

Interim Summary for the North View, Dantzic Street Archaeological Evaluation Trenches

Introduction

Salford Archaeology were commissioned by Forrest Construction Ltd to undertake an archaeological evaluation at North View, Dantzic Street, Manchester (Fig 1). The evaluation was carried out in March 2017 and comprised the excavation of seven machine cut evaluation trenches (Fig 2). Trenches 2 and 3 were consolidated into one trench, Trench 2, which was expanded to twice the width.

Following the results of the trenching Salford Archaeology were able to determine the potential for intact below ground remains of archaeological significance.

The site covered three main areas: the rear yard and large vehicle shed of the Farlam Waste works, the car park of Astra Signs and the pay and display car park to the west of Astra Signs. The rear yard of the waste depot was surfaced with reinforced concrete and had a three storey open fronted steel framed shed at its southern side with a three storey office block to the east of this. The vehicle shed was surfaced with reinforced concrete. The pay and display car park was also surfaced with reinforced concrete. The car park of Astra Signs was surfaced with thick hard tarmac.

Trench 1

Trench 1 was located in the pay and display car park. It measured 15m x 2.5m running in an east/west direction and excavated to a maximum depth of 0.53m at which natural clay *104* was observed across the majority of the trench (Plate 1, Fig 3). The trench was overlain by a 200mm layer of concrete *102*, beneath which was a layer of mixed demolition rubble *111*. At the western edge of trench 1, west of modern wall *106*, the trench was overlain by a 300mm thick layer of reinforced concrete *103*, below which was a layer of brick rubble *105* which overlay brick floor *107* and wall *109*.

At the eastern end of the trench were the bases of some hand made brick walls with lime mortar *112*, *113*, *114* and *115*, running the entire width of the trench, which were possibly hearths associated with the workers cottages. All these walls were built using full and half bricks which were 220mm x 120mm in size. To the north of these walls was a modern concrete plinth *110* extending beneath the southern edge of the trench which had a concrete filled metal post set into it.

At the western end of the Trench 1 was a section of hand made brick floor *107* at a depth of approximately 0.4m, which was abutted to the north by a short section of east west aligned brick wall *108* and to the east by brick wall *109* which ran in a north south direction across the entire width of the trench. Both these walls and floor were made of 230mm x 120mm sized hand made brick with a sandy mortar.

To the east of wall *109* was a modern brick wall *106* which ran in a north south direction across the entire width of the trench and was also observed at ground level.



Plate 1: Trench 1 looking southwest

Trench 2

Trench 2 was located in the Astra Signs car park. It measured 16.2m x 4.4m in a north/south direction and was excavated to a maximum depth of 1.6m at which natural clay 104 was observed. The trench was overlain by a 0.06m layer of hard tarmac 166 beneath which was a 0.66m layer of very compact mixed infill 167 which contained tarmac, stone, brick, clay, concrete, reinforced concrete beams, plastic bags and rubber hoses, and appeared to have been compacted with a roller. Below 167 was a 0.53m layer of very oily mixed compact infill 168 containing brick, stone, concrete, tarmac, tyres and other plastic materials (Plate 2).

At the southern end of the trench was ceramic drain 165 at 1.6m below ground level set into the natural clay 104. Drain 165 ran in an east/west direction across the entire width of the trench. At the northern end of the trench was a yellow plastic duct 169 within a stone infill, 169 was 0.6m below current ground level and was uncovered by hand and left intact *in situ*.



Plate 2: Trench 2 looking south

Trench 4

Trench 4 was located in the waste depot rear yard to the immediate north of the open fronted shed and measured 4.5m by 3m running in an east west direction and was excavated to maximum depth of 1.5m (Fig 4). The test pit was overlain by a 200mm thick layer of concrete *100*, below this was 60mm layer of bedding sand *160* which overlaid a compact mixed ash layer *161* 100mm thick. Below this was a very compact 20mm layer of ash *137* which overlaid a stone sett surface *153*. These setts measured approximately 180mm x180mm and were set into a clay bedding layer *162* (Plate 3).

Cutting through ash layer *137* was a steel pipe *156* running in a north west south east direction across the whole length of the test pit and back filled with demolition rubble *152*.

In the south west corner of Trench 4 was the remains of some stone slabs *154* associated with the stone setts *153*. These appeared to be running at an angle from northwest to southeast and were respected by the setts surrounding them, indicating a possible working surface.

