October 2021 Salford Archaeology carried out the archaeological evaluation, consisting of four trenches. No pre-industrial remains were encountered. It was also determined that the water course of the River Irwell had never been within the site boundary. Remains of the two ranges of buildings were uncovered on the east side of the site, with surviving cellars from the workers houses beside the canal and along Water Street, and the truncated remains of the west wall of the former 18th century warehouse.

Following the investigation, it was recommended that, although some remains of the 18th century building ranges had survived, these were fragmentary and the difficulty of revealing more of the structures outweighed the data which might be gained from their excavation. Therefore it was recommended that no further investigation would be required.

1. Introduction

1.1 Introduction

Renaker Build Ltd, on behalf of Select Property, are progressing works for the redevelopment of the Vita T2 site at St Johns, Water Street, Manchester (NGR 382990 398035; Planning Reference 126648/FO/2020; Figure 1; Plate 1). The site lies within the south-western part of the St. John's Masterplan, on a site bounded by the River Irwell to the northwest, a disused canal arm to the northeast, Water Street to the southeast and the Factory development to the southwest.



Plate 1: Recent aerial view across the development site (bounded in red)

The development comprises the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping, access and other associated works. Delivery of the development proposals will entail considerable earth-moving works that may impact on any below-ground archaeological remains that survive *in-situ*.

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In light of the potential for archaeologically significant remains, and following consultation with Greater Manchester Archaeological Advisory Service (GMAAS) in their role as advisors to the Local Planning Authority, Manchester City Council attached conditions to the planning consent that require an appropriate scheme of archaeological investigation to be carried out.

In September 2021, a Written Scheme of Investigation was produced for an archaeological evaluation (*Vita T2, Water Street, Manchester: Written Scheme of Investigation for an Archaeological Evaluation* Salford Archaeology 2021). In October 2021 Salford Archaeology carried out the on-site evaluation works. This report details the findings of the investigation.

1.2 Setting

The site (centred on NGR 382990 398035) is situated at the western side of Manchester city centre (Fig 1), lying between the River Irwell and Water Street. The site comprised a roughly area of tarmac hard standing with a small brick electricity sub-station at the Water Street side. To the northeast of the site the drops by several metres to the first lock of the Manchester and Salford Junction Canal..

The underlying solid geology of the site comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone. The overlying drift incorporates Pleistocene boulder clays of glacial origin, and sands, gravels, and clays of fluvial/lacustrine origin (Hall *et al* 1995, 8).

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 lies on the east side of the valley of the River Irk; across the area ground levels fall from east to west towards the river.

2. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2) and is based on the information provided in the desk based assessment (Salford Archaeology 2016).

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
Modern		Post-1914

Table 2: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory 2007). 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, no prehistoric finds are known from within the Site Area or its immediate environs.

Any prehistoric remains within the study area are, at best, likely to comprise stray artefacts deposited within later, disturbed contexts. The survival of any *in-situ* prehistoric archaeological deposits is very unlikely.

4.2 Romano-British Period

4.2.1 Archaeological Evidence

The first Roman 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* (Gregory 2007). The site of this encampment is marked today by Camp Street in Castlefield, situated approximately 1.6km to the south-west of the study area. During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus* (Grealey 1974, 11). This settlement was made up of

civilians, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower.

The Site lies approximately 190m to the west of the western edge of the suspected 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 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'. Recent excavations at Owen Street, beyond the projected southern edge of the *vicus*, and 0.7km south-east of the Site, uncovered several burnt pits indicating that non-domestic Romano-British activity occurred beyond the projected limits of the settlement.

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 of 1066. 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). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the confluence with the River Irk.

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, which had become a focus for settlement by the late 11th century. 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, 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 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, 1km to the north-east of the Site. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre. These included Deansgate, Hunt's Bank and Long Millgate. The distance of the Site from the medieval centre means that it is likely to have remained entirely undeveloped until at least the 18th century.

The site of the Roman vicus became known as Aldport Park and was occupied by a house and small deer park, first documented in 1282. The park was still in existence up to 1601, when it became the residence of the Mossley family. It seems likely that the park was burnt down by victorious Parliamentarians during the Civil War when Aldport Lodge was used by Lord Strange in 1642, as the Royalist headquarters during the siege of Manchester. The boundaries of the park are believed to have been the rivers Irwell and Medlock and the approximate line of Quay Street and Peter Street.

4.4 *Post-medieval and Industrial Periods*

4.4.1 *Historical Setting*

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population', at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo 1962, 26).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region. A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms (*op cit*, 299). During this period, however, it is probable that the Site and surrounding study area was an undeveloped element of the rural landscape on the fringe of the expanding town.

Recent excavations at Globe and Simpson gave an insight into pre-industrial activity within the vicinity of Water Street and Quay Street. The earliest evidence comprised plough and garden soils dating from the 16th – 18th centuries. In the centre of the excavation area, sealed layers of relic soils were situated below a layer of black clinker. The uppermost layer had been disturbed by 19th-century activity, presumably associated with the laying of the clinker material. However, the earliest layer of relic soil produced 15th – 18th century finds, including sherds of midlands purple pottery (Harvey and Mottershead 2019). Plough scars and furrows were cut into this layer. Other pre-industrial archaeological features included the remains of a potential post-medieval field boundary or hedgerow that was cut into the natural geology (*ibid*). Similar archaeological features were uncovered at Old Granada Studios, which included 17th-century garden soils and the potential remnants of temporary farm buildings (Harvey 2019).

During the 18th century, south-east Lancashire 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-east 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. 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 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. 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 ultimately 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. 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. However, the northern pound was converted for use as a dry dock in the later 19th century, reflecting the decline in trade. 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.

4.5 *Development of the Site*

A series of four maps, produced by Casson and Berry between 1741 and 1751 is the first to depict the layout of the Site (Plate 2). The plan shows the location of the Old Quay marked as 'Kay' on the map. A narrow rectangular building, with a central projection extending north-east, was situated to the south-west of the quay together with a yard surface. The building potentially lay slightly to the north-east of the Site boundary and was presumably associated with wharfage facilities at the quay. Land within much of the Site may have comprised fields. A narrow track to the east of the Site marked the route that later became Water Street.



Plate 2: Extract from Casson and Berry's plan of 1741

Tinker's plan of 1772 is the next available map to capture the development of the site (Plate 3). The map clearly marks the location of the Old Quay, established by Edward Byrom, with seven buildings located to the south-west. Some of these buildings could have been associated with a group of dye works established by John Rothwell in the late 18th century. It is unclear, which specific buildings may have been located within the Site.

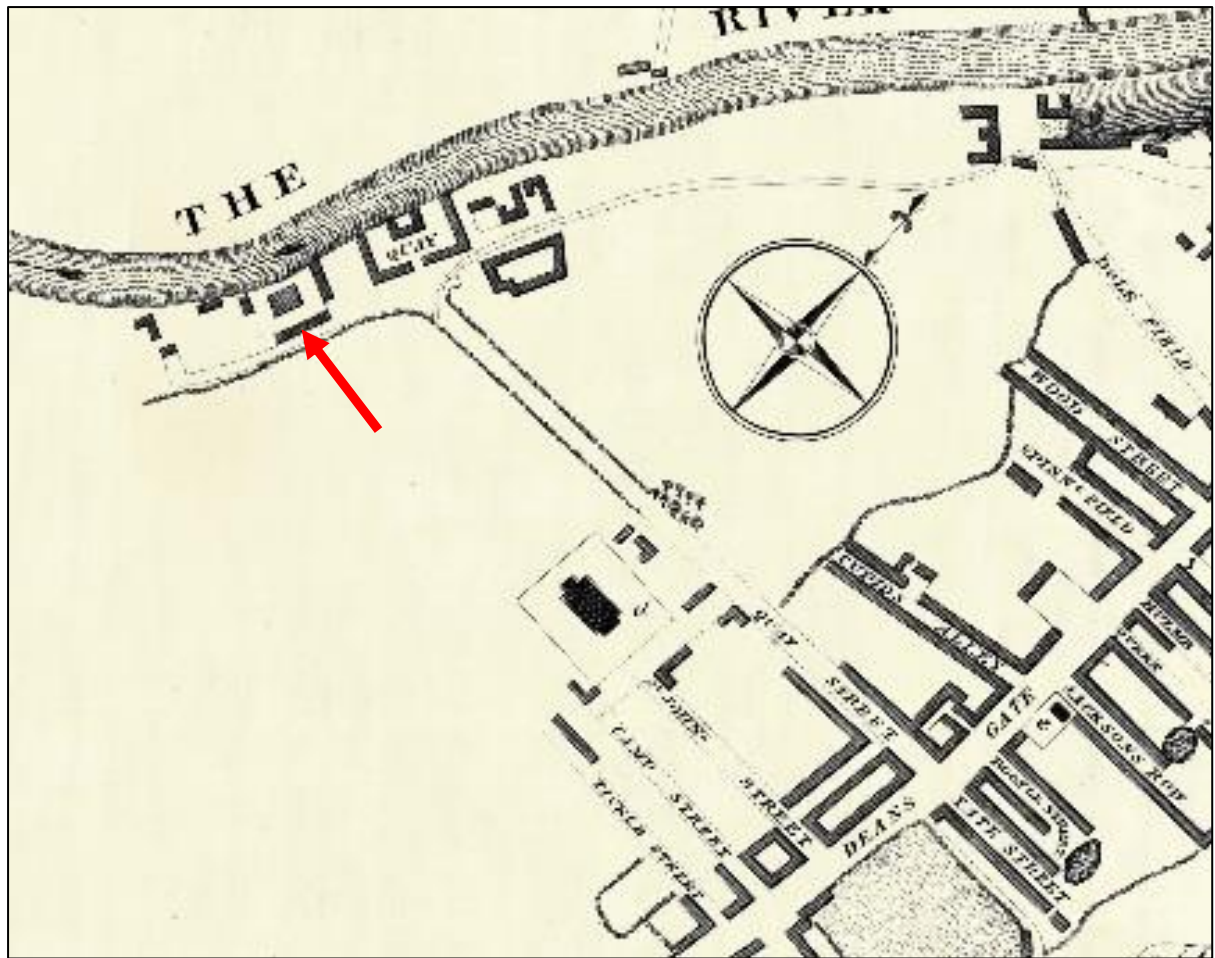


Plate 2: Extract from Tinker's plan of 1772

Laurent's map of 1793 is the next available map that captures the development of the Site. This map annotates a building within the Site as a 'Sugar House' (Plate 3). The building was located between the river frontage and Water Street. The sugar house was well sited in terms of terrestrial and waterborne transportation, with free access to water for industrial purposes. The sugar-refining process required vast quantities of water, together with frequent supplies of raw or semi-refined sugar that was likely transported along the Navigation, from the port of Liverpool. A plot of workers' houses lined the north-west side of Water Street and encroached slightly into the southern Site boundary. Another plot of workers' houses may have been located at the south-east end of the sugar house building. A building with a small rectangular footprint was to the south-west of the sugar house, running up to the river frontage. The function of this building is unknown, but it was likely associated with either the sugar house or the wharfage facilities of the Old Quay complex.

Green's map of 1787-94 (Figure 3) shows a similar configuration of buildings within the Site. The potential plot of workers' housing at the south-east end of the sugar house had been expanded along the Water Street frontage. Several dye works had been established to the south-west of the Site, in a prime location, where an abundance of relatively clean water could be used to undergo dyeing processes. Several courtyards and the presence of linear tenters in adjacent fields for hanging out dyed cloth suggest just as much outside as inside space was utilised. Buried remains of the dye works have been revealed during recent archaeological works undertaken as part of the Ordsall

Chord railway scheme (Salford Archaeology 2020). In addition to wall foundations, several post holes found under the railway viaduct to the south of the Site Area were interpreted as part the tenters.

