

# The Village, St John, Water Street, Manchester

## Archaeological Desk- based Assessment



**Oxford Archaeology North**

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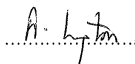
Prepared by: Dr Rachel Street  
Position: Heritage Consultant  
Date: June 2015

Checked by: Ian Miller

Signed 

Position: Senior Project Manager  
Date: June 2015

Approved by: Alan Lupton

Signed 

Position: Operations Manager  
Date: June 2015

**Oxford Archaeology North**

Mill 3  
Moor Lane Mills  
Moor Lane  
Lancaster  
LA1 1GF  
t: (0044) 01524 541000  
f: (0044) 01524 848606

w: [www.oxfordarch.co.uk](http://www.oxfordarch.co.uk)  
e: [info@oxfordarch.co.uk](mailto:info@oxfordarch.co.uk)

**Oxford Archaeology Ltd (2015)**

Janus House  
Osney Mead  
Oxford  
OX2 0EA  
t: (0044) 01865 263800  
f: (0044) 01865 793496

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## SUMMARY

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Manchester Quays Limited, a joint venture between Manchester City Council and Allied London Properties Ltd, is devising proposals for a major new development on the south-western edge of Manchester city centre, known as St Johns. This landmark scheme at a prominent gateway location to the wider city centre will create a new neighbourhood on the site of the former Granada Television Estate, together with adjacent cleared sites between Water Street and the River Irwell. A key component of the development involves the creation of a mixed use space, referred to as The Village (centred on NGR 383175 397917), which will recreate Manchester's narrow street grain and comprise workspace, retail and residential, interspersed with public realm and green space. The development will necessitate the demolition of all existing buildings on the site, apart from an accumulator tower dating to *c* 1880, a non-designated heritage asset, which is to be retained and integrated into the new public realm.

In order to secure archaeological interests and inform the development process, Manchester Quays Limited commissioned Oxford Archaeology North to undertake an archaeological assessment of the site. This aimed to establish, as far as possible, the nature and significance of the sub-surface archaeological resource within the area, and assess the impact of any future development upon this resource; this report focuses on the below-ground archaeological resource, 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 Johns development.

In total, 135 heritage assets have been identified within a study area of 500m, of which only 14 lie within the boundary of the present Site Area. None of the heritage assets within the Site Area are afforded statutory designation, although the site lies within the Castlefield Conservation Area. Of the non-designated sites of archaeological interest that have been identified within the Site Area, it is likely that only four have any potential to survive as buried remains, as the others are likely to have been damaged or destroyed entirely during nineteenth- and twentieth-century development.

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. However, if any further archaeological investigation of the Site Area is deemed necessary, it is envisaged in the first instance that this will be in the form of a watching brief, although more detailed investigation may be anticipated if significant archaeological remains are encountered.



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## ACKNOWLEDGEMENTS

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The desk-based research and report was compiled by Dr Rachel Street, and the illustrations were produced by Mark Tidmarsh. The report was edited by Ian Miller, who was also responsible for project management.

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## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF PROJECT

- 1.1.1 Manchester Quays Limited (MQL), a joint venture between Manchester City Council and Allied London Properties Ltd, is devising proposals for a major new development on the south-western edge of Manchester city centre, known as St Johns. This 13-acre site incorporates the former Granada Television Estate, together with adjacent cleared sites between Water Street and the River Irwell, which is to be redeveloped as a mixed-use neighbourhood. It is proposed that the lower tier of development will create a low-rise, mixed-use 'village', comprising office and retail uses on the lower floors, with a roofscape of residential uses and terraced gardens. This element of the landmark redevelopment scheme comprises approximately 9,017 square metres (0.9ha), and will necessitate the demolition of a number of existing buildings associated with the former Granada studios, including offices, studio buildings and the former Coronation Street film set. A Victorian accumulator tower, a non-designated heritage asset that lies within the boundary of the proposed development, however, is to be retained and integrated into the new public realm.
- 1.1.2 In order to secure archaeological interests and inform the development process, Manchester Quays Limited commissioned Oxford Archaeology North (OA North) to undertake an archaeological assessment of the part of the Granada Television Estate that is to be redeveloped as the new village (referred to hereafter as the Site Area). This aimed to establish, as far as possible, the nature and significance of the archaeological resource within the area, and assess the impact of any future development upon this resource; this report focuses on below-ground archaeological remains, as a detailed consideration of the above-ground historic environment is presented in a separate heritage appraisal (Stephen Levrant Heritage Architecture Ltd 2014).

### 1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The Site Area (centred on NGR 383175 397917) is focused on the southern part of the former Granada Television studios to the west of Manchester's city centre (Fig 1). The site is bounded Grape Street to the north; Lower Byrom Street to the east; the Great Western Warehouse (Museum of Science and Industry) and railway tracks to the south, with the A6134 (Liverpool Road) beyond; and other buildings associated with Granada Studios (Bonded Warehouse and Studio 2) to the west.
- 1.2.2 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 bank of the River Irwell.

- 1.2.3 The solid geology of the area 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).



Plate 1: Recent aerial view across the Granada Television Estate, marking the Site Area

### 1.3 STATUTORY SITES

- 1.3.1 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. There are no designated buildings or structures of special architectural interest within the boundary of the Site Area, although there are 36 listed buildings within a 250m radius (Fig 14). Most of these are afforded statutory designation as Grade II listed buildings, although also includes Grade I and Grade II\* listed buildings (Table 1). The Lower Byrom Street Warehouse and the current Power Hall, which both form components of the MoSI complex, lie immediately to the south of the Site Area, and are afforded statutory designation as Grade II listed buildings.

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
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
12071.1.0	Former Lower Byrom Street Warehouse	II	SJ 8319 9786
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
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: Summary of listed buildings within 250m of the Site Area

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## 2. METHODOLOGY

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### 2.1 DESK-BASED ASSESSMENT

- 2.1.1 The archaeological assessment has focused on the site of the proposed development, although information for the immediate environs has been considered in order to provide an essential contextual background. The assessment was carried out in accordance with the relevant IfA and English Heritage guidelines (CIfA 2011, *Standard and Guidance for Archaeological Desk-based Assessments*; IfA 2010 *Code of Conduct*; English Heritage 2006, *Management of Research Projects in the Historic Environment* (MoRPHE)).
- 2.1.2 The principal sources of information consulted were historical and modern maps, although published and unpublished secondary sources were also reviewed. The following repositories were consulted during the data-gathering process:
- ***Greater Manchester Historic Environment Record (HER)***: the HER holds data on the historic environment for Greater Manchester, including listed buildings, all known archaeological sites, along with the location and results of previous archaeological interventions in a linked GIS and database format. The HER was consulted to establish the extent of sites of archaeological and historic interest within the study area;
  - ***Lancashire County Record Office (LRO), Preston***: holds an extensive series of mapping for Greater Manchester, as well as a collection of secondary sources about the city and its suburbs;
  - ***Manchester Archives***: the catalogue of the Manchester Archives within Manchester Central Library was searched for information relating to the study area;
  - ***Oxford Archaeology North***: OA North has an extensive archive of secondary sources relevant to the study area, incorporating both published work and unpublished client reports.
- 2.1.3 All archaeological sites in the Site Area and within a radius of 250m are depicted on Figures 13 and 14.

## 2.2 ASSESSMENT METHODOLOGY

2.2.1 The results of the assessment have identified the significance of the archaeological resource of the Site Area. In order to assess the potential impact of any future development, consideration has been afforded to:

- assessing in detail any impact and the significance of the effects arising from any future development of the Site Area;
- reviewing the evidence for past impacts that may have affected the archaeological sites of interest identified during the desk-based assessment;
- outlining suitable mitigation measures, where possible at this stage, to avoid, reduce, or remedy adverse impacts.

2.2.2 Such impacts on the identified archaeological sites may be:

- positive or negative;
- short, medium or long term;
- direct or indirect;
- reversible or irreversible.

2.2.3 Key impacts have been identified as those that would potentially lead to a change to the archaeological site. Each potential impact has been determined as the predicted deviation from the baseline conditions, in accordance with current knowledge of the site and the proposed development. Table 2 shows the sensitivity of the site scaled in accordance with its relative importance using the following terms for the cultural heritage and archaeology issues, with guideline recommendations for a mitigation strategy.

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

Table 2: Criteria used to determine Importance of Sites

- 2.2.4 The impact is assessed in terms of the sensitivity of the site to the magnitude of change or scale of impact during any future redevelopment scheme. The magnitude, or scale of an impact is often difficult to define, but will be termed as substantial, moderate, slight, or negligible, as shown in Table 13.

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

Table 3: Criteria used to determine Scale of Impact

- 2.2.5 The interaction of the scale of impact (Table 3) and the importance of the archaeological site (Table 2) produce the impact significance. This may be calculated by using the matrix shown in Table 4:

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

Table 4: Impact Significance Matrix

- 2.2.6 The impact significance category for each identified archaeological site of interest will also be qualified, and recommended mitigation measures will be provided, where possible at this stage, to impacts that are of moderate significance or above; any measures to reduce any impact will be promoted in the report. It is also normal practice to state that impacts above moderate significance are regarded as significant impacts. It is important that the residual impact assessment takes into consideration the ability of the mitigation to reduce the impact, and its likely success.

- 2.2.7 It is also considered important to attribute a level of confidence by which the predicted impact has been assessed. For the purpose of this assessment, the criteria for these definitions are set out in the table below.

Confidence in Predictions	
Confidence Level	Description
High/Certain	The predicted impact is either certain, <i>ie</i> a direct impact, or believed to be very likely to occur, based on reliable information or previous experience, and may be estimated at 95% chance or higher.
Medium/Probable	The probability can be estimated to be above 50%, but below 95%.
Low/Unlikely	The predicted impact and its levels are best estimates, generally derived from the experience of the assessor. More information may be needed to improve the level of confidence, which can be estimated using the present information at above 5% but less than 50%.
Extremely Unlikely	The probability can be estimated at less than 5%.