After *153* and *154* were recorded they were excavated to uncover a 120mm thick clay bedding layer *162* below the setts. This overlay a 90mm thick capping layer of clean yellow and brown clay *163*, below which was a 0.67m deep deposit of mixed clay *164* with brick, ash, cinder, slate and stone fragments. Beneath this at a depth of 1.5m below the current ground level was natural mid brown clay *104*. Cutting across the clay at the base of the trench was a ceramic drain pipe *159* within a drain cut *158*. This ran at the same angle as the stone slabs above, northwest/southeast.



Plate 3: Sett surface in trench 4, looking north

Trench 5

Trench 5 was located within the waste depot rear yard, towards the east side and in front of the offices. It measured 5.2m by 2.24m, was excavated to a maximum depth of 1.7m and was aligned northwest/southeast (Plate 4, Fig 5). It was overlain by 0.22m of reinforced concrete *100* with 40mm of fine sand bedding *146* below it. Below this was a 120mm levelling layer of mixed clay *147* with brick, stone and ash. Beneath this levelling layer was a clean clay capping layer *148*, which was 120mm in depth.

Below these modern layers, associated with the laying of the depot surface, was a 1.2m deep deposit of mixed dark grey/brown clay *149* with brick, mortar, plaster, slate and stone. This overlay natural brown clay *104* at a depth of 1.7m. At the northwestern end of the trench deposit *149* had been cut by a northeast/southwest feature *150*. This was cut from the top of *149* and was not bottomed where it descended through into the natural clay. The cut was 0.63m wide and filled with a yellow mixed clay *151*.



Plate 4: Trench 5, looking west

Trench 6

Trench 6 was located within the waste depot rear yard between the open fronted shed and the sloping access ramp into the vehicle shed to the west. It was irregularly shaped and measured roughly 4.4m by 3.87m. It was excavated to a maximum depth of 0.68m (Plate 5, Fig 6).

Overlying the trench was 0.2m of reinforced concrete *100* with a thin cinder bedding below it. This had been laid directly on top of the archaeological remains present within the trench.

Running parallel southwest/northeast across the northwest and central parts of the trench were two hand made brick walls *125* and *122* forming the two sides of a 0.67m wide flue. Wall *125* had its inner side lined with refractory brick and both walls showed numerous signs of repair in both hand made and machine made brick. The flue had been later blocked with brick *124* at its southwest end. It was filled with a mixed burnt deposit *127* of ash and cinder which contained glass fragments and a large amount of broken dark grey conglomerate material. This was hardened ash and very small stones and may have been a lining built up on the inside of a furnace which would have been chipped off as regular maintenance. A 0.68m deep sondage was excavated at the southwest end of the flue, which did not bottom it, and a sample of the lining was taken. All these wall were bonded with lime mortar and had a slightly later sandy mortar visible in the areas of repair. At the northwest side of wall *125* was a machine made brick surface *128* with a concrete block *129* partially truncating its southwest end.

At the southeast side of wall *122* a refractory brick wall *121* ran parallel, abutting *122*. This was of early machine made refractory brick with a mid 19th century type sandy

mortar and appeared to be a later addition, possibly dating to the 1860's. At the southeast side of this wall was a hand made brick surface *120*. At the southwest end of wall *121* and surface *120* was a 0.69m wide sloping surface of hand made brick *123* with sandy mortar which sloped downwards to the southwest and was covered with burnt ash and cinder *126* and contained glass fragments.

To the southeast of surface *120* was a hand made brick wall *119* with lime mortar. This ran parallel to wall *121* and also formed the southeast side of sloping surface *123*. To the southeast of this were what appeared to be internal working surfaces. At the southwest corner were the remains of stone setts *117* with the remains of stone flagging *116* to the immediate northeast. Beyond this the northeast ends of wall *119* brick surface *120* and stone flag surface *116* had been truncated by a modern cut containing ash and concrete *118*, possibly a base for a column.



Plate 5: Remains of glassworks flues and working areas, looking northeast

Trench 7

Trench 7 was located within the waste depot vehicle shed, at the northeast side. It ran northwest/southeast and measured 14m by 2.5m. It was excavated to a maximum depth of 0.56m (Fig 7).

The trench was overlain by 0.3m of reinforced concrete *101* with 0.24m of cinder, stone and brick bedding *131* below it. This immediately overlay natural mid yellowy brown clay *104*.

At 4.8m from the southeast end of the trench was the remains of a machine made brick floor surface *130* running northeast/southwest. The floor had been truncated by later activity, probably associated with the demolition of the former nut and bolt works.

At 7.6m from the southeast end of the trench were the heavily truncated remains of a machine made brick wall *132*. This ran northeast/southwest and had been disturbed by a concrete column base *134*.