Laurent's and Green's maps both capture the early stages of development within this part of Manchester, depicting grids of new streets that had been laid over former fields (Plates 2-3). Much of the land carved up by the new streets, such as Charles Street and Great John Street, were anticipating development. The entire north-west side of Water Street, along the river frontage, had been entirely developed, indicating the importance of the river for transport and trade, and industrial processes.

Scholes' trade directory of 1794 lists several traders involved in the textile industry that have been related. Peter Crompton, a dyer, William Crompton, a fustian manufacturer, and William Crompton, a dyer, all worked at different addresses on Water Street (Scholes 1794, 35). Similarly, William Duxbury, a dyer and Robert Duxbury, a dyer also worked on Water Street and appear in the trade directory as separate entries (Scholes 1794, 41).



Plate 4: Laurent's Plan of 1793, showing the Site boundary

Bancks and Co's map of 1831 is the first available map that shows the layout of the individual buildings within the site (Figure 4). It shows that the building, formerly

annotated as a sugar house on Laurent's plan, had been partly converted or redeveloped into terraced workers' houses. The north-west end of this block of buildings occupied a large rectangular footprint, which presumably provided warehousing. The workers' houses within the site varied in size, with the dwellings along the Water Street frontage occupying larger plots than those along the unnamed side street. Another change included the clearance of the small rectangular building in the south-west of the Site. A new warehouse had been erected to the south of the Site, and the open space between this new building and the workers' houses to the north, was named Lower Botany.

The site and surrounding area continued to develop during the mid-19th century as the area expanded its role as a hub of the local and regional transportation network. The layout of buildings in the area during this period is captured on the Ordnance Survey map of 1851 (Figure 5). The large warehouse to the south of the Site was occupied by the Mersey & Irwell Navigation Company. The buildings situated along Water Street and around Irwell Court, and fronting onto Lower Irwell Street, are depicted as domestic properties. Those on Water Street were larger houses than those on Lower Irwell Street, which seem to have been single-depth cottages with outshuts to the rear. All the domestic properties had external staircases, indicating that they contained cellars. The old warehouse continued to occupy the north-western end of the row of houses on Lower Irwell Street.

A significant addition to the townscape of the site was the completion of the Manchester & Salford Junction Canal, which takes a course to the north of the site. This section of the canal incorporated a double set of locks, which lowered the canal towards the River Irwell, and beneath Water Street. The canal entered a tunnel immediately beyond the eastern boundary of the Site, with a transhipment basin placed to the north. The canal was served by a water-management system, which incorporated by-wash tunnels and associated sluices. One such tunnel takes a course to the north-east of the Site boundary, and appears to have been co-joined by another overflow tunnel immediately above the lock from the River Irwell.

The next available map is the Ordnance Survey map of 1891, which shows that the footprint of most of the buildings shown on mid-19th-century mapping remained largely unaltered (Figure 6). Beyond the east Site boundary, one of the double locks on the Manchester & Salford Junction Canal, had been converted for use as a dry dock by 1890, reflecting a decline in canal traffic. Similarly, a dock yard immediately to the north of the canal lock had been converted for use as a timber yard by the late 19th century.

Goad's insurance plan shows that the houses on Water Street were a combination of three and four storeys in height, with single storey outshuts to the rear, whilst those on Lower Irwell Street were all three storeys.

The subsequent editions of Ordnance Survey mapping, published in 1908 and 1922, shows little changes to the site area (Figures 7 and 8). The Ordnance Survey map of 1932 again shows little change to the site area, although the open New Botany Wharf Yard is shown to have been covered by the New Botany Shed. The plan of the warehouse was built over the footprint of an earlier building.

The site area is shown as largely unchanged on Ordnance Survey mapping of 1948 (Figure 9), although the houses on Lower Irwell Street had been demolished. The map indicates that numbers 110-116 Water Street were located within the Site boundary. The

map of 1951-57 (Figure 10) shows the first components of the Granada Television Centre to have been established immediately to the south-east and south-west of the site. The houses on the west side of Water Street had been demolished during this period, together with the small warehouse on Lower Irwell Street.

3. Methodology

3.1 Aims and Objectives

The principal aim of the archaeological evaluation was to establish the presence or absence of any buried remains of archaeological interest within the proposed development area and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential. This was achieved via the excavation of four trenches, two measuring 5m by 5m, one measuring 15m by 2.1m and one measuring 6m by 2.1m (Figure 2).

3.2 Archaeological Evaluation

General Methodology: all archaeological work was conducted following the ClfA Standards and Guidance for archaeological field excavation (*Standards and Guidelines for an Archaeological Evaluation* ClfA 2020a). Prior to the commencement of any excavation works, the location of the trenches were laid out accurately with respect to the Ordnance Survey national grid. Service plans were inspected, and the area scanned for any live services using a cable avoidance tool. The excavations were regularly scanned as work progressed.

Bulk Excavation: this entailed mechanical excavation using a 360 degree tracked mechanical excavator to remove the overburden, which was undertaken under close archaeological supervision. All material excavated was stockpiled alongside, and a safe distance away from, the trench, and made safe.

Archaeological Excavation: machine excavation was used to carefully define the extent of any surviving remains. Any such remains were cleaned manually, where health and safety conditions allowed, to define their extent, nature, form and, where possible, date. Once the extent of buried archaeological remains was established, key remains were subject to detailed archaeological excavation and recording. Hand excavation was undertaken by trained professional archaeologists. All information identified in the course of the site works was recorded stratigraphically and was accompanied with sufficient pictorial record (plans, sections and photographs) to identify and illustrate individual features. Where health and safety concerns, particularly regarding depth and contamination, prohibited entry to a trench, the remains were cleaned as well as possible using the machine and the remains recorded from outside the trench using a laser instrument.

Machines were operated and provided by trained and certificated operators provided by the client. All trenches were CAT scanned prior to the commencement of works and were then mechanically excavated using the mechanical excavator fitted with a 2.1m wide toothless ditching bucket.

Context Recording: a unique text-number site code (VITA2176) was created prior to the commencement of the programme of works. Separate contexts were recorded individually and annotated onto drawings and sketches.

Photographic Archive: a comprehensive photographic archive was produced utilising a high-resolution digital camera. All frames, excluding general contextual views,

incorporate a graduated metric scale, unless prohibited for health and safety reasons. Photograph records were maintained on special photograph *pro-forma* sheets. All photography was carried out following the latest Historic England guidance (*Digital Image Capture and File Storage: Guidelines for Best Practice* HE 2015).

Planning: a 'site location plan' indicating the site north and based on the current Ordnance Survey 1:1250 map (reproduced with the permission of the Controller of HMSO) was prepared. This is supplemented by a trench plan which shows the location of the areas investigated in relation to the investigation area and National Grid.

The precise location of all archaeological remains encountered was surveyed by total station linked to a datalogging pen computer. This process generates scaled plans within AutoCAD, which are then be subject to manual survey enhancement. The drawings were generated at an accuracy appropriate to the final output scale. All level information is tied into the Ordnance Datum, taken from temporary benchmarks set out using GPS. All plan drawings are geo-referenced based on the Ordnance Survey National Grid.

Finds Policy: all finds were collected and handled following the Chartered Institute for Archaeologists' guidelines (*Standards and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials* CIfA 2020b). Unstratified material was not kept unless of exceptional intrinsic interest. Material discarded as a consequence of this policy was described and quantified in the field.

4. Evaluation Results

4.1 Introduction

In total four trenches were excavated (Figures 2 and 11). Trenches 1 and 2 measured 5m by 5m each. Trench 3 measured 15m by 2.1m and trench 4 measured 6m by 2.1m. Trench 4 had to be rotated at 90 degrees to its originally intended position and foreshortened in order to avoid the standoff zone from an electricity sub-station and a known live electricity cable, the scar for which could be seen on the tarmac surface. It was made sure that the new location for this trench was still positioned to investigate the same range of buildings originally intended.

4.2 Trench 1

This trench measured 5m by 5m and was excavated at the northwest side of the site, (Figures 11 and 12; Plate 5). It was located to investigate the potential for pre-industrial features cut into the original river bank or the presence of the original water course.

Natural gravel 107 was observed at a depth of 2.7m below the current hard standing surface. It comprised yellow gravel which was at a uniform level across the trench. No features were observed cut into this layer.

Above the natural gravel was a 0.6m thick layer of mixed gravel 106 containing a large number of ceramic and steel drain and service pipes. This layer was capped with a 0.3m slab of concrete 105. A 0.4m thick levelling layer of compact mixed demolition rubble 104 lay above this with a 0.3m deep layer of grey MoT 103 overlying it as the bedding for 0.2m of tarmac 102. Above the tarmac was a 0.7m thick layer of vibro-compacted yellow MoT 101, which was the bedding for a 0.2m deep layer of tarmac 100 forming the current hard standing surface of the compound.



Plate 5: Trench 1, looking south

4.3 Trench 2

This trench measured 5m by 5m and was excavated at the north side of the site, to the east of trench 1 (Figures 11 and 12; Plate 6). It was located to investigate the potential for pre-industrial features cut into the original river bank or the presence of the original water course.

Natural gravel 208 was encountered at a depth of 2.7m. A four course wide hand-made brick wall 210 had been cut into this gravel running northwest/southeast. On the northeast side of the wall a 0.1m thick deposit of well puddled mid brown clay 209 had been laid on top of the gravel. Above this was a 1.4m thick deposit of highly mixed compact orangey brown sandy clay 207 with abundant brick rubble and slate, interpreted as a ground build-up/levelling layer. This was overlain by 0.2m of grey MoT bedding material 206, with 0.1m tarmac hard standing 205 above it. In the eastern corner of the trench tarmac 205 was cut by a large 1.2m deep modern feature 204, which was filled with dark grey MoT type material 203. Directly above this was a 0.4m thick concrete slab 202. Above the slab was a 0.3m deposit of vibro-compacted yellow MoT 201, which was the bedding for a 0.2m deep layer of tarmac 200 forming the current hard standing surface of the compound.



Plate 6: Trench 2, looking north

4.4 Trench 3

This trench lay at the eastern side of the site, close to the drop down to Lock 1 of the Manchester and Salford Junction Canal (Figure 11; Plate 7). It was aligned

northwest/southeast and measured 15m by 2.1m. It was located to investigate a range of buildings first visible on Greens map of 1787-94.



Plate 7: Trench 2, looking southeast

The trench was crossed by three hand-made brick walls with white lime mortar. All three walls were parallel to each other, running northeast/southwest and were 5.3m apart from each other. Wall 306 lay at the northwest end of the trench and was two brick courses in width with the cheek of a fireplace extending to its southwest (Plate 8). Wall 307 was a single brick course in width and had both fireplace cheeks on its southeast side (Plate 9).



Plate 8: Walls 306 and 307, looking south



Plate 9: Wall 307, looking southwest

Wall 308 lay to the southeast of wall 307 and returned northwest for 2m along the northeast edge of the trench (Plate 10). The interior face of the wall showed surviving plaster. Visible within this return a 1m wide doorway that had been blocked with hand-made brick. Between walls 307 and 308 was a brick cellar floor surface 309, observed at a depth of 2.05m below the current hard standing surface.



Plate 10: Wall 308 and floor 309, note blocked doorway at top centre of photo, looking southwest

The walls and floors were overlain by 1.5m of mixed demolition rubble 305 containing an abundance of mid-20th century bottles and pottery, no doubt from the demolition of the area during the 1960s. Above the demolition material was a 0.1m layer of grey MoT 304 which was a bedding layer for 0.1m of tarmac 303 above it. This tarmac was in turn overlain by 0.2m of very compact yellow stone levelling material 302, above which was 0.1m of grey MoT bedding material 301 and 0.1m of tarmac hard standing 300 forming the current ground surface.

4.5 Trench 4

Trench 4 lay at the east side of the site, to the south of trench 3 (Figure 11; Plate 11). It measured 6m by 2.1m and was positioned in order to investigate a range of buildings fronting Water Street and first visible.