Table 5: Impact Prediction Confidence

## 2.3 PLANNING BACKGROUND AND LEGISLATIVE FRAMEWORK

- 2.3.1 **National Policy Framework:** in considering any planning application for development, local planning authorities are bound by the policy framework set by government guidance. This guidance provides a material consideration that must be taken into account in development management decisions, where relevant. In accordance with central and local government policy, this assessment has been prepared in order to clarify the study site's archaeological potential and to assess the need for any further measures to mitigate the impact of the proposed development.
- 2.3.2 National planning policies on the conservation of the historic environment are set out in National Planning Policy Framework (NPPF), which was published by the Department of Communities and Local Government (DCLG) in March 2012. Sites of archaeological or cultural heritage significance that are valued components of the historic environment and merit consideration in planning decisions are grouped as 'heritage assets'; 'heritage assets are an irreplaceable resource', the conservation of which can bring 'wider social, cultural, economic and environmental benefits...' (DCLG 2012, *Section 12.126*). The policy framework states that the 'significance of any heritage assets affected, including any contribution made by their setting' should be understood in order to assess the potential impact (DCLG 2012, *Section 12.128*). In addition to standing remains, heritage assets of archaeological interest can comprise sub-surface remains and, therefore, assessments should be undertaken for a site that 'includes or has the potential to include heritage assets with archaeological interest' (DCLG 2012, *Section 12.128*).



- 2.3.3 NPPF draws a distinction between designated heritage assets and other remains considered to be of lesser significance; ‘great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be...substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, including scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings and grade I and II\* registered parks and gardens and World Heritage Sites, should be wholly exceptional’ (DCLG 2012, *Section 12.132*). Therefore, preservation *in-situ* is the preferred course in relation to such sites unless exception circumstances exist.
- 2.3.4 It is normally accepted that non-designated sites will be preserved by record, in accordance with their significance and the magnitude of the harm to or loss of the site as a result of the proposals, to ‘avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposals’ (DCLG 2012, *Section 12.129*). Non-designated heritage assets of archaeological interest will also be subject to the policies reserved for designated heritage assets if they are of equivalent significance to scheduled monuments (DCLG 2012; *Section 12.132*).

### 3. BACKGROUND

#### 3.1 HISTORICAL BACKGROUND

- 3.1.1 The following section provides an historical context to the present study, and is considered by period as detailed in Table 6 below. Key sites are summarised in the Gazetteer of Sites (*Section 4*), and are mapped on Figure 9.

Period	Date Range
Mesolithic	10,000 – 3,500 BC
Neolithic	3,500 – 2,200 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 6: Summary of British archaeological periods and date ranges

- 3.1.2 **Prehistoric Period:** the current understanding of any activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that the Castlefield area, c 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. 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). There is no known evidence for prehistoric activity within the boundary of the Site Area, although fragments of worked flint that has been dated to the Neolithic Period have been discovered within the wider study area (HER Refs 119.1.0 and 413.1.0).
- 3.1.3 **Roman period:** the first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Brunton 1909). The site of this encampment is marked today by Camp Street in Castlefield, situated c 250m to the south-east of the present Site Area. During the second century, the fort was developed in association with a substantial extramural settlement, or *vicus*, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east.

- 3.1.4 Based on recent archaeological excavation and the distribution of Roman finds, the limits of this settlement appear to have extended 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, and south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street (Plate 2).

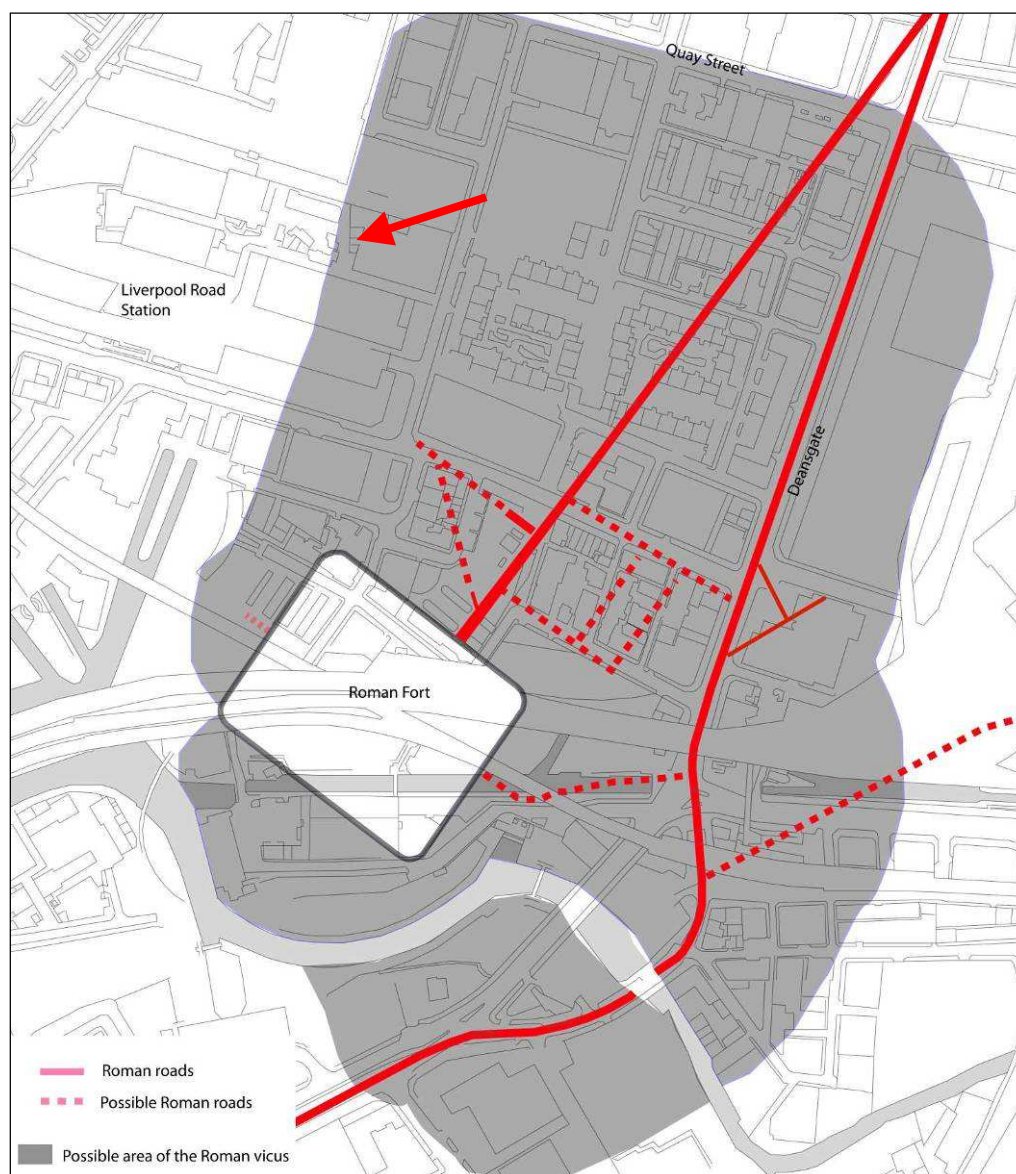


Plate 2: The extent of Manchester's Roman settlement (from Gregory forthcoming), with arrow marking the position of the present Site Area

- 3.1.5 The Site Area straddles the western edge of the suspected limits of the settlement core, and it is also possible that Roman remains may exist along the eastern bank of the River Irwell. Six Roman coins, at least five of which dated to the second 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). These finds may therefore suggest that the eastern bank of the Irwell witnessed more ephemeral Roman activity on the fringe of the Roman settlement.

- 3.1.6 **Medieval Period:** there is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin conquered and occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1908).
- 3.1.7 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, but recent research favours it being at the Roman fort in Castlefield. However, the area of the cathedral had become a new focus for settlement by the late eleventh 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.
- 3.1.8 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 thirteenth century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, located over 1km to the north of the study area, and the medieval town grew up around it (Hartwell *et al* 2004, 256). It was from this hall that they governed both the manor and the extensive barony.
- 3.1.9 In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*). The distance of the study area from the medieval centre means that is likely to have remained entirely undeveloped until at least the eighteenth century. There are known remains of medieval date within the present study area.
- 3.1.10 **Post-medieval and Industrial Period:** during the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the growing town of Manchester at its centre (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835). This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The first significant advance in the local transportation network was focused on the River Irwell when, in 1721, an Act of Parliament allowed the Mersey and the Irwell to be made navigable between Warrington and Manchester (Hadfield and Biddle 1970, 16-18). This allowed waterborne trade to enter Manchester and Salford for the first time and provided and an efficient link to the expanding port of Liverpool.

- 3.1.11 ***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 (*ibid*). 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 eighteenth and early nineteenth 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).
- 3.1.12 ***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 (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 ultimately led to the construction of the Manchester & Salford Junction Canal, which eventually opened in October 1839, taking a route immediately to the north of the Site Area.
- 3.1.13 ***The Railway Network:*** the development of the present study area between the mid-nineteenth and twentieth century was dominated by the introduction of railways. The earliest railway in the area dates to 1830, and was constructed by the Liverpool and Manchester Railway (L&MR) Company. This railway linked Liverpool and Manchester, and Liverpool Road Station formed its Manchester terminus, representing the first railway passenger station in the world. This terminus lay either side of Water Street. The line was originally carried across the River Irwell and Water Street by a skewed masonry bridge, designed by George Stephenson (Fitzgerald 1980, 19), and a brick-built viaduct and brick and cast-iron girder bridge, which were both constructed by Brockbank and Findlay (Thomas 1980, 50).
- 3.1.14 The cast-iron and girder bridge was demolished and rebuilt in 1905, although the original masonry bridge and brick-built viaduct are still extant and form Grade I and II listed buildings respectively, whilst the later 1905 bridge is a Grade II listed building.