At 4.3m from the northwest end of the trench was a 1.3m by 0.82m hand made brick surface (Plate 6). This comprised two different sections of brickwork, *135* had the stretchers running northeast/southwest and *136*, to the immediate northwest, had the stretchers running northwest/southeast. This had been truncated on three sides with the fourth running in to the trench edge.



Plate 6: Remains of brick floor surface in trench 7, looking southwest

Trench 8

Trench 8 was located close to the centre of the waste depot vehicle shed. It measured 15.5m by 2m and was excavated to a maximum depth of 1.7m. It was aligned northwest/southeast (Fig 8).

The trench was overlain by 0.2m to 0.3m of reinforced concrete *101* with sand bedding below it. Below this, across most of the trench, 0.7m of mixed demolition rubble levelling *145* above natural mid yellowy brown clay *104*.

A machine made brick wall *144* ran southwest from the trench edge 9m from the northwest end of the trench. This was built from a single header course of handmade brick with a hard grey ash cement. It ran southwest for 2.66m at which point it was truncated by a concrete column base *143* with the bottom of a steel column in it.

At 2.5m from the southeast end of the trench it was crossed by a 0.5m wide wall *141* of machine made brick with sandy mortar (Plate 7). The wall comprised 5 stretcher

courses wide of bricks with a 340mm by 250mm gap in the upper surface, possibly a socket for industrial fixtures. The inner, southeast, face of the wall had been lined with refractory brick 140. The southeast side of the wall was excavated and found to contain a large amount of black burnt material 139 including cinders, ash and burnt wood. The structure was excavated to a depth of 1.7m at which burnt and blackened clay was observed. Due to the unstable nature of the infill material it was not possible to excavate further but it appeared that the stepped out base of the wall had been reached and that the burnt clay may have been the heat affected top of the natural clay.



Plate 7: Substantial brick wall in trench 8, looking northwest

Discussion

Further to the recording on site the survey drawing of the uncovered remains was overlaid with the Ordnance Survey 1:500 Town Plan 1st edition of 1891. This allowed the structures and features to be assigned to different periods and functions and help to provide sufficient information for a planning response (Fig 9).

The workers housing along Flag Row within the northwest pay and display car park (trench 1) were not cellared and only very fragmentary remains were observed. It was felt that this area did not merit further investigation.

No remains of the workers housing were present within trench 2. This trench suggested that in this area the whole car park had been cleared and levelled during the 20th century and therefore no further investigation was required.

Substantial remains associated with the glassworks were uncovered within trenches 4 and 6. Trench 6 was at the lowest point in this area and the fact that the ground level rises slightly to the south of that trench would suggest that significant remains of the glassworks will survive beneath the concrete surfaces within the rear yard and open fronted shed in the waste depot. Both the flag surface and the drain below it in trench 4 appeared to respect the curvature expected for the nearby kiln (appearing on the mapping and located beneath the north wall of the open fronted shed). The flues and refractory brick along with the brick, stone sett and stone flag surfaces suggest that substantial remains survive associated with the annealing hearths and other working areas of the glassworks. Although it is known that a gas main runs across the position of the kiln this type of main should be at a maximum depth of 1.3m and would not have removed such a substantial structure as a glass kiln. It was felt that as the remains of the glassworks were sufficiently significant and have been shown to have a good level of survival these would likely require further investigation.

Although no remains were uncovered within trench 5 the cut feature at the northern edge of the trench is intriguing. The origin of the cut and its fill suggest a 19th century date rather than a modern service. The glass kiln would have required an air intake flue which must have entered from either the east or north and would be a substantial brick structure at depth. It is possible that the cut uncovered within this trench may be the edge of the construction cut for such a feature. The possible presence of such a structure would merit further investigation in this area as part of the further investigation of the glassworks.

Some fragmentary remains survive from the nut and bolt works but these are mostly patchy and highly truncated. The only substantial find was the large wall and associated burnt material at the southeast end of trench 8. The nut and bolt works is unlikely to have been smelting or forging and would probably have received blanks made elsewhere and used lathes to thread them. This kind of work would have required a small engine, probably powered by gas. This would have been placed in a small basement engine room and would have become sufficiently hot as to require the walls to be lined with refractory brick. It is felt that due to its late date the remains of the nut and bolt works would not require further investigation.

Figure 9 shows the evaluation findings overlaid onto the 1891 mapping. The boundary of the area of archaeological interest is marked on this drawing in green and includes the glassworks and the possible area containing the air intake flue to the east.