The cellar floor of the former was observed at a depth of 2.05m below the current ground surface. This comprised hand-made brick 408 and 407 with a small section of stone flags, 406, at the southwest side between the two walls. Hand-made brick walls 404 and 405 ran southeast/northwest, parallel to each and 1.35m apart, possibly forming a

passageway. The walls were two brick courses in width, bonded with white lime mortar, and wall 404 returned northwest along the northeast edge of the trench.



Plate 11: Trench 4, looking southeast

The former cellar was filled with mixed loose demolition rubble 403 which lay below a 0.2m deep deposit of very compact yellow stone levelling material 402. The southeast 0.35m of the trench had, at this point, been truncated by the excavation of a modern service pipe. Above this was 0.1m of grey MoT bedding material 401 and 0.1m of tarmac hard standing 400 forming the current ground surface.

5. Discussion

5.1 Gravels/River Deposits

Clean intact gravels were reached at a depth of 2.7m in both trenches 1 and 2. These were level across the trenches and so suggested that the original water course had not run into the area of the site. Above the gravels was a large amount of modern disturbance suggesting that any pre-industrial remains that may have been there had been removed during the second half of the 20th century.

5.2 Buildings

The remains of cellars from two ranges of building were shown to have survived at cellar depth within the site. These were the range fronting Water Street and the range beside the former Lower Canal Street, which ran beside the extant canal lock.

The Water Street range can be first seen on Green's map of 1787-94 and appear to be domestic-type properties (Figure 13). This is born out by Bancks & Co's map of 1831 where they are clearly shown as house with rear yards, extensions and outbuildings. The 1851 OS map shows the form more clearly (Figure 14). The range comprised three double depth houses with rear yards and rear extensions. A narrow passage led between this range and the Lower Canal Street range to a small courtyard which contained what appears to be a shared privy block, presumably servicing the range of houses. Although originally open the yards appear to have become private between 1851 and 1891 and on the OS mapping of 1891 they are depicted as individually walled off, each house having its own privy rather than a shared block (Figure 15). This form then remained static on the subsequent mapping until demolition of the houses during the 1960s (Figure 17). Cellar steps and lights are visible on the 1851 and 1891 maps but the remains found within trench 4 are unusual. The excavations clearly uncovered a brick and flag floor at a depth of 2.05m below the current ground level. This is certainly cellar depth if taken from the level of Water Street but the position of the trench on the historic mapping shows it over the privy block in the small courtyard to the rear of the houses. The narrow space between the two walls would suggest the privies themselves but it is unlikely that such a structure would have, or be in, a basement. Given the amount of ground build-up that occurred during the late 20th and early 21st centuries and the level of the canal lock it is possible that the houses were built on land that sloped downwards towards the river with the front of the houses at ground level on water street and the rear basement being at a lower ground level to the northwest. This is certainly seen in many houses of a similar date in particularly hilly areas of Lancashire and Yorkshire (the multi-level terraces in Greenfield and in Todmorden for example with two stories and a cellar at the front and three stories at the rear) and, although unusual in Manchester, may have solved a problem of building close to the river bank. This may in turn have placed the rear yards at a level that would be the same as the cellars at the front of the houses. This may also be evidenced by steps leading from the rear of the houses into the yards on the 1851 mapping, with these steps leading down into the yards from the rear of the house rather than down from the yards into cellars. The rubble infill overlying the floor surface contained no pottery, glass bottles or ironwork, also suggesting that this was an auxiliary outbuilding and not a dwelling.

The Lower Canal Street range can also first be seen on Green's map of 1787-94 (Figure 13) but appear to have been single depth houses at that point. By 1831 they appear to have been extended to match the Water Street range with rear yards, extensions and privies. Again, the 1851 mapping shows the final form of the houses (Figure 14). Whereas the Water Street houses at this date had open rear yards with shared privies the Lower Canal Street range appear to have had private walled off yards with individual privies by 1851. This may be due to the smaller, and possibly earlier, Lower Canal Street houses being renovated to match the slightly larger Water Street buildings, possibly being brought up to a standard that the Water Street houses were not yet at. The form of these houses remained the same until their demolition between 1922 and 1948 (Figure 16). There are no reported bomb strikes within the immediate area during the Second World War but their demolition by 1948, earlier than the Water Street buildings and, in fact, most of the surrounding buildings beyond the site boundary, would suggest that they were possibly damaged by fire resulting from the bombing. The walls uncovered during the excavation had fireplaces. If, as seen in the Water Street buildings, these rooms were actually lower rear rooms and not cellars then the fireplaces seen here would have been at ground level, and not cellar dwellings/workshops. The mapping again shows steps between the rear of the properties and the yards, again suggesting that the exterior yards were at a lower level than the buildings. Trench 3 was located within the rear of the main buildings and so the brick floors of the rooms were at a level similar to that in trench 4. This level is also similar to the level of the highly disturbed gravels found above the clean natural in trenches 1 and 2. As these deposits had been truncated not only by 20th century activity, but also by an abundance of 19th century cast iron drains, it may be that the entire riverside in the immediate area was reduced between the buildings and the river by up to 2m. The rubble infill of the rooms contained a large amount of early to mid-20th century domestic material, in particular bottles for soda, milk, beer, sauce and tonic.

The large industrial structure at the northwest end of the Lower Canal Street range appears on the mapping from the late 18th century (Figure 13) and its form is static throughout the map sequence until its demolition between 1922 and 1948 (Figure 16). It can be assumed that it was demolished at the same time as the Lower Canal Street houses, possibly due to bomb/fire damage during the Second World War. The 1851 map labels the building as a 'Warehouse' and it can be assumed, given its location within the quayside area, that this was its original function. The very bottom of the wall footing encountered in trench 2 matches perfectly with the southwest wall of the warehouse. Although nothing else of this building had survived, presumably entirely removed when it was replaced with a large 20th century industrial unit, there was a thin deposit of puddled clay above the natural gravel on the inside of the wall. It may be that the ground had been sealed with clay before the warehouse floor had been laid in the late 18th century. This would seem counter-intuitive as the gravel had naturally good drainage and so the intended purpose of the deposit is not clear. It may be that a clay-like deposit formed beneath the flag or brick floor surface of the original warehouse due to the lowered level of the quayside, and this deposit was left when the floor was removed.

5.3 *Later 20th Century Layers*

The entire area was overlain by a succession of levelling, bedding and hard standing layers. After demolition of the buildings between the 1940s and 1960s, industrial

buildings were erected across the site. These may have been prefabricated structures and the concrete encountered within trenches 1 and 2 may have been the floor of the unit built within the northwest half of the area. Smaller industrial buildings were erected across the southeast half, over the former houses, and in these areas both trenches 3 and 4 encountered very compact rubble and cinder levelling material above the demolition rubble. It appears that the industrial units were removed during the 1980s and replaced with a car park, which accounts for the thin layer of tarmac and bedding encountered across the site in all trenches. Finally, the very hard vibro-compacted MoT bedding and thicker tarmac forming the current ground surface resulted from the use of the area as a compound during the Ordsall Chord works carried out in the 2010s.

6. Recommendations

The evaluation has clearly demonstrated that the original river course did not extend into the site area and that later intrusions have removed any evidence of earlier quayside activity.

The remains of the warehouse were heavily truncated and do not suggest that anything of archaeological significance remains below ground, having been almost entirely removed by the construction of the large 1950s/60s industrial unit on the northwest half of the site.

The remains of the houses are interesting, particularly given the possibility of multiple level housing built into the slope, and the evidence of improvement to earlier properties. However, it is likely that beyond the trenches the remains will have been, at least partially, by known services, the scars of which are visible on the surface. The site is quite small, very tight and busy and has a sub-station in close proximity as well as the drop down to the canal lock and the depth of the remains. Excavating any further beyond the evaluation trenches would prove extremely problematic and it is likely that the small amount of information that might be gained from further excavation is outweighed by the difficulty of carrying out such an operation.

It is therefore recommended that no further investigation is required.

7. Archive

7.1 Archive

The results of the archaeological investigation form the basis of a full archive that has been prepared to professional standards, in accordance with current Historic England guidelines, the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990), and current ClfA standards and guidance for the creation, compilation, transportation and deposition of archaeological archive. The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation's code of conduct.

The documentary and digital archive generated from the historic building investigation is currently in the possession of Salford Archaeology. A copy of this report will be submitted to the Greater Manchester Historic Environment Record in digital and hard copy formats. A digital copy of the report will be publicly available on the Archaeological Data Service (ADS) website and will be submitted to OASIS.

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The archaeological evaluation was undertaken by Graham Mottershead and Andy Coutts. The technical report was written and illustrated by Graham Mottershead, who also managed the project.

Appendix 1: Illustrations

- Figure 1: Site location plan
- Figure 2: Trench locations
- Figure 3: Site boundary superimposed onto Green's map of 1787-94
- Figure 4: Site boundary superimposed onto Bancks & Co's map of 1831
- Figure 5: Site boundary superimposed onto the Ordnance Survey 60" to 1 mile Town Plan of 1851
- Figure 6: Site boundary superimposed onto the Ordnance Survey 1:500 Town Plan of 1891
- Figure 7: Site boundary superimposed onto the Ordnance Survey 1:2500 County Series map of 1908
- Figure 8: Site boundary superimposed onto the Ordnance Survey 1:2500 County Series map of 1922
- Figure 9: Site boundary superimposed onto the Ordnance Survey 1:1250 National Grid Series map of 1948
- Figure 10: Site boundary superimposed onto the Ordnance Survey 1:1250 National Grid Series map of 1951-57
- Figure 11: Plan of trenches with annotated contexts and levels
- Figure 12: Trenches 1 and 2 sections with annotated contexts and levels
- Figure 13: Trench plans superimposed onto Green's map of 1787-94
- Figure 14: Trench plans superimposed onto Ordnance Survey 60" to 1 mile Town Plan of 1851
- Figure 15: Trench plans superimposed onto Ordnance Survey 1:500 Town Plan of 1891
- Figure 16: Trench plans superimposed onto Ordnance Survey 1:1250 National Grid Series map of 1948
- Figure 17: Trench plans superimposed onto Ordnance Survey 1:1250 National Grid Series map of 1951-57