## 3.2 DEVELOPMENT OF THE SITE AREA

- 3.2.1 The earliest reliable plans of the study 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 'Key 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).
- 3.2.2 The next available map of the area, produced by Tinker in 1772, shows Quay Street and St John's Street, with some buildings lining the frontage of these streets. There are no buildings shown within the Site Area, however, which remained undeveloped. The following years were characterised by rapid development, which is captured on Charles Laurent's map of 1793 (Plate 3), and William Green's detailed map that was published in 1794 (Fig 2). These accurate surveys show Charles Street to have been laid out, together with Atherton Street and Edward Street, and several field boundaries cross the Site Area (Sites **01**, **02** and **03**). Three rows of workers' housing (Site **04**) are also shown to have been built in the eastern part of the Site Area by the late eighteenth century.

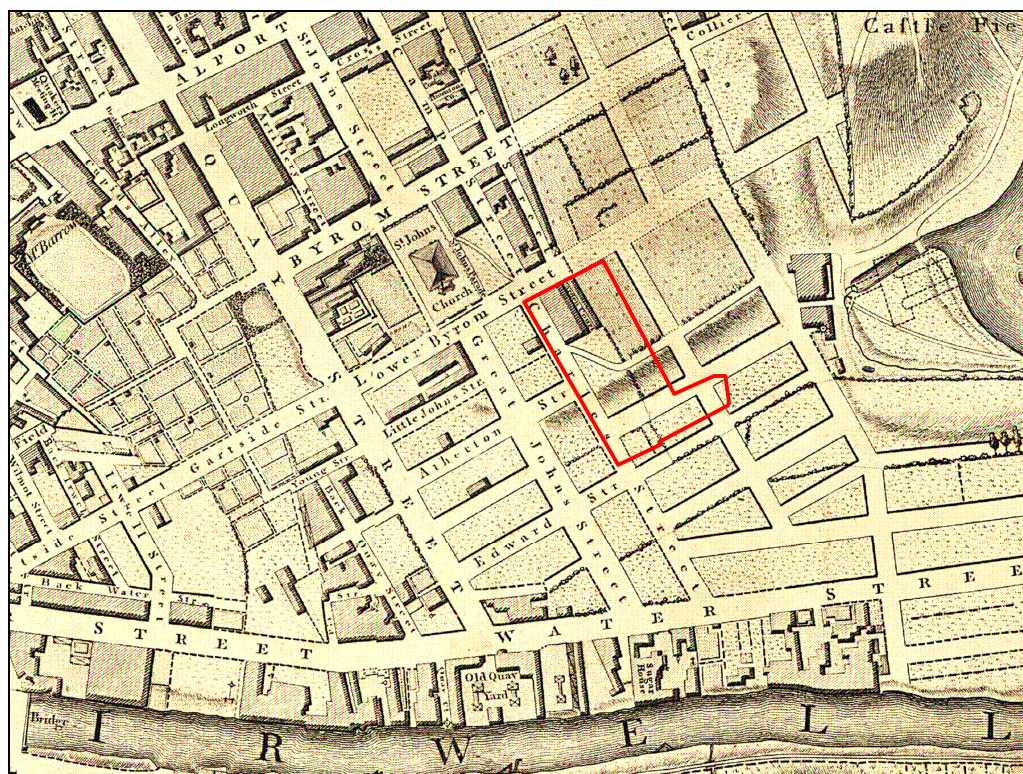


Plate 3: Extract from Charles Laurent's map of 1793, marking the position of the Site Area

- 3.2.3 Several maps of the area were produced in the early 1800s, although most of these were produced as a small scale that precludes any meaningful analysis of individual buildings. However, maps such as that produced by Dean and Pigot in 1809 (Plate 4) provide an indication of the extent of development, and show that the Site Area had been subject to some further building activity, with another row of houses (Site **05**) erected immediately to the south of those shown on Green's map. This is confirmed by the detail on Swire's map of 1824 (Fig 3).



Plate 4: Extract from Dean and Pigot's map of 1809, with arrow marking the position of the Site Area

- 3.2.4 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). This shows the same configuration of buildings as depicted by Swire, but in greater detail, confirming that the properties occupying the eastern part of the Site Area were workers' houses. In the wider area, Bancks & Co's map shows several warehouses to have been erected on land a short distance to the west, reflecting the completion of the Liverpool to Manchester railway.
- 3.2.5 The following years were characterised by considerable development of the railway infrastructure in the area, and the erection of several warehouses. The Site Area was also developed during this period, which is captured on Adshead's map of 1850 (Fig 5), and the Ordnance Survey map of 1851 (Fig 6). Adshead's map depicts a large railway warehouse crossing the western boundary of the Site Area (Site **07**), and another goods warehouse in the centre of the Site Area (Site **08**), served by a network of railway lines (Site **09**). A series of animal pens are also shown to cross the north-western boundary of the Site Area (Site **06**).



- 3.2.6 Similar detail is provided by the Ordnance Survey map of 1851 (Fig 6), which also shows the warehouse in the centre of the Site Area (Site **08**) to have contained six small turntables for railway wagons. Another small building (Site **09**) is shown immediately to the west of the warehouse, connected to the other railway infrastructure buildings by a dedicated line. The animal pens (Site **06**) crossing the north-western boundary of the Site Area are annotated as a 'pig station'.
- 3.2.7 The internal structure of early railway warehouses followed the construction techniques that had been employed in canal warehouses, employing wooden floors supported on wooden beams and posts (George 1980, 178). Despite incorporating brick-built internal partitions, this type of building was susceptible to fire, a risk that the Liverpool and Manchester Railway Company was particularly concerned about (Donaghy 1972, 107). This risk was addressed in the 1860s by utilising iron framing and brick jack-arching in the construction of new warehouses (Pacey 1968, 4).
- 3.2.8 The detail provided by the Ordnance Survey map of 1851 also indicates that the double-depth workers' houses on the north side of Garden Court (Site **04**) had cellars, whilst those on the south side of the street were without cellars. The slightly later houses along Dumbur Street (Site **05**) appear to have incorporated cellars, as cellar light windows are shown on the Ordnance Survey map.
- 3.2.9 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 1891 at a scale of 1:500 and at 25": 1 mile in 1896 (Fig 7). These plans, particularly those produced by Goad and the Ordnance Survey at a scale of 1:500, show that the Site Area had been subject to some development during the second half of the nineteenth century. Both of the railway warehouses (Sites **07** and **08**) had been demolished and replaced with new goods sheds that lie immediately beyond the boundary of the Site Area (Fig 7). A timber yard (Site **11**) had also been established adjacent to one of these warehouses, occupying the north-western corner of the Site Area. Most of the workers' housing in the eastern part of the Site Area (Sites **04** and **05**) had also been demolished by the late nineteenth century, giving way to an expansion of the local railway infrastructure. This included laying a grid of lines across the centre of the Site Area that were connected by a series of small wagon turntables (Site **12**).
- 3.2.10 The Ordnance Survey map also shows the accumulator tower (Site **13**) on the south side of Grape Street, within the boundary of the Site Area. This brick-built tower was intended to supply hydraulic power to the machinery in the goods yard, and represents a significant improvement in the means by which goods were moved from railway to warehouse. All goods had been handled previously by gravity hoists, platforms and mobile or fixed steam cranes, and the implementation of hydraulically powered lifting gear enabled goods to be moved much more efficiently.



- 3.2.11 Subsequent editions of Ordnance Survey mapping, published in 1908, 1922 and 1932, show only minor changes to the Site Area (Figs 8-10). The map of 1908 (Fig 8) shows the timber yard (Site **11**) to have been developed to contain two parallel buildings, presumably small warehouses, and a slight reduction in the number of railway lines crossing the centre of the Site Area. A further slight reduction is shown on the map of 1922, but otherwise the configuration of buildings in the Site Area appears unchanged. The same layout is shown on the map of 1932, although this does mark the addition of several cranes adjacent to the railway lines.
- 3.2.12 The Site Area is shown as largely unchanged on Ordnance Survey mapping of 1948 (Fig 11) and 1956-65 (Fig 12), although the latter shows the first components of the Granada Television Centre to have been established immediately to the north. 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.
- 3.2.13 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.
- 3.2.14 The second major phase of development centred on the erection of a second television studio (Studio 6), the construction of which began in 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. Later additions to the studio were carried out during the late 1970s and 1980s, which included a largely open-plan space being constructed on Grape Street. The building is constructed of blue-brick, and was used primarily for the Coronation Street set (Site **14**).
- 3.2.15 The television studios closed in June 2013, when ITV moved to MediaCityUK in Salford Quays. Since April 2014, part of the Site Area has been utilised by The Continuum Group as a temporary visitor attraction, providing visitors with the opportunity to tour the former Coronation Street set and lot. This temporary operation is scheduled to continue until December 2015, at which point the Site Area will become vacant.

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#### 4. GAZETTEER OF SITES

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The following gazetteer entries summarise the site of archaeological interest that lie within the boundary of the Site Area (Fig 13). All known heritage assets within 500m of the Site Area are shown on Figure 14.

<b>Site Number</b>	<b>01</b>
<b>Site Name</b>	Field Boundary
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Field Boundary
<b>Period</b>	Eighteenth century
<b>NGR</b>	383123 397927
<b>Source</b>	Green 1794
<b>Description</b>	A field boundary crossing the north-western part of the Site Area, and continuing to the north of Charles Street, as shown on William Green's map of 1794. The boundary is not depicted on any subsequent mapping, suggesting that it had been abandoned and infilled.
<b>Assessment</b>	The footprint of the field boundary lies within the Site Area. However, any buried remains of the field boundary are likely to have been destroyed entirely during the nineteenth-century development of the site as part of the railway infrastructure.

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<b>Site Number</b>	<b>02</b>
<b>Site Name</b>	Field Boundary
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Field Boundary
<b>Period</b>	Eighteenth century
<b>NGR</b>	383110 397923 – 383197 397896
<b>Source</b>	Green 1794
<b>Description</b>	A field boundary aligned approximately east/west across the centre of the Site Area, as shown on William Green's map of 1794. The boundary is not depicted on any subsequent mapping, suggesting that it had been abandoned and infilled.
<b>Assessment</b>	The footprint of the field boundary lies within the Site Area. However, any buried remains of the field boundary are likely to have been destroyed entirely during the nineteenth-century development of the site as part of the railway infrastructure.

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<b>Site Number</b>	<b>03</b>
<b>Site Name</b>	Field Boundary
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Field Boundary
<b>Period</b>	Eighteenth century
<b>NGR</b>	383164 397897
<b>Source</b>	Green 1794
<b>Description</b>	A field boundary aligned approximately north/south and crossing the southern boundary of the Site Area to adjoin the east/west-aligned boundary (Site <b>02</b> ), as shown on William Green's map of 1794. The boundary is not depicted on any subsequent mapping, suggesting that it had been abandoned and infilled.
<b>Assessment</b>	The footprint of the field boundary lies within the Site Area. However, any buried remains of the field boundary are likely to have been destroyed entirely during the development of workers' housing in the 1820s-30s.

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<b>Site Number</b>	<b>04</b>
<b>Site Name</b>	Lower Byrom Street/Garden Court
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Workers' Housing
<b>Period</b>	Eighteenth century
<b>NGR</b>	383224 397903
<b>Source</b>	Green 1794; Adshead 1850; OS 1851
<b>Description</b>	Three parallel rows of workers' housing occupying the eastern part of the Site Area, as depicted on William Green's map of 1794. Subsequent mapping shows the northern row, fronting onto Charles Street, to have comprised double-depth houses with outshuts to the rear, separated from the middle row of properties by a narrow passage. The detail provided by the Ordnance Survey map of 1851 indicates that these double-depth houses had cellars. The middle row of houses, fronting onto Garden Court, appear to have been single-depth houses, which did not contain cellars. These were separated from the southern row of houses by another narrow passage, accessed from Dumbar Street. The southern row similarly comprised single-depth houses. Most of these houses had been demolished by the 1890s to enable an expansion of the railway infrastructure associated with the Liverpool Road Goods Station.
<b>Assessment</b>	The footprint of the houses lies within the boundary of the Site Area. However, it is likely that any buried remains will have been largely destroyed during the construction of the railway infrastructure in the late nineteenth century, although the cellars that formed part of the double-depth workers' housing fronting onto Charles Street may survive.

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<b>Site Number</b>	<b>05</b>
<b>Site Name</b>	Dumbar Street
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Workers' Housing
<b>Period</b>	Early nineteenth century
<b>NGR</b>	383215 397883
<b>Source</b>	Swire 1824; Adshead 1850; OS 1851
<b>Description</b>	A row of single-depth workers' housing along the south side of Dumbar Street, first shown on Swire's map of 1824. The detailed Ordnance Survey map of 1851 indicates that these houses had cellars. The houses had been demolished by the 1890s to enable an expansion of the railway infrastructure associated with the Liverpool Road Goods Station.
<b>Assessment</b>	The footprint of the houses lies within the boundary of the Site Area. Notwithstanding the development of the site during the twentieth century, it is possible that elements of the cellars survive <i>in-situ</i> .

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<b>Site Number</b>	<b>06</b>
<b>Site Name</b>	Charles Street Pig Station
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Animal Stalls
<b>Period</b>	Mid-nineteenth century
<b>NGR</b>	383107 397938
<b>Source</b>	Adshead 1850; OS 1851
<b>Description</b>	A block of animal stalls annotated as a pig station in the north-western corner of the Site Area. Demolished by the late nineteenth century, and the site occupied by new buildings by 1908.
<b>Assessment</b>	The footprint of the pig station straddles the western boundary of the Site Area, although it is likely that any buried remains will have been destroyed during the redevelopment of the site in the early twentieth century.

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<b>Site Number</b>	<b>07</b>
<b>Site Name</b>	Cotton Stores No 2
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Railway Warehouse
<b>Period</b>	Mid-nineteenth century
<b>NGR</b>	383092 397897
<b>Source</b>	Adshead 1850; OS 1851
<b>Description</b>	A large railway warehouse annotated as Cotton Stores No 2 on the Ordnance Survey map of 1851. The warehouse had been demolished by the 1890s.
<b>Assessment</b>	The footprint of the warehouse just crosses the western boundary of the Site Area, although most of the building's footprint lies outside and will not be affected by development.

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<b>Site Number</b>	<b>08</b>
<b>Site Name</b>	Goods Warehouse
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Railway Warehouse
<b>Period</b>	Mid-nineteenth century
<b>NGR</b>	383157 397916
<b>Source</b>	Adshead 1850; OS 1851
<b>Description</b>	A railway warehouse annotated as Goods Warehouse on the Ordnance Survey map of 1851, which shows it to have contained railway lines connected by a series of six small wagon turntables. The building was demolished in the second half of the nineteenth century, and the site redeveloped subsequently for further railway infrastructure. Much of the footprint of the warehouse was occupied more recently by the Coronation Street film set.
<b>Assessment</b>	The footprint of the railway warehouse lies within the Site Area. There is some potential for buried remains of the warehouse to survive <i>in-situ</i> , and these may be damaged or destroyed during the proposed development.

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<b>Site Number</b>	<b>09</b>
<b>Site Name</b>	Goods Warehouse Railway Line
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Railway Sidings
<b>Period</b>	Mid-nineteenth century
<b>NGR</b>	383142 397905
<b>Source</b>	Adshead 1850; OS 1851
<b>Description</b>	Railway lines associated with the goods yard.
<b>Assessment</b>	The route of the railway line crosses the Site Area, although it is likely that all physical remains were removed during twentieth-century redevelopment of the site.

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<b>Site Number</b>	<b>10</b>
<b>Site Name</b>	Landing Shed
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Railway Yard Infrastructure
<b>Period</b>	Mid-nineteenth century
<b>NGR</b>	383138 397936
<b>Source</b>	Adshead 1850; OS 1851; OS 1891; OS 1896
<b>Description</b>	A small building associated with the mid-nineteenth-century development of the site as a railway goods yard.
<b>Assessment</b>	The footprint of the building lies within the boundary of the Site Area. However, it is likely that any buried remains will have been largely destroyed during twentieth-century redevelopment of the site.

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<b>Site Number</b>	<b>11</b>
<b>Site Name</b>	Grape Street
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Timber Yard
<b>Period</b>	Late nineteenth century
<b>NGR</b>	383115 397935
<b>Source</b>	Goads Insurance Plan, 1889; OS 1891; OS 1896
<b>Description</b>	A timber yard shown on late nineteenth-century mapping, but redeveloped in the early twentieth century.
<b>Assessment</b>	The footprint of the building lies within the boundary of the Site Area. However, it is likely that any buried remains will have been largely destroyed during twentieth-century redevelopment of the site.

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<b>Site Number</b>	<b>12</b>
<b>Site Name</b>	Liverpool Road Goods Station Infrastructure
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Railway turntables
<b>Period</b>	Late nineteenth century
<b>NGR</b>	383176 397897
<b>Source</b>	Goads Insurance Plan, 1889; OS 1891; OS 1896
<b>Description</b>	
<b>Assessment</b>	The turntables and their associated railway line cross the central part of the Site Area. Whilst it is likely that all physical remains were removed during twentieth-century redevelopment of the site, the potential for surviving foundations of the turntables to survive in-situ cannot be discounted.

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<b>Site Number</b>	<b>13</b>
<b>Site Name</b>	Accumulator Tower
<b>HER Number</b>	-
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Accumulator Tower
<b>Period</b>	Late nineteenth century
<b>NGR</b>	383214 397922
<b>Source</b>	Goads Insurance Plan, 1889; OS 1891; OS 1896
<b>Description</b>	Built in c 1880, the accumulator was used to furnish machinery in the railway goods yard with a supply of hydraulic power. It comprises a tall square brick tower, which originally stood isolated against the boundary wall of the Liverpool Road railway goods yard. The tower and yard were entered from Grape Street through a gate located in a high brick wall that faced onto the street.
<b>Assessment</b>	The accumulator tower lies within the Site Area, but will be retained <i>in-situ</i> as part of the development proposals.

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<b>Site Number</b>	<b>14</b>
<b>Site Name</b>	Coronation Street Set
<b>HER Number</b>	13950.2.0
<b>Designation</b>	Conservation Area
<b>Site Type</b>	Film Set
<b>Period</b>	Modern
<b>NGR</b>	383170 397930
<b>Source</b>	HER
<b>Description</b>	<p>Exterior set for the television programme Coronation Street, forming part of the former Granada Television Studios complex, and opened in 1982. It was assessed for statutory designation as a listed building since the site has the potential to be of national interest in its social and historic context, although the DCMS decided that the site was of insufficient interest to merit statutory designation. The structures on the set are not, in the main, real buildings set in real streets, that they are not full scale but at approximately 70%, and that much of the material used in their construction is not material which would be used for such functioning buildings.</p> <p>The ITV soap opera Coronation Street was first broadcast on Friday 9th December 1960. It was ground-breaking in its realistic representation of northern working class life at the time and its initial run of thirteen episodes was quickly extended.</p> <p>For many years the programme was produced on a studio set with few exterior film inserts, and the terrace of houses, modelled on a street in Salford, was built inside the studio. The first outdoor set (known as a 'lot') was built near the studios in 1967, comprising house fronts of the terrace, Rover's Return pub and corner shop. These constructions were facades only, and the street cobbles were painted on. Other buildings in the programme, including some short-lived maisonettes, a community centre and warehouse, did not have external sets. In 1982 the oldest surviving buildings on the current set were built using genuine, reused Salford brick, slate roofing tiles and real cobbles.</p>
<b>Assessment</b>	The film set lies within the boundary of the Site Area, and will be demolished as part of the proposals.

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## 5. SIGNIFICANCE OF THE REMAINS

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### 5.1 INTRODUCTION

- 5.1.1 The assessment has identified a total of 135 sites of archaeological interest within 500m of the Site Area (Fig 14). Of this total number of heritage assets, 36 are listed buildings, none of which lie within the boundary of the Site Area. The development proposals will not impact directly on the listed buildings, although a detailed assessment of the impact of development on the setting of these buildings has not been considered as part of this assessment, which has focused exclusively on the potential for below-ground archaeological remains. There were no other designated sites (*eg* Scheduled Monuments or Historic Parks and Gardens) within the Site Area, although the Site Area does lie within the Castlefield Conservation Area. Of the total number of heritage assets identified, only 14 sites of archaeological interest have been identified within the Site Area (Sites **01-14**).