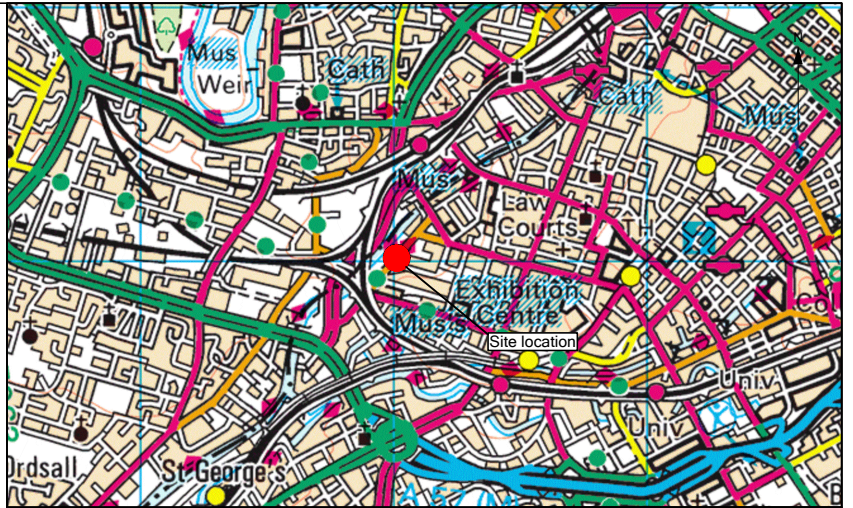


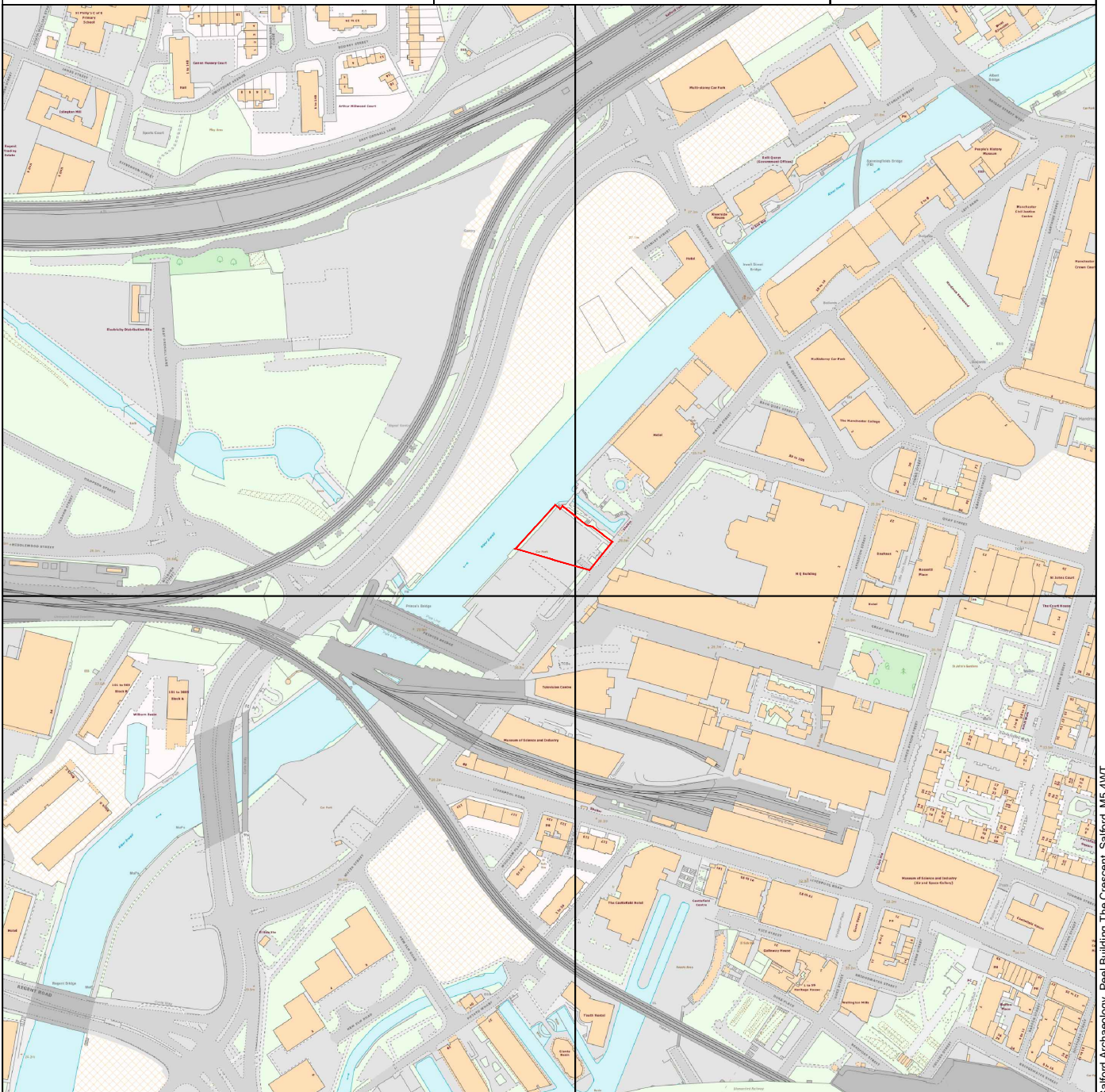
Figure 1:

Site location

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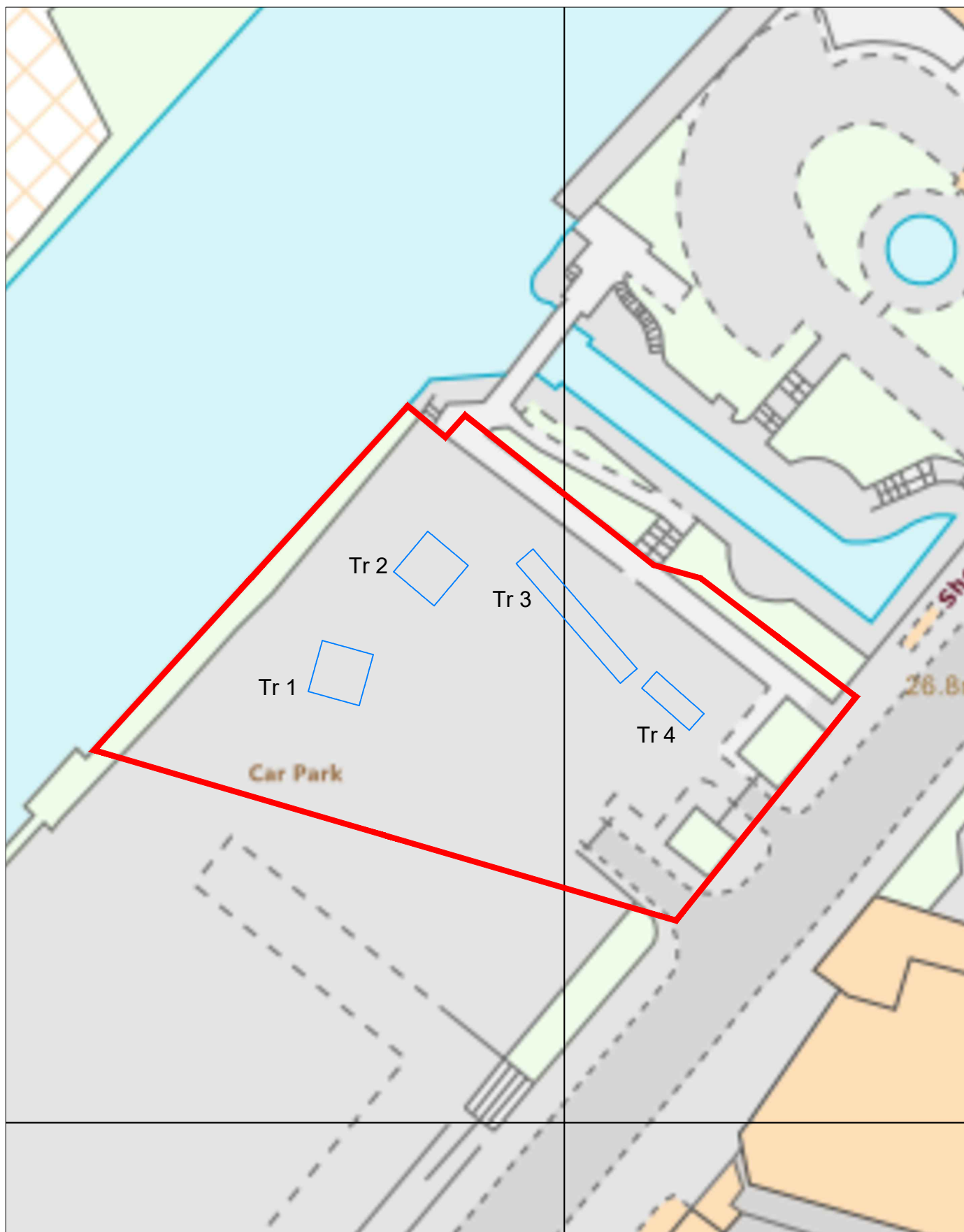


Figure 2:

Location of archaeological evaluation trenches

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Key:

- Site boundary
- Evaluation trench



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Scale at A4 1:500

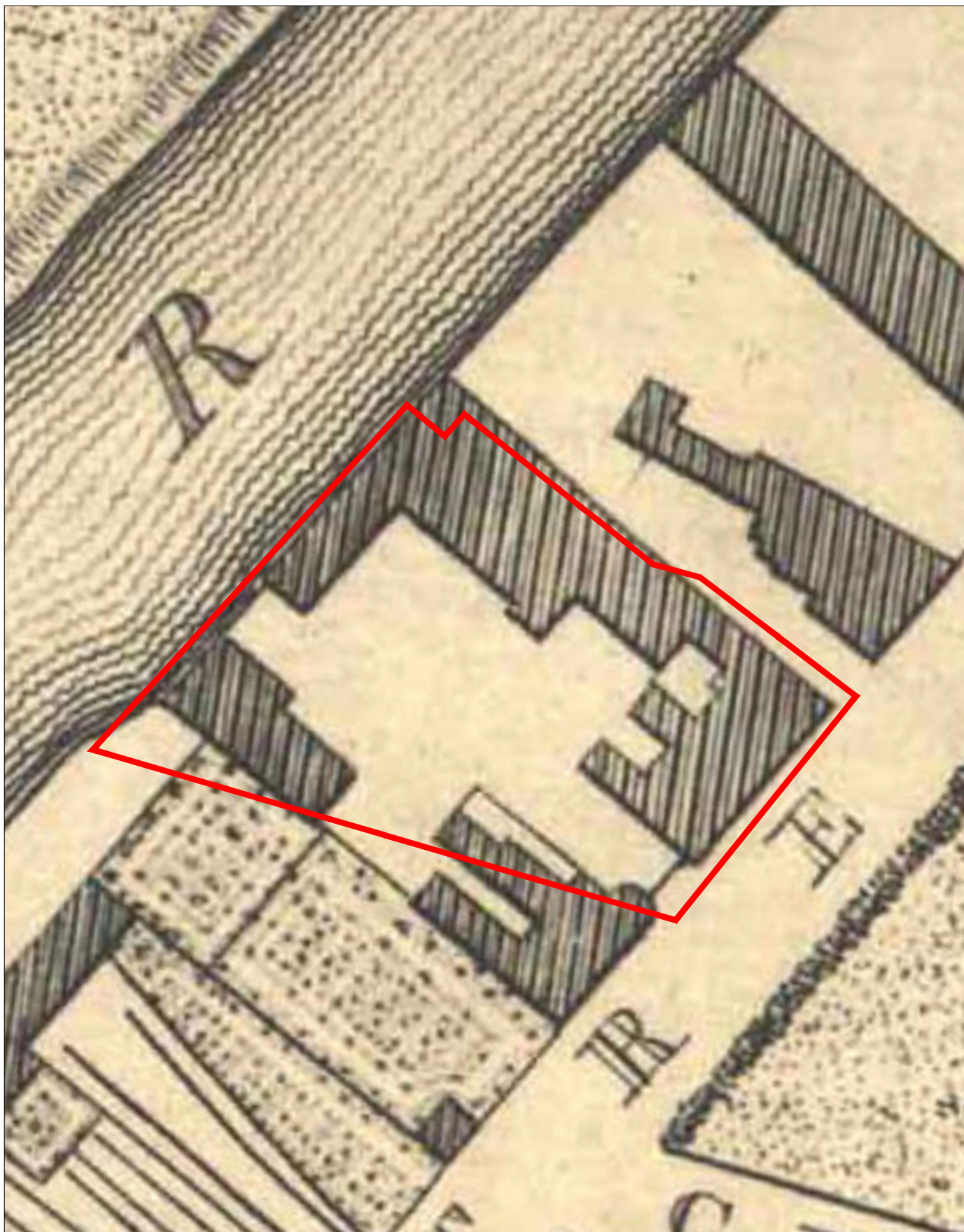


Figure 3:

Site boundary superimposed onto Green's map of 1787-94



Key:

■ Site boundary



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Scale at A4 1:500

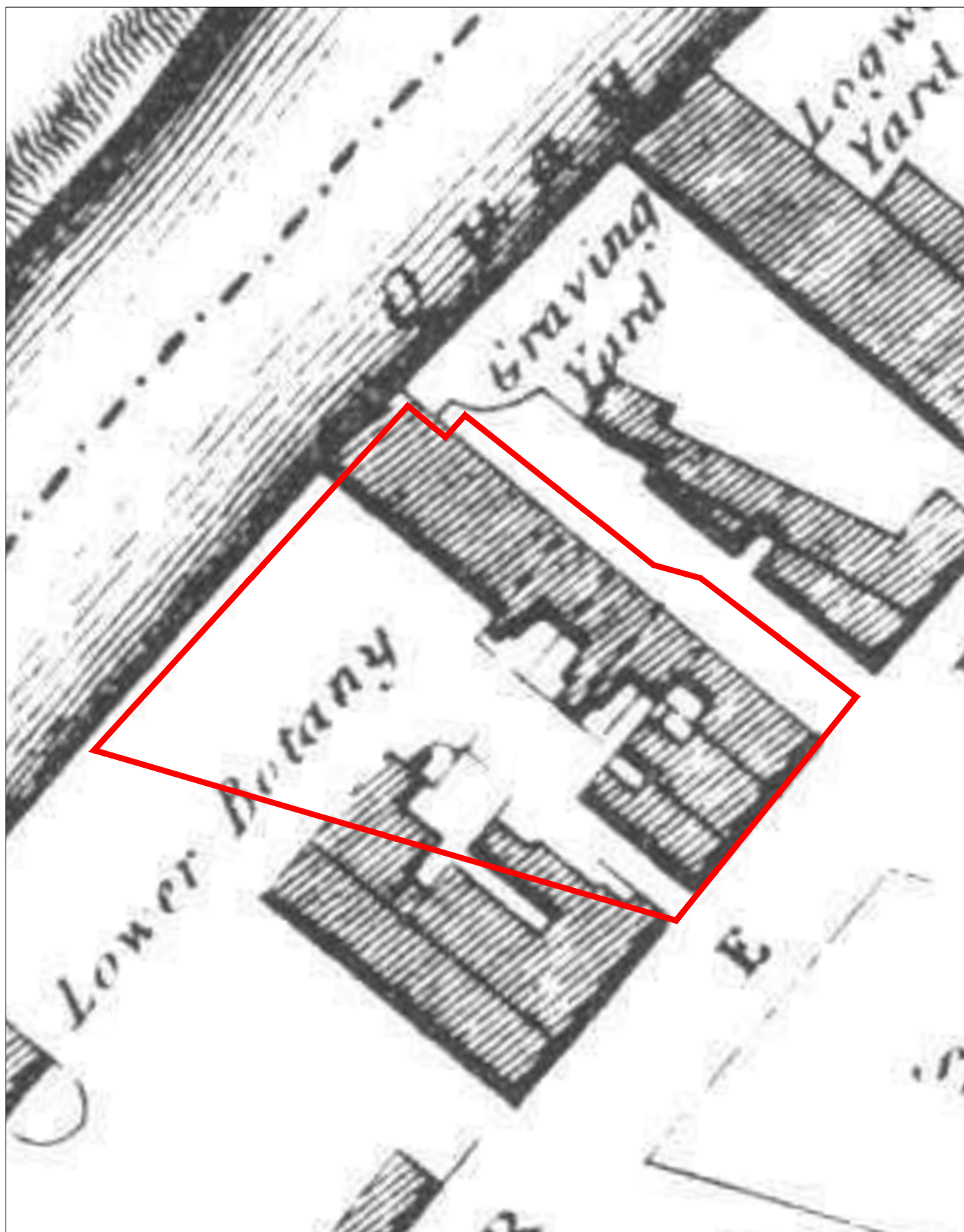


Figure 4:

Site boundary superimposed onto Bancks & Co's map of 1831



Key:

■ Site boundary



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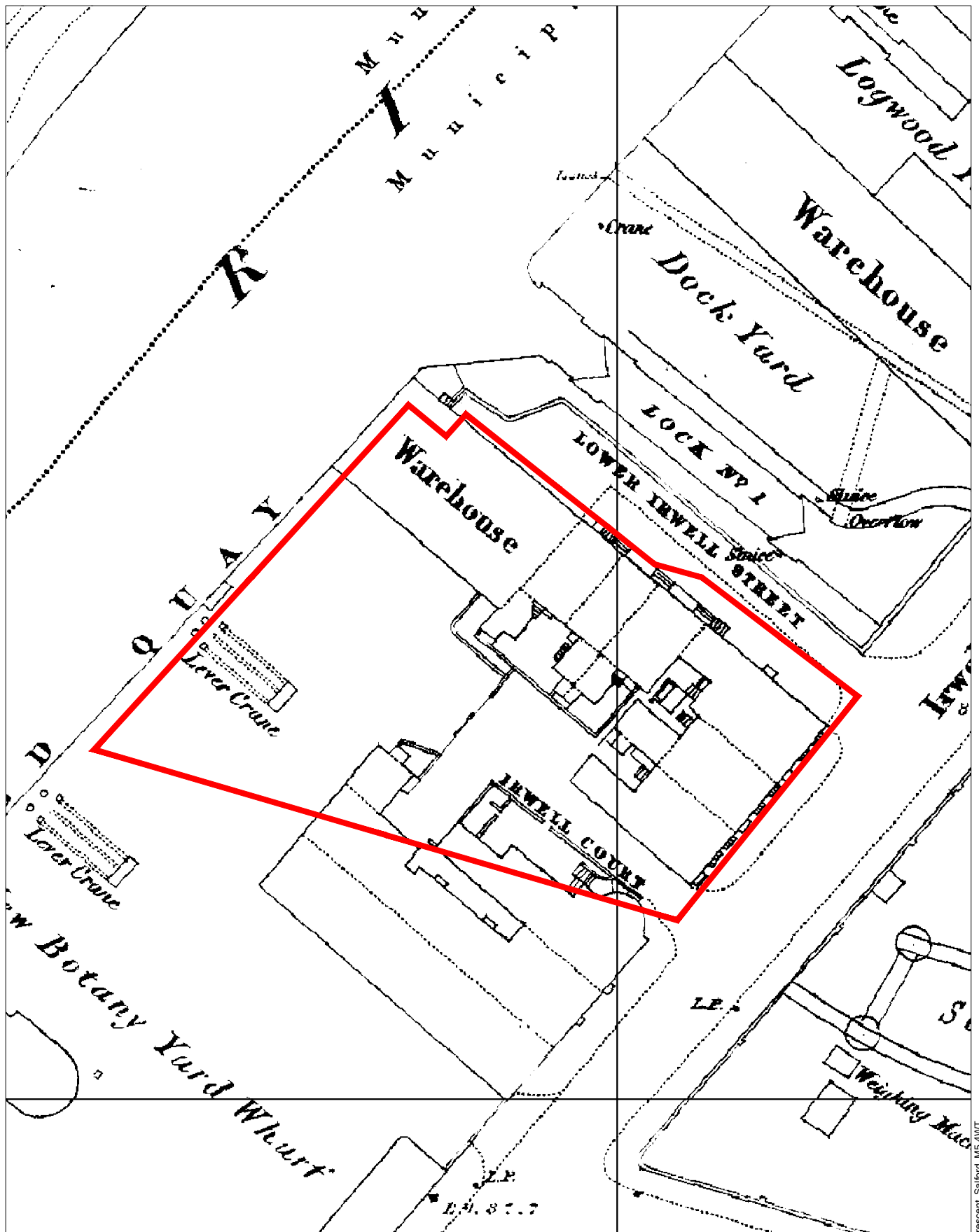


Figure 5:

Site boundary superimposed onto Ordnance Survey 60" to 1 mile Town Plan 1851



Key:

■ Site boundary



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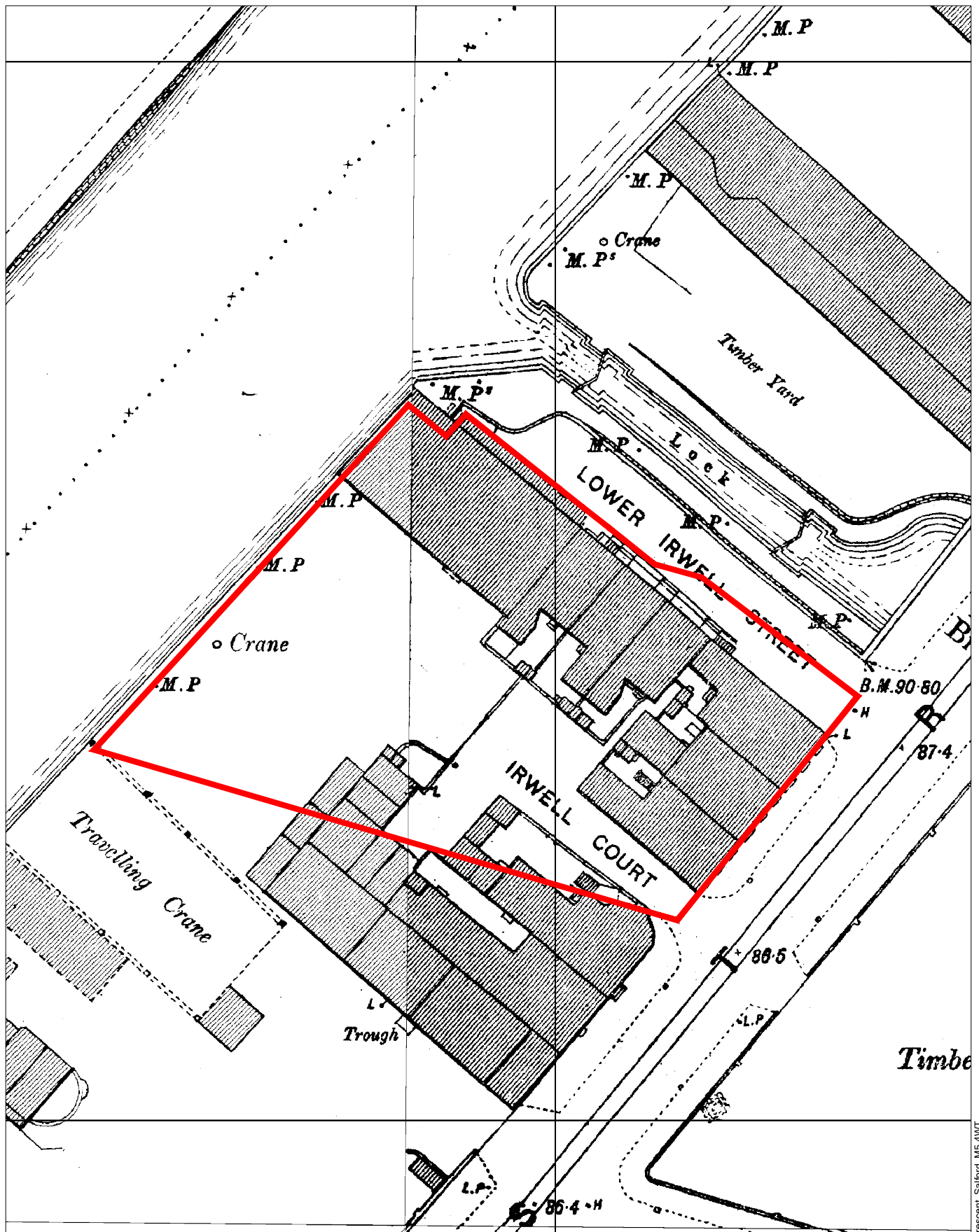


Figure 6:

Site boundary superimposed onto Ordnance Survey 1:500 Town Plan 1891



Key:

■ Site boundary



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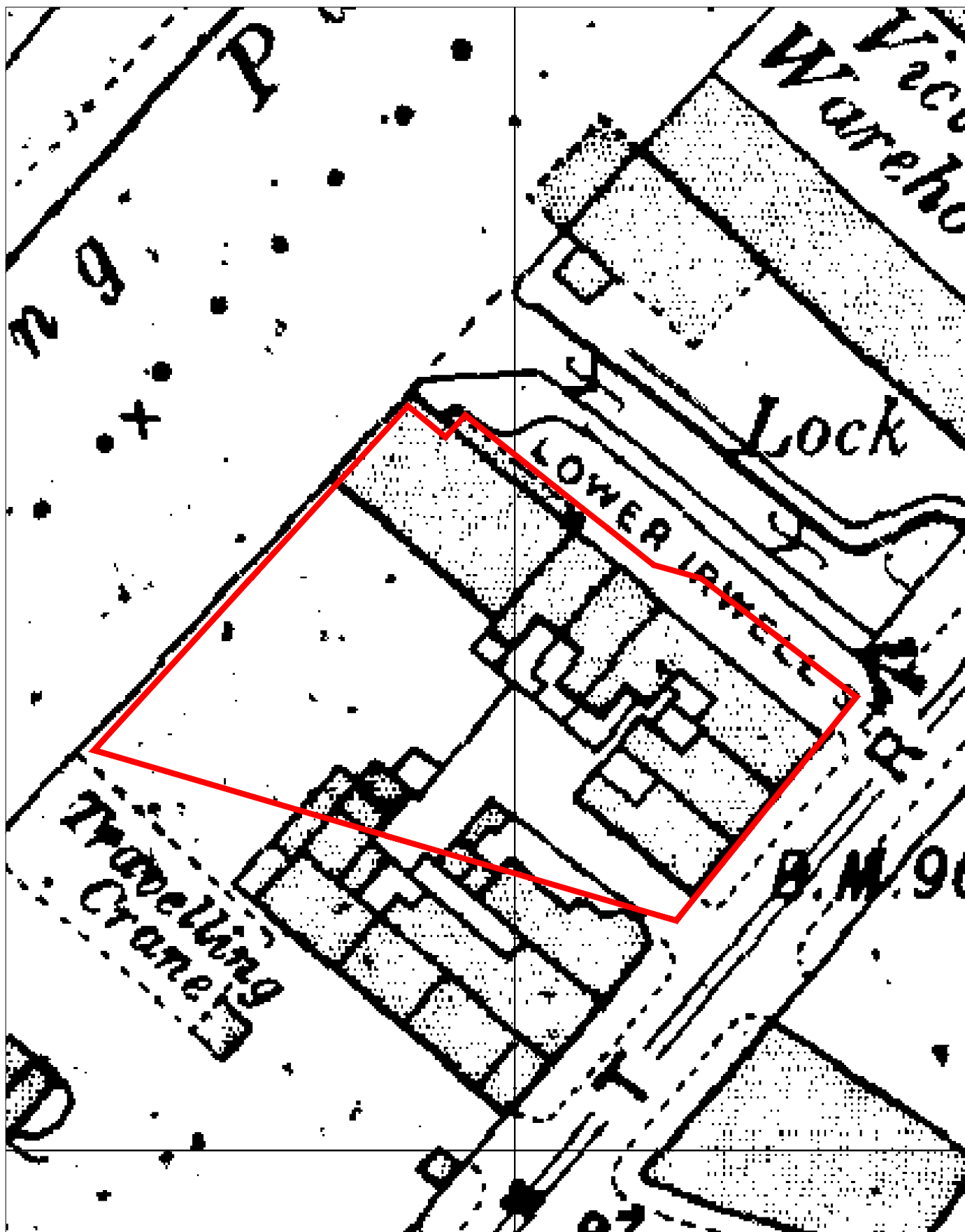


Figure 7:

Site boundary superimposed onto Ordnance Survey 1:2500 County Series map 1908



Key:

— Site boundary



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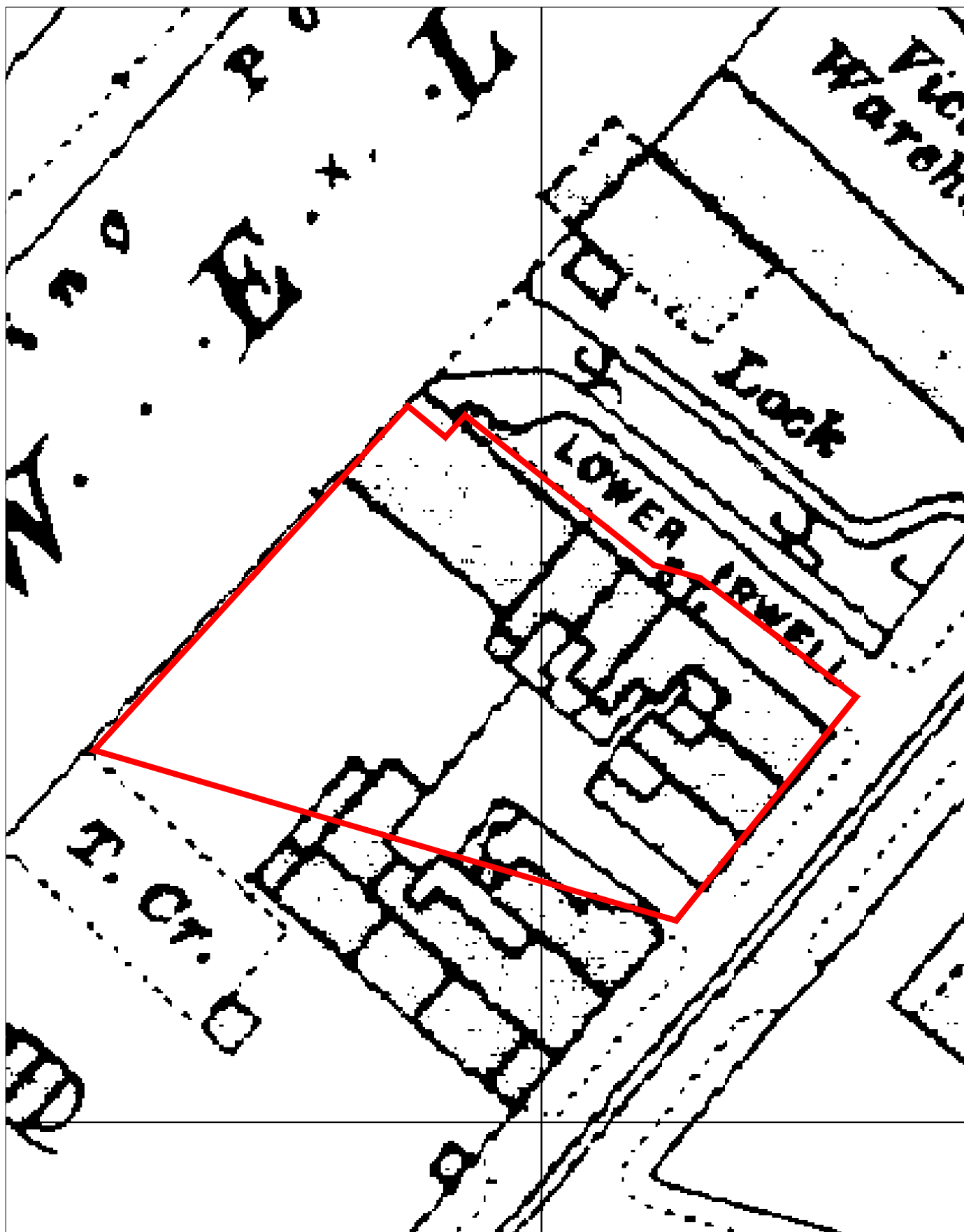


Figure 8:

Site boundary superimposed onto Ordnance Survey 1:2500 County Series map 1922



Key:

■ Site boundary



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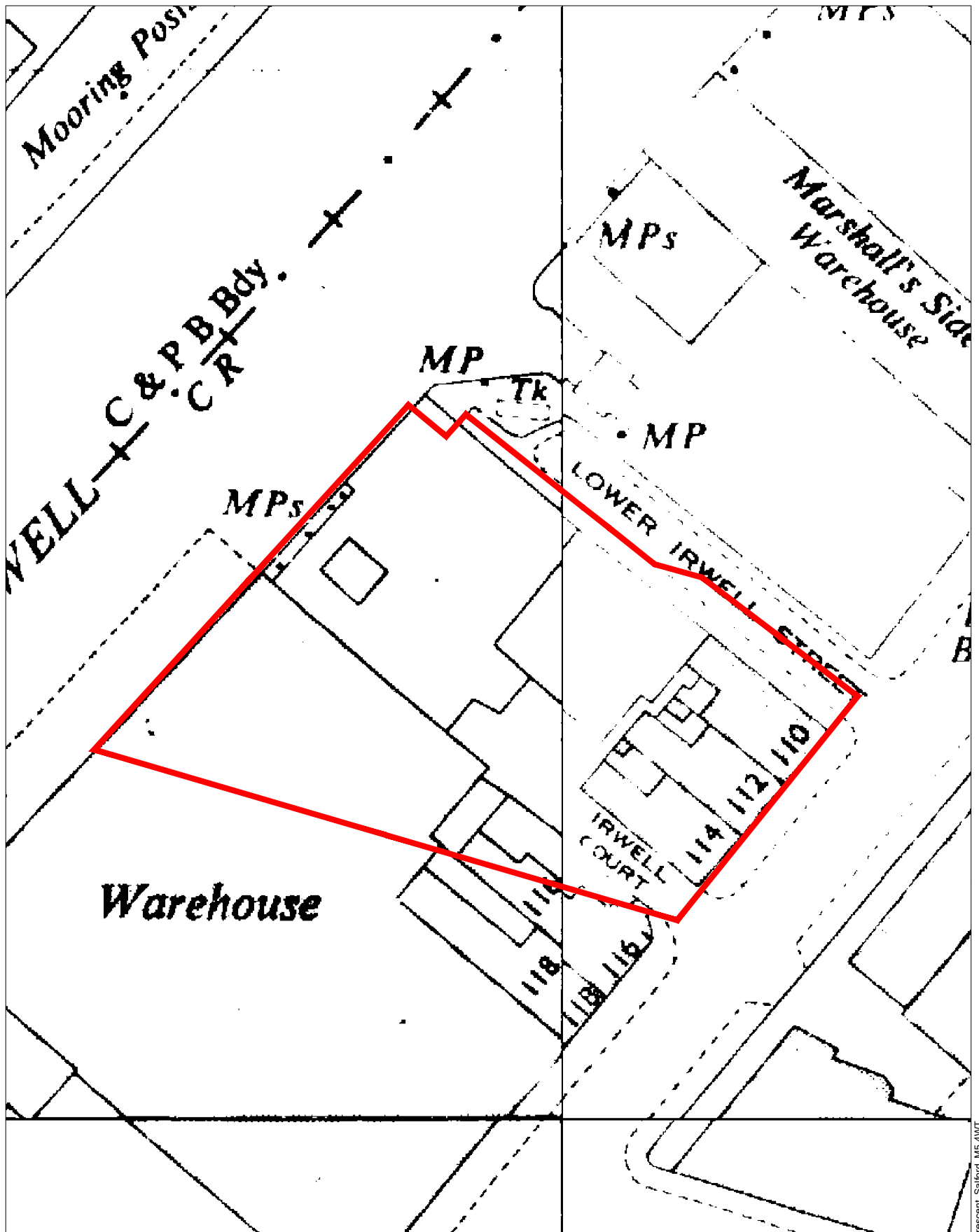


Figure 9:
Site boundary superimposed onto Ordnance Survey 1:1250 National Grid Series map 1948