### 5.2 CRITERIA

- 5.2.1 Where sites do not possess a statutory designation their value as a heritage asset has been determined with reference to the Secretary of State's criteria for assessing the national importance of monuments, as contained in Annexe 1 of the policy statement on scheduled monuments produced by the Department of Culture, Media, and Sport (2010). These criteria relate to period, rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity, and potential. The heritage assets within the Site Area (Sites **01-14**) have been considered using the criteria, with the results below.
- 5.2.2 **Period:** until the eighteenth century, the study area comprised agricultural land on the fringe of Manchester, with the earliest development being associated with wharfage facilities associated with the Mersey & Irwell Navigation. Apart from three field boundaries (Sites **01-03**) shown on late eighteenth-century mapping, the Site Area was not developed until the late eighteenth century, when three rows of domestic cottages (Site **04**) were established, probably to serve the area's expanding transportation infrastructure. The area remained in use for the handling and storage of railway goods until the mid-twentieth century, when it became the focus of the Granada Television complex.
- 5.2.3 **Rarity:** the accumulator tower (Site 13), occupying the north-eastern part of the Site Area, is of regional/county rarity. The other non-designated heritage assets, including elements of the railway goods yard infrastructure and associated worker's housing, do not have a high rarity value.



- 5.2.4 **Documentation:** the historical development of the study area from the late eighteenth century can be traced reasonably well from cartographic sources. Further documentary research may furnish additional evidence, including more precise dating of the construction of the relevant buildings, although this is unlikely to alter the outline presented in this assessment.
- 5.2.5 **Group Value:** many of the sites of archaeological interest within the Site Area represent different elements of the nineteenth-century railway goods system. In this respect, the identified sites have a high group value.
- 5.2.6 **Survival/Condition:** it is probable that any buried remains of the field boundaries (Sites **01**, **02** and **03**), together with the pig station (Site **06**) and other elements of the goods yard infrastructure (Sites **09**, **10**, **11** and **12**) will have been damaged or destroyed entirely during redevelopment of the site in the late nineteenth and twentieth centuries. Conversely, there is some potential for buried remains of eighteenth-century workers' housing in the eastern part of the Site Area (Sites **04** and **05**), together with elements of the railway warehouse (Site **08**), to survive *in-situ*. The accumulator tower (Site **13**) and the Coronation Street film set (Site **14**) survive extant.
- 5.2.7 **Fragility/Vulnerability:** any buried archaeological remains, should they be present and survive *in-situ*, are vulnerable to damage or destruction during any earth-moving works across the site.
- 5.2.8 **Diversity:** the remains relate to the late eighteenth- and nineteenth-century development of the area as of hub of the local and regional historic transportation network. None of the sites within the Site Area are considered to be significant due to diversity.
- 5.2.9 **Potential:** there are no prehistoric sites within the study 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 nineteenth century onwards. There are no known remains from the post-Roman period through to the mid-nineteenth century and the potential for remains from these periods is considered to be low.
- 5.2.10 The greatest potential lies in the nineteenth-century remains, and particularly those associated with the railway goods yard, although any remains of eighteenth-century workers' housing would also be of interest.

### 5.3 SIGNIFICANCE

- 5.3.1 Using the above criteria, and particularly rarity and survival/condition, the Site Area is likely to contain non-statutory below-ground heritage assets of local/borough significance (Sites **04**, **05** and **08**). 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 (Sites **01**, **02**, **03**, **09**, **10**, **11** and **12**). The accumulator tower is considered to be of regional county importance.

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## 6. LIKELY IMPACT OF DEVELOPMENT

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### 6.1 INTRODUCTION

- 6.1.1 Current planning policy guidance for the historic environment, embodied in NPPF (DCLG 2012), advises that archaeological remains are an irreplaceable resource. It has been the intention of this study to identify the archaeological significance and potential of the Site Area, and assess the impact of proposed development, thus allowing the policy stated in NPPF (DCLG 2012) to be enacted upon.
- 6.1.2 The development proposals will necessitate considerable ground-breaking works, which could potentially impact on buried archaeological remains. The results of the archaeological assessment, and the impact of the development proposals on buried remains, are summarised in Table 7.

### 6.2 IMPACT

- 6.2.1 **Below-ground remains:** groundworks for any future development within 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 below-ground archaeological remains.
- 6.2.2 The extent of any previous disturbance to buried archaeological levels is an important factor in assessing the potential impact. Development of the site as a railway goods station in the later nineteenth century, and works associated with the construction of the television centre in the mid-twentieth century, will have caused considerable damage or complete destruction of any earlier remains in the Site Area. It is thus unlikely that any significant buried remains of Sites **01**, **02**, **03**, **09**, **10**, and **11** will survive *in-situ*. Conversely, some buried remains of those workers' houses that contained cellars (Sites **04** and **05**), and the basement of the mid-nineteenth-century railway warehouse (Site **08**) may survive intact. It is also possible that the foundations of the railway turntables (Site 12) may survive *in-situ*. Any such remains would merit archaeological recording in advance of or during development.
- 6.2.3 **Standing remains:** the development proposals allow for the demolition of the existing building within the boundary of the Site Area. It is envisaged, however, that the accumulator tower (Site **13**) will be retained as part of the development proposals.

### 6.3 IMPACT ASSESSMENT

- 6.3.1 The significance of the impact on the below-ground archaeological resource is summarised in Table 7.

Site Number	Site Name	Importance	Impact	Significance of Impact
01	Field Boundary	Negligible/Low Local	Negligible	Neutral
02	Field Boundary	Negligible/Low Local	Negligible	Neutral
03	Field Boundary	Negligible/Low Local	Negligible	Neutral
04	Garden Court Houses	Local/Borough	Slight	Minor
05	Dumbar Street Houses	Local/Borough	Slight	Minor
06	Charles Street Pig Station	Negligible/Low Local	Negligible	Neutral
07	Cotton Stores No 2	Negligible/Low Local	Negligible	Neutral
08	Goods Warehouse	Local/Borough	Slight	Minor
09	Goods Yard Railway Lines	Negligible/Low Local	Negligible	Neutral
10	Goods Yard Building	Negligible/Low Local	Negligible	Neutral
11	Timber Yard	Negligible/Low Local	Negligible	Neutral
12	Goods Yard Turntables	Local/Borough	Slight	Minor
13	Accumulator Tower	Regional County	Negligible	Neutral
14	Coronation Street Film Set	Local/Borough	Slight	Minor

*Table 7: Assessment of the impact significance on each site within the Site Area during development*

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## 7. RECOMMENDATIONS

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### 7.1 INTRODUCTION

- 7.1.1 The *National Planning Policy Framework* instructs that in the case of heritage assets that either have designated status or are non-designated but are of a significance demonstrably comparable with a Scheduled Monument, *ie* of national importance, the general assumption should be in favour of conservation. Where the loss of the whole or a part of a heritage asset's significance is justified by a development, the developer should be required first to record that asset and advance understanding of its significance, in a manner proportionate to their importance and the impact (NPPF, p 32 para 141). Development also has the potential for enhancing heritage assets, and NPPF encourages developments which change the setting of a heritage asset so as to better reveal its significance.
- 7.1.2 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*. Most of these non-designated heritage assets have been determined to be of negligible significance, although some sites are potentially of regional/county or local/borough significance (Sites **04**, **05**, **08**, and **12**). Should well-preserved remains of these latter heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development.

### 7.2 RECOMMENDATIONS

- 7.2.1 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. However, if any further archaeological investigation of the Site Area is deemed necessary, it is envisaged in the first instance that this will be in the form of a watching brief, although more detailed investigation may be anticipated if significant archaeological remains are encountered.

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## ILLUSTRATIONS

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### FIGURES

- Figure 1: Site location map
- Figure 2: Site Area superimposed on William Green's map of 1794
- Figure 3: Site Area superimposed on Swires' *Map of Manchester and its Environs* of 1824
- Figure 4: Site Area superimposed on Bancks & Co's map of 1831
- Figure 5: Site Area superimposed on Adshead's map of 1850
- Figure 6: Site Area superimposed on the Ordnance Survey 5': 1 mile map of 1851
- Figure 7: Site Area superimposed on the Ordnance Survey 25'': 1 mile map of 1896
- Figure 8: Site Area superimposed on the Ordnance Survey 25'': 1 mile map of 1908
- Figure 9: Site Area superimposed on the Ordnance Survey 25'': 1 mile map of 1922
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- Figure 12: Site Area superimposed on the Ordnance Survey 1: 1,2500 map of 1956-65
- Figure 13: Plan of gazetteer sites
- Figure 14: Location of heritage assets



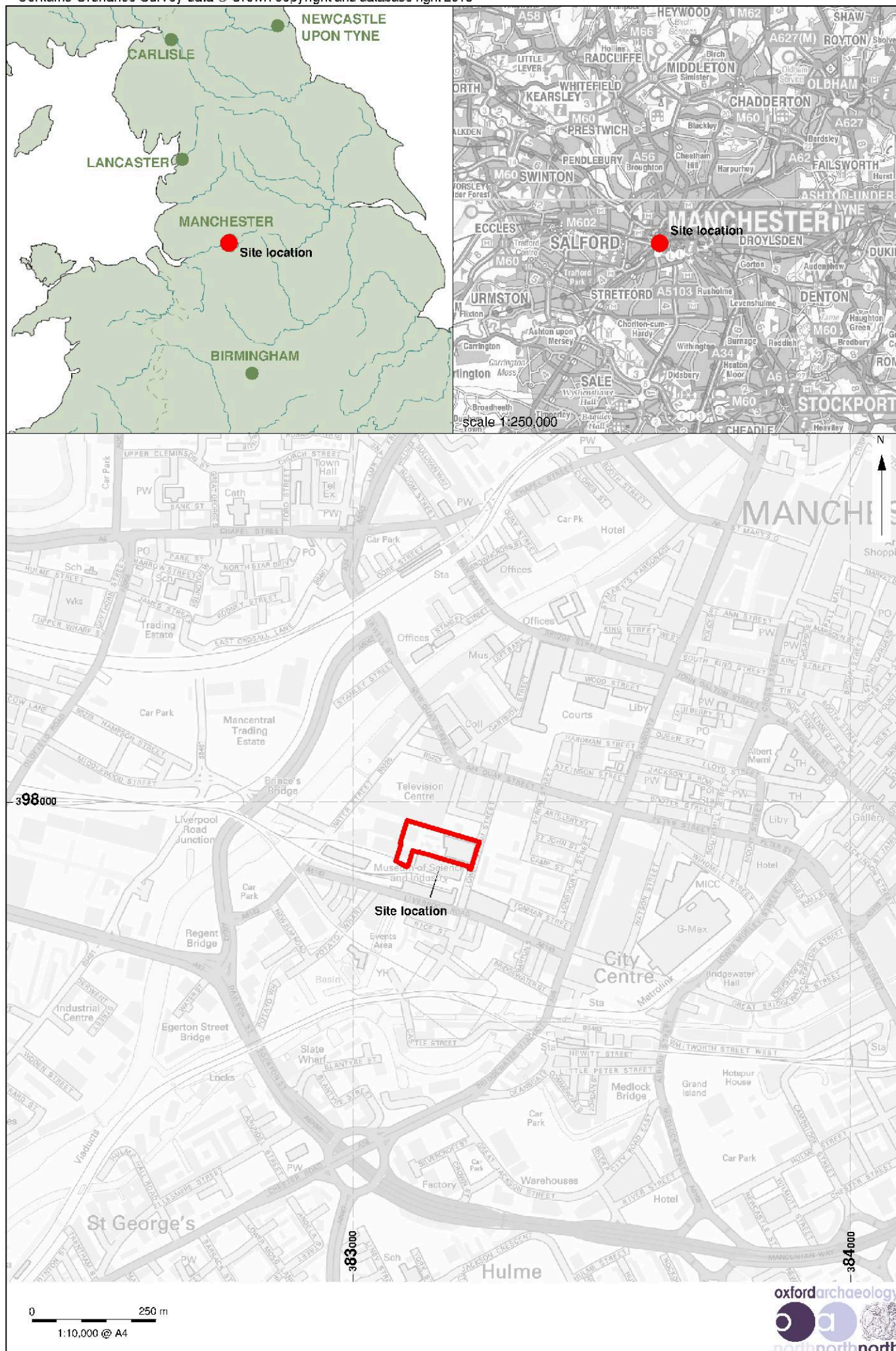


Figure 1: Site location



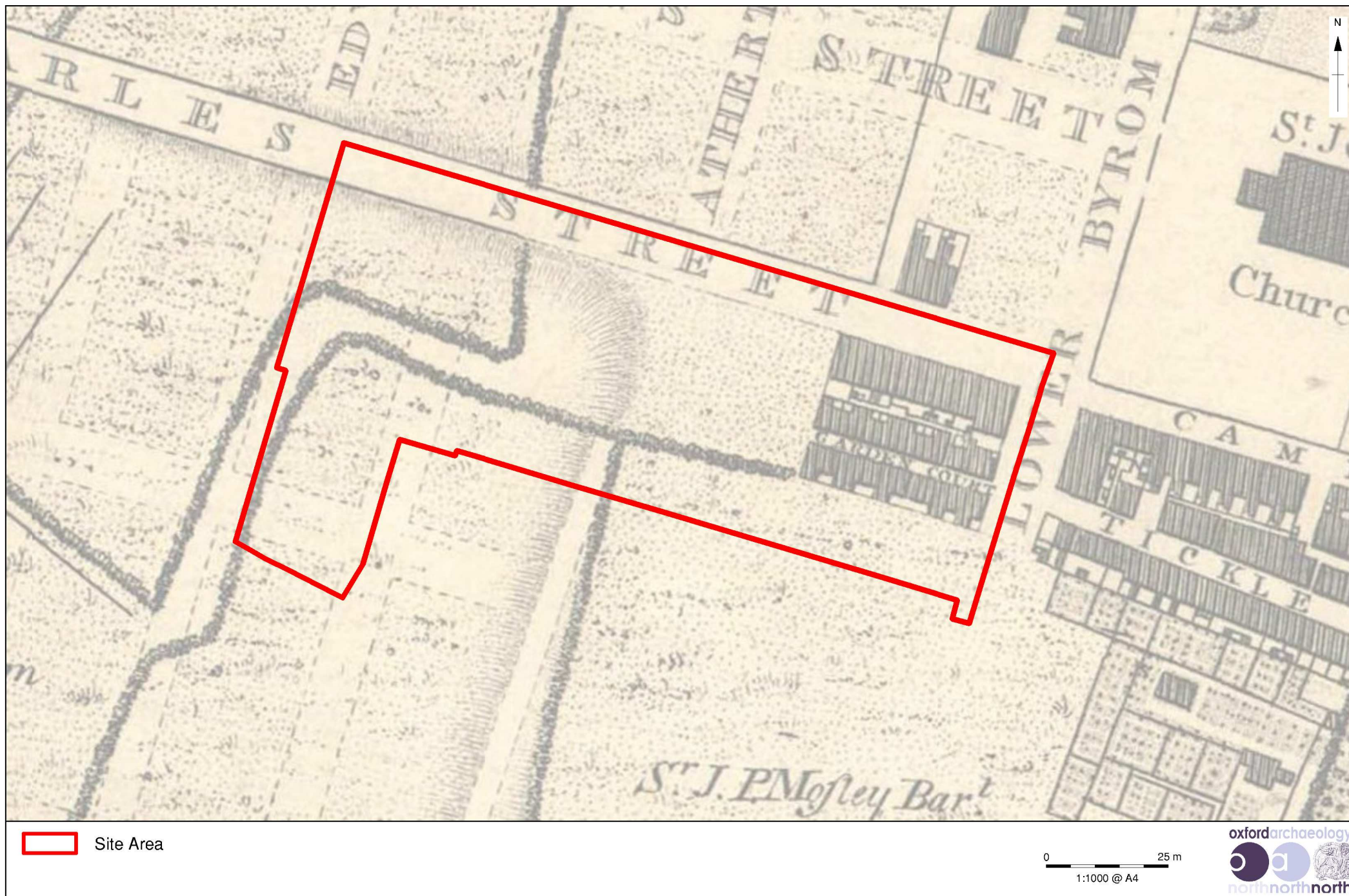


Figure 2: Site area superimposed on William Green's map of 1794



Figure 3: Site area superimposed on Swire's map of Manchester and its Environs, 1824