Key:
■ Site boundary



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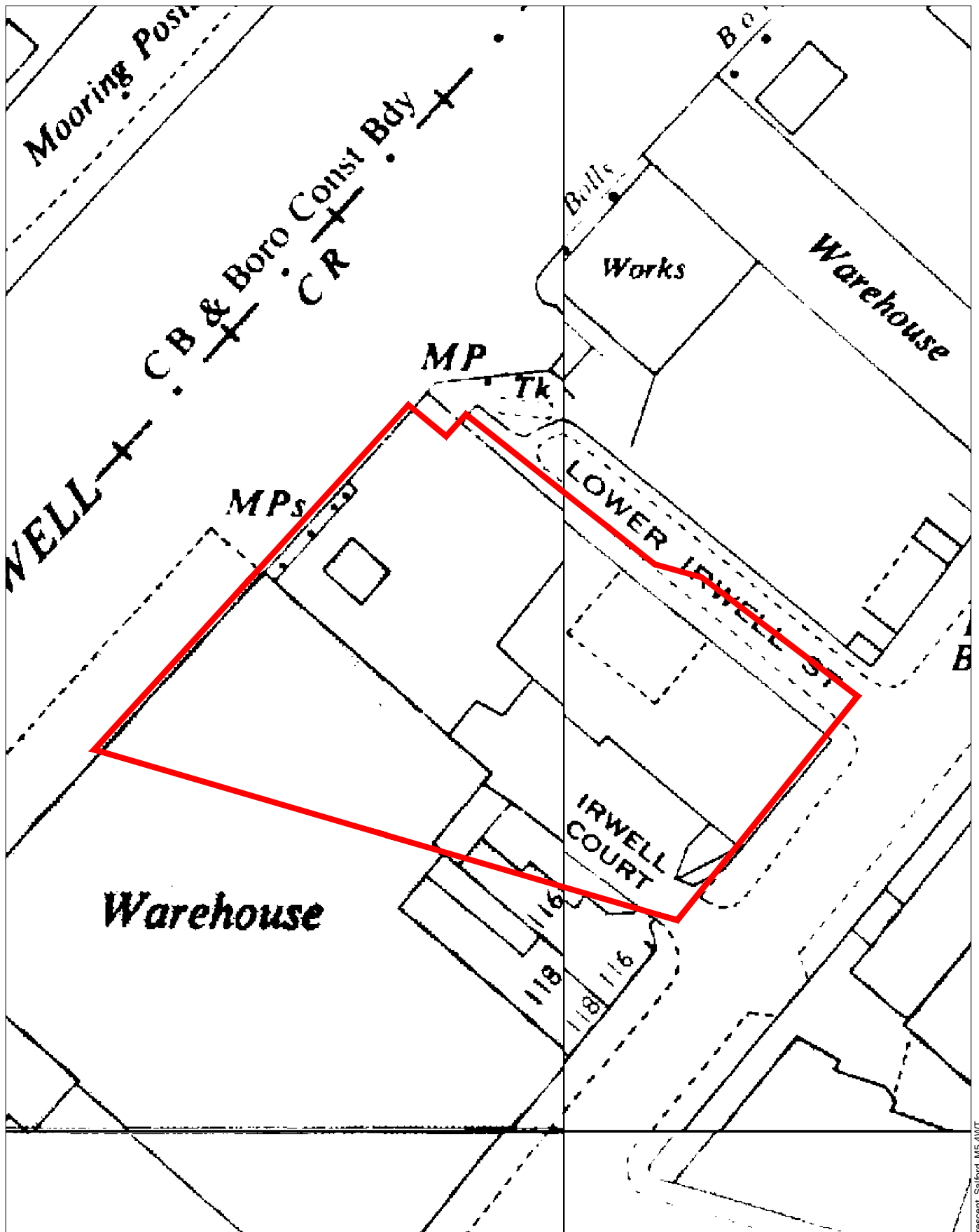


Figure 10:
Site boundary superimposed onto Ordnance Survey 1:1250 National Grid Series map 1956-65

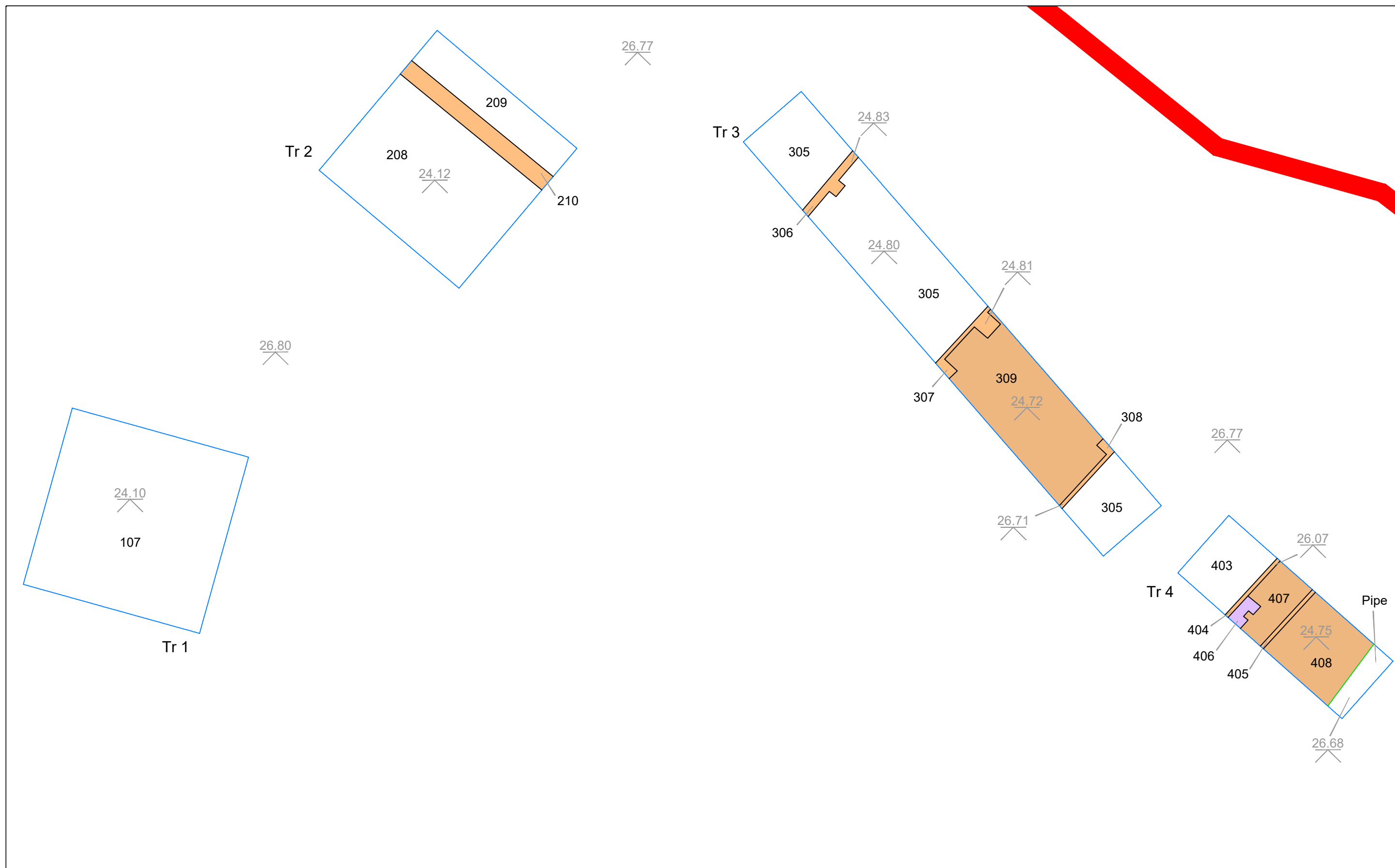


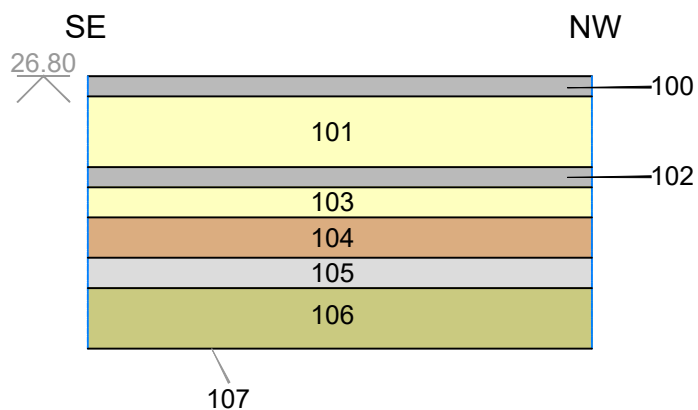
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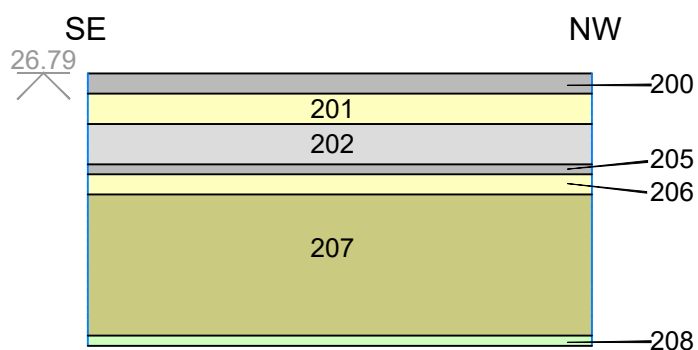
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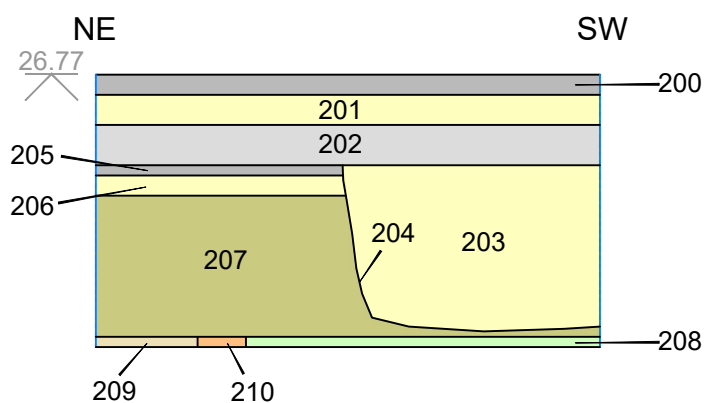




Tr 1 northeast facing section



Tr 2 northeast facing section



Tr 2 northwest facing section

Figure 12:

Evaluation trenches 1 and 2 sections

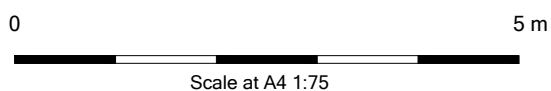


Key:

- | | |
|------------------|----------------|
| LoE | Brick wall |
| Tarmac | Clay |
| MoT | Natural gravel |
| Concrete | |
| Rubble/levelling | |
| Mixed gravel | |



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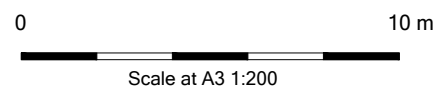


Figure 13:
Trench plans superimposed onto Green's map of 1787-94



Key:	
—	Trench
	Brick wall
	Brick floor
	Flag floor
—	Truncated (modern disturbance)

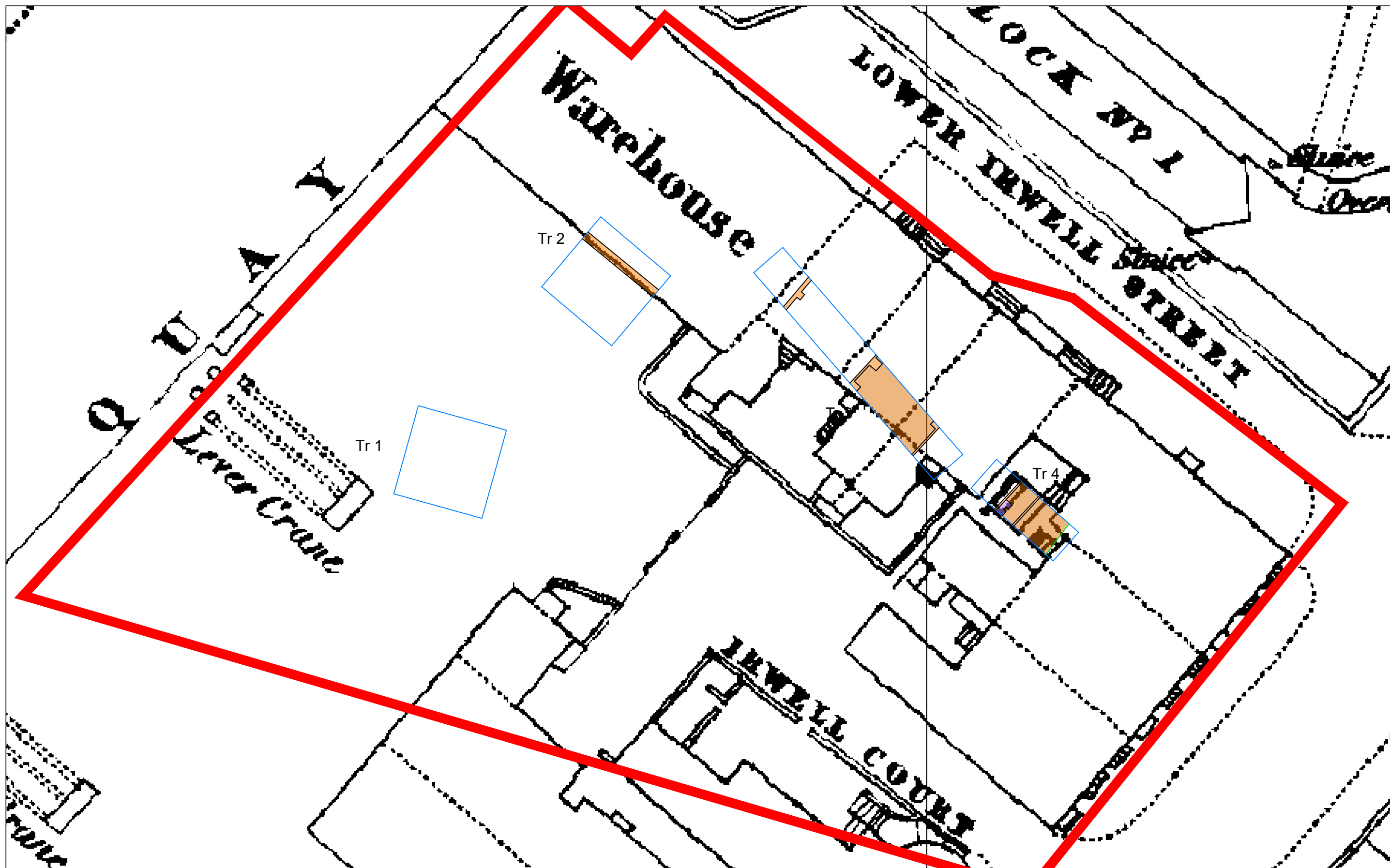


Figure 14:
Trench plans superimposed onto Ordnance Survey 60" to 1 mile Town Plan 1851



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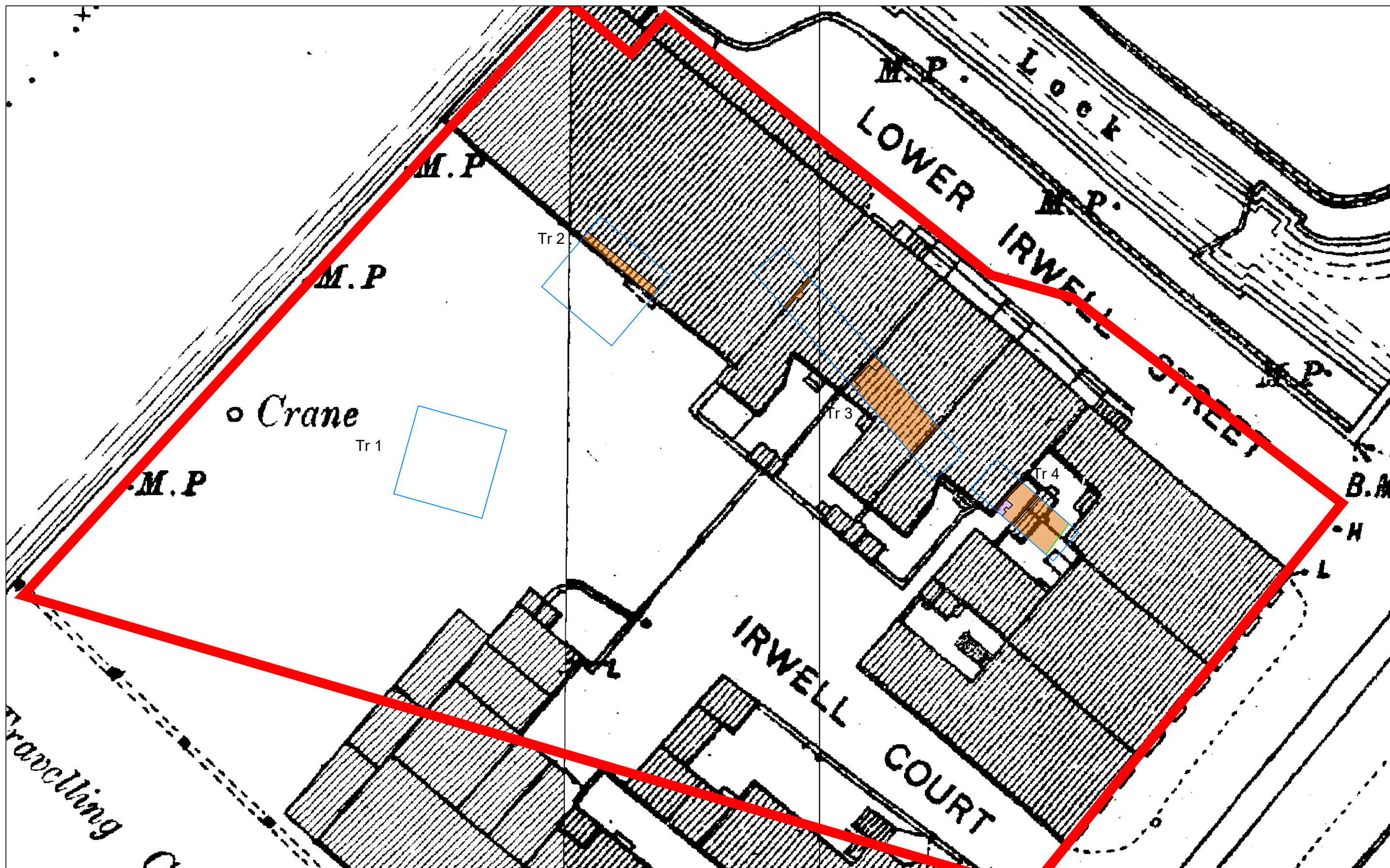
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Key:

— Trench
— Brick wall
— Brick floor

— Flag floor
— Truncated (modern disturbance)



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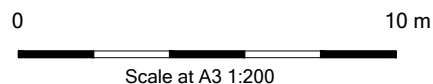


Figure 15:
Trench plans superimposed onto Ordnance Survey 1 to 500 Town Plan 1891



Key:

- Trench
- Brick wall
- Brick floor

- Flag floor
- Truncated (modern disturbance)



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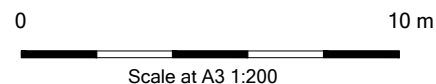


Figure 16:

Trench plans superimposed onto Ordnance Survey 1:1250 National Grid Series map 1948



Key:

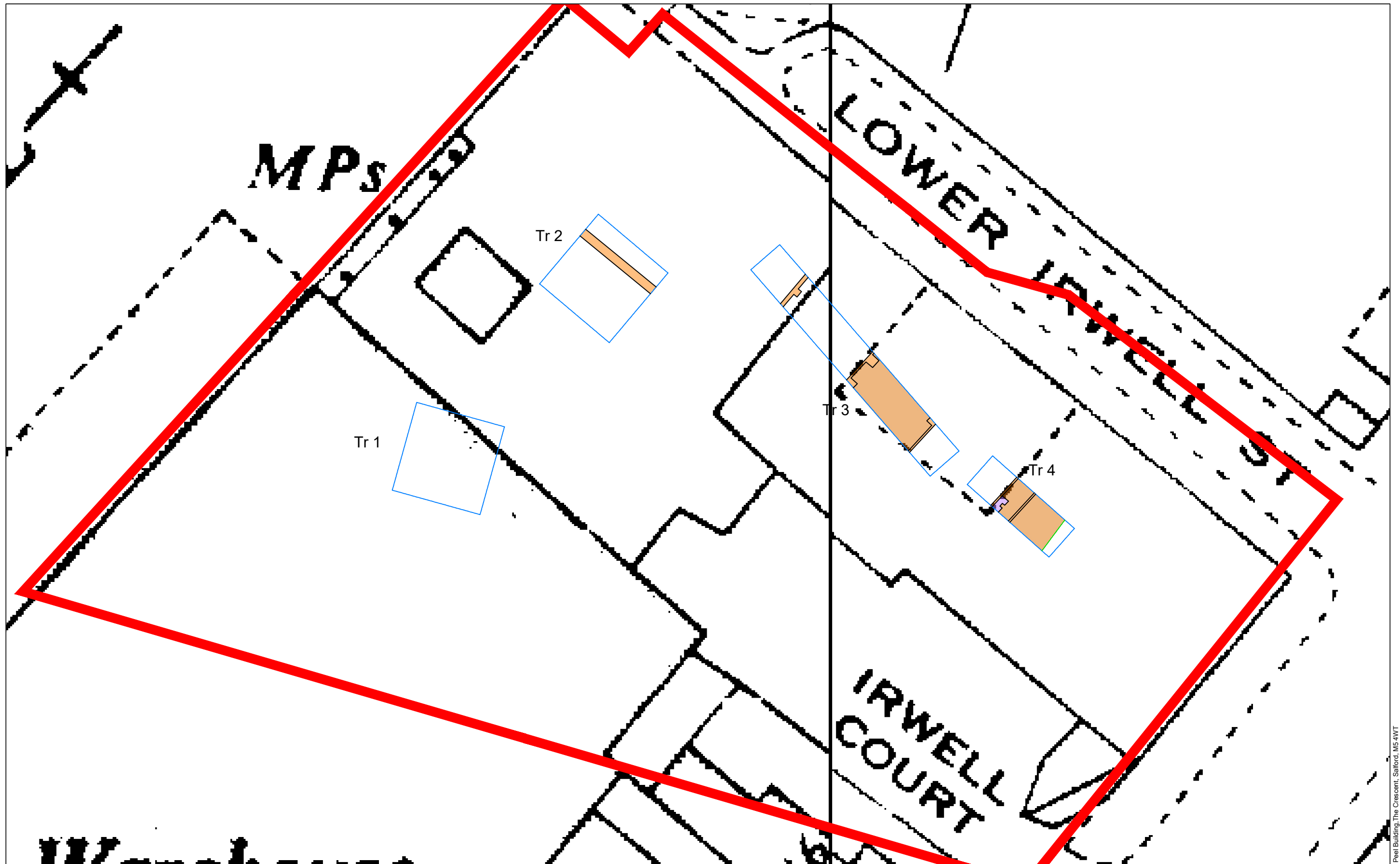
— Trench

Brick wall

Brick floor

Flag floor

Truncated (modern disturbance)



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0 10 m
Scale at A3 1:200

Figure 17:

Trench plans superimposed onto Ordnance Survey 1:1250 National Grid Series map 1956-65



Key:

- Trench
- Brick wall
- Brick floor

— Flag floor

— Truncated (modern disturbance)