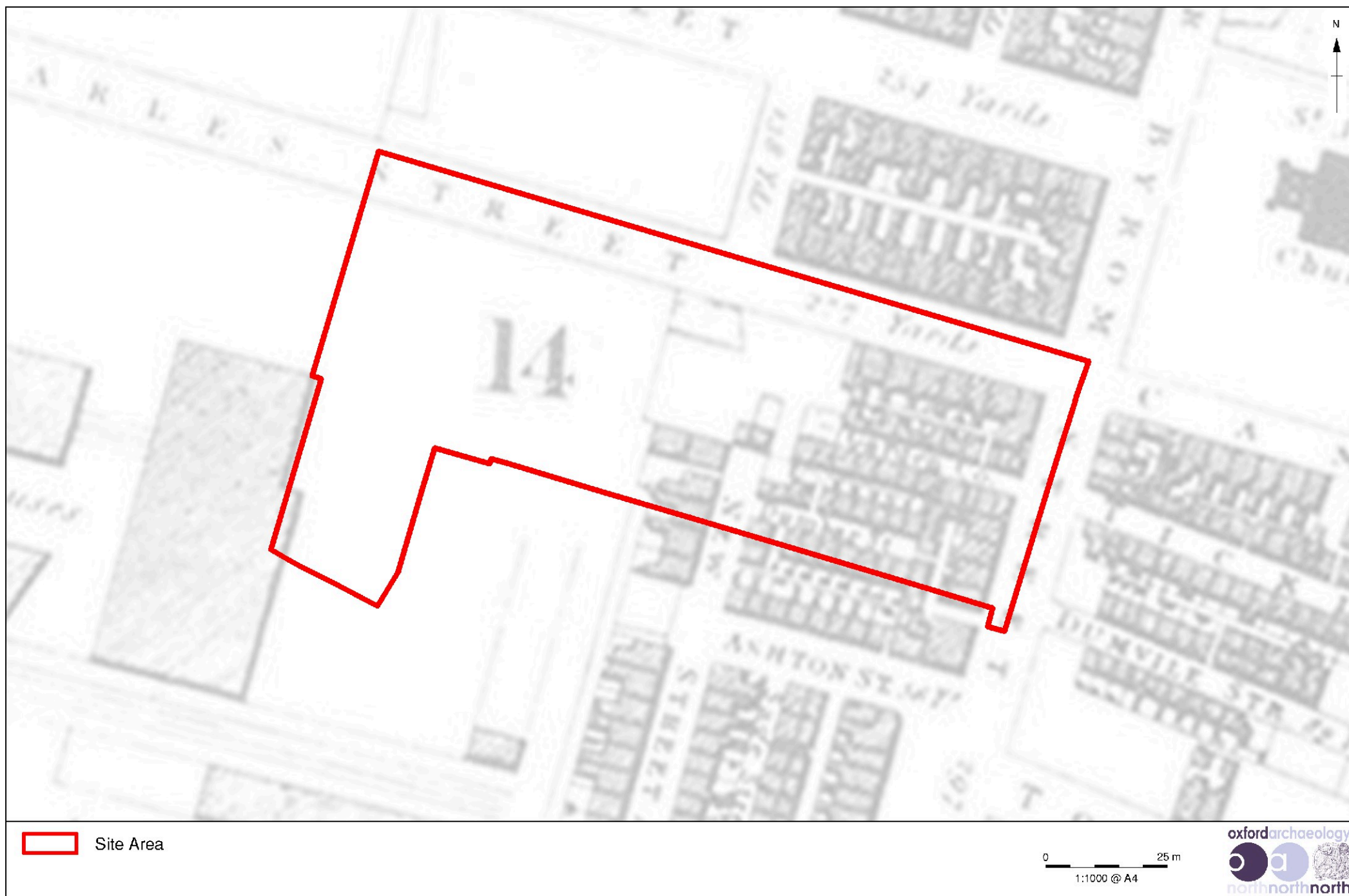


Figure 4: Site area superimposed on Bancks & Co's map of 1831



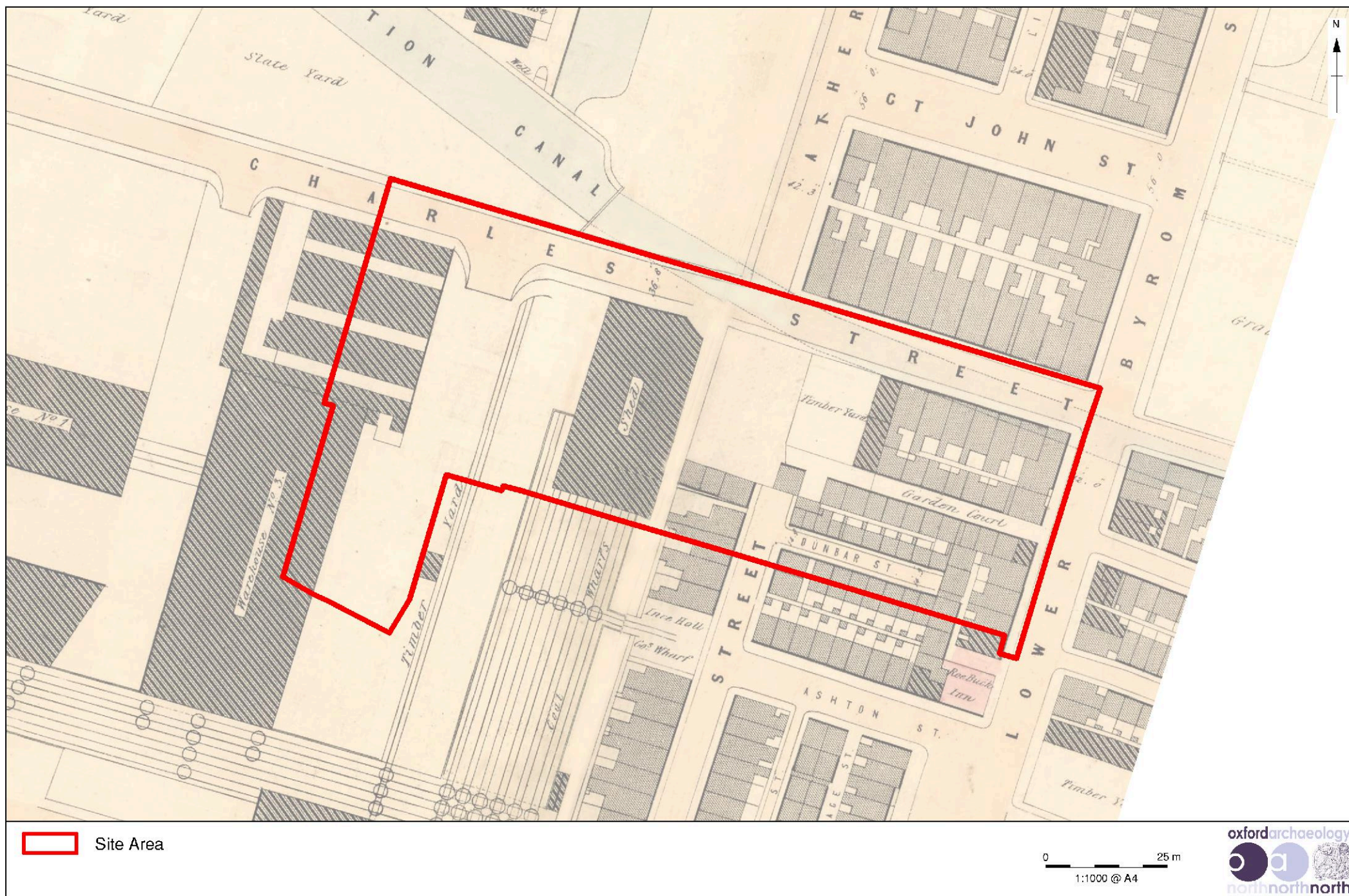


Figure 5: Site area superimposed on Adshead's map of 1850



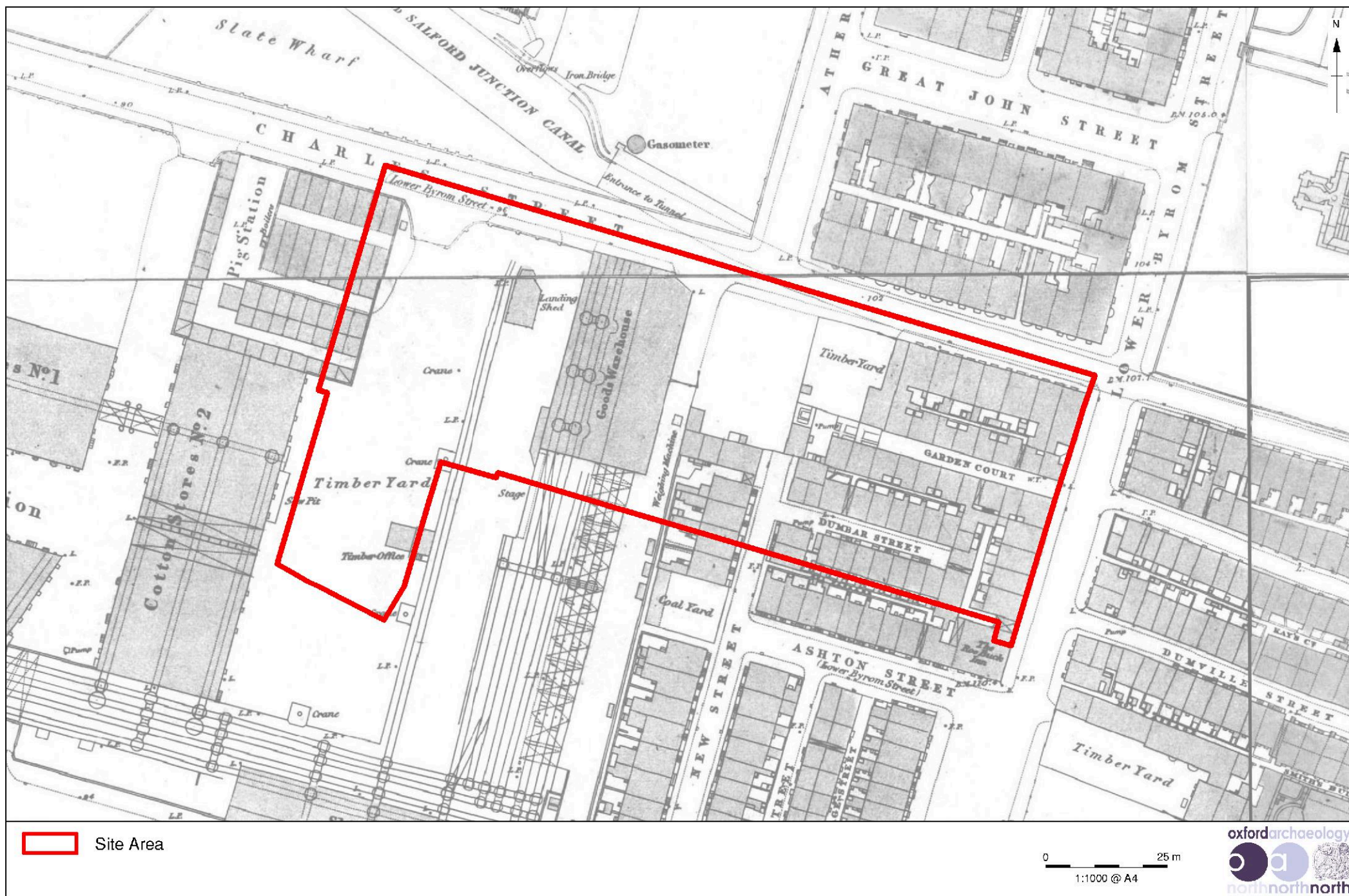


Figure 6: Site area superimposed on the Ordnance Survey 5':1 mile map of 1851



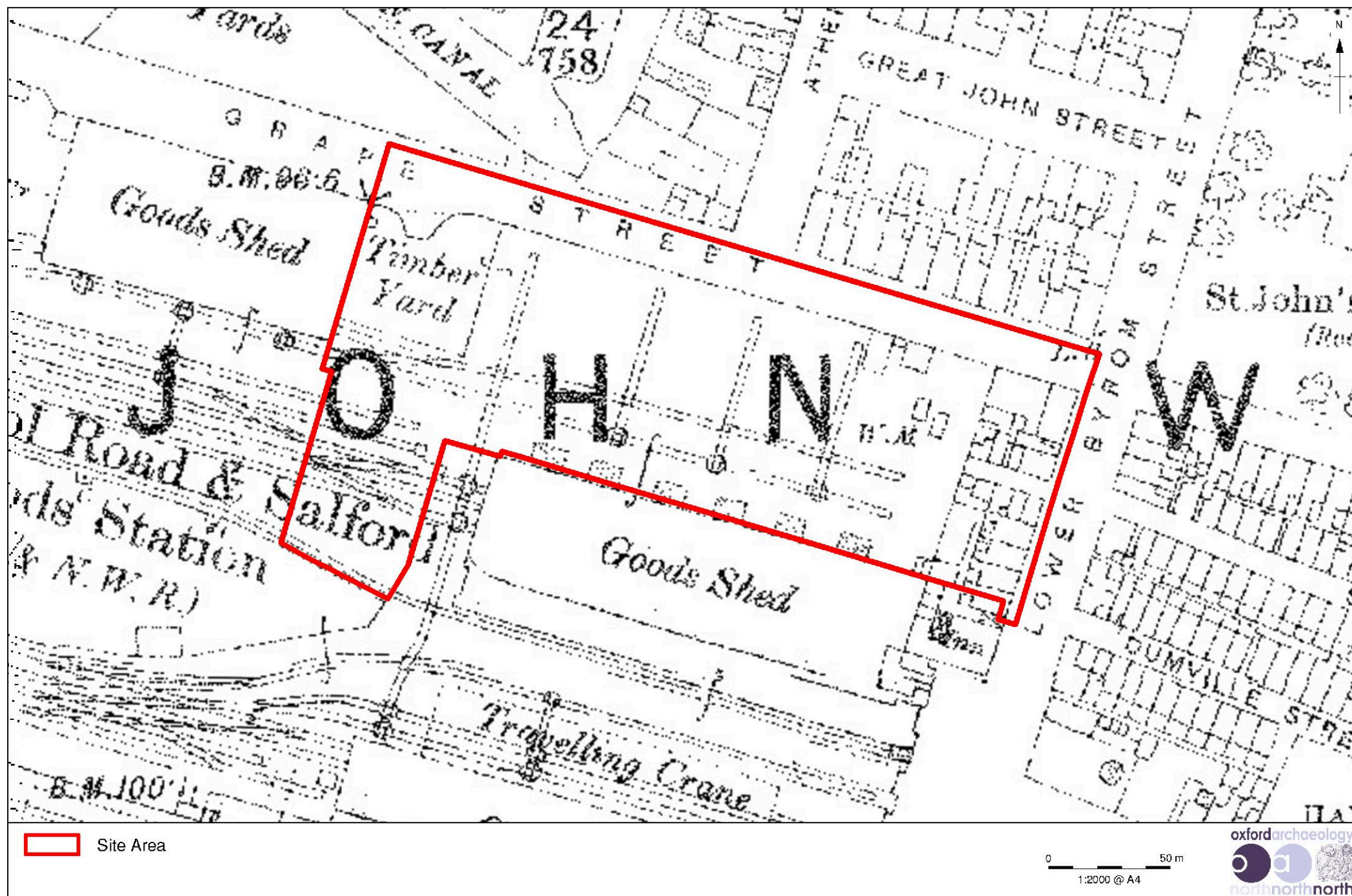


Figure 7: Site area superimposed on the Ordnance Survey 25":1 mile map of 1896



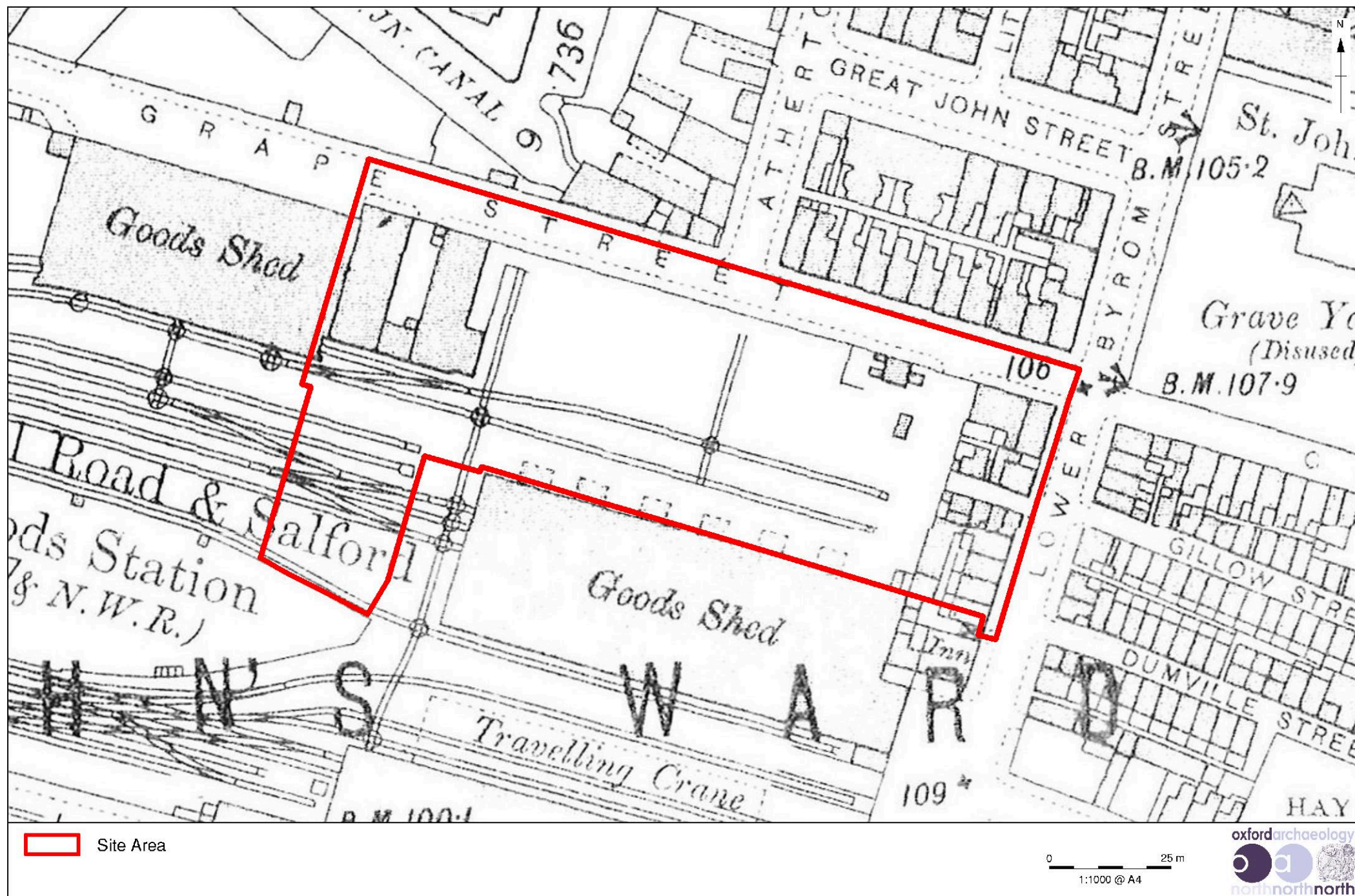


Figure 8: Site area superimposed on the Ordnance Survey 25":1 mile map of 1908



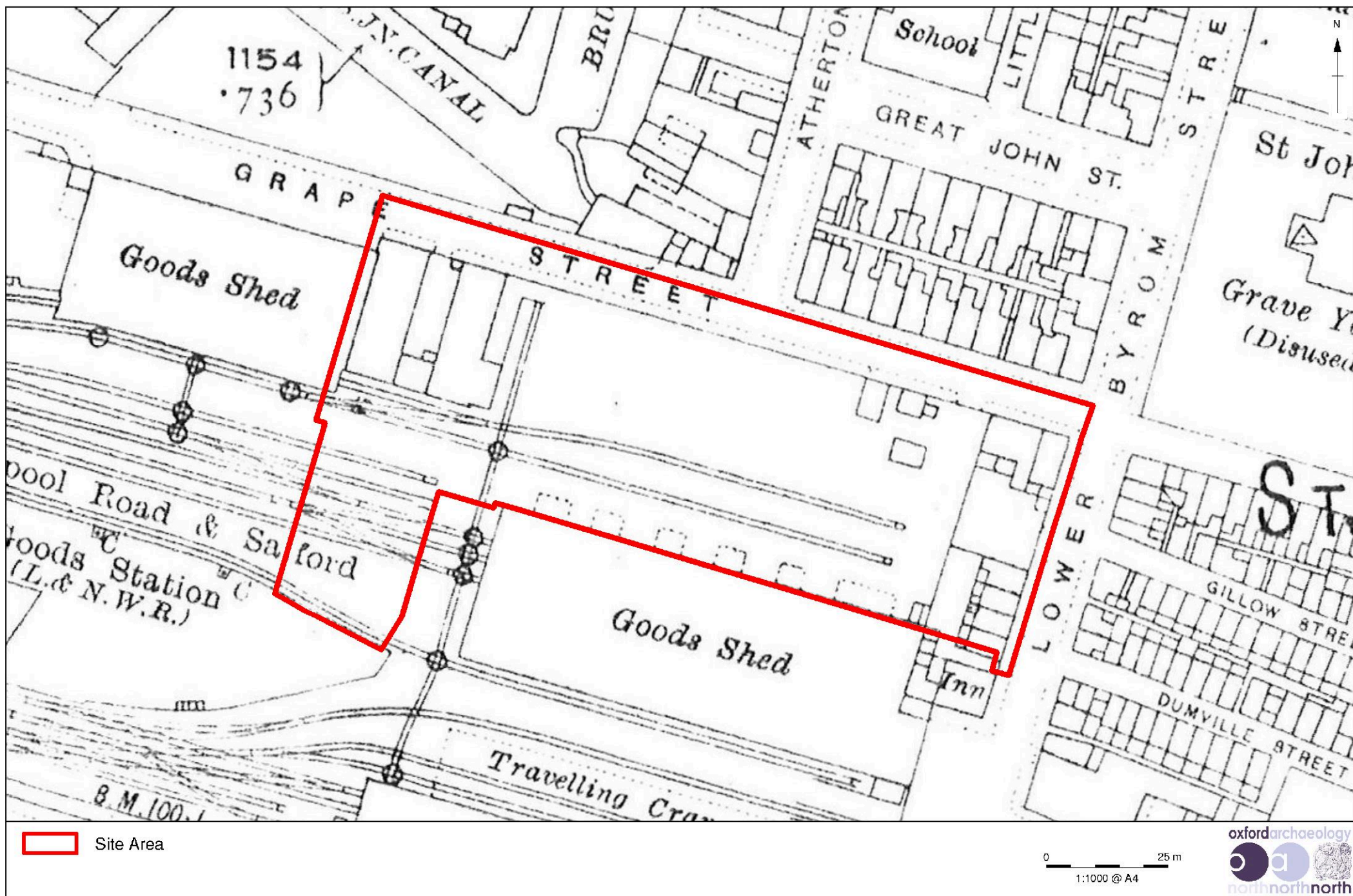


Figure 9: Site area superimposed on the Ordnance Survey 25":1 mile map of 1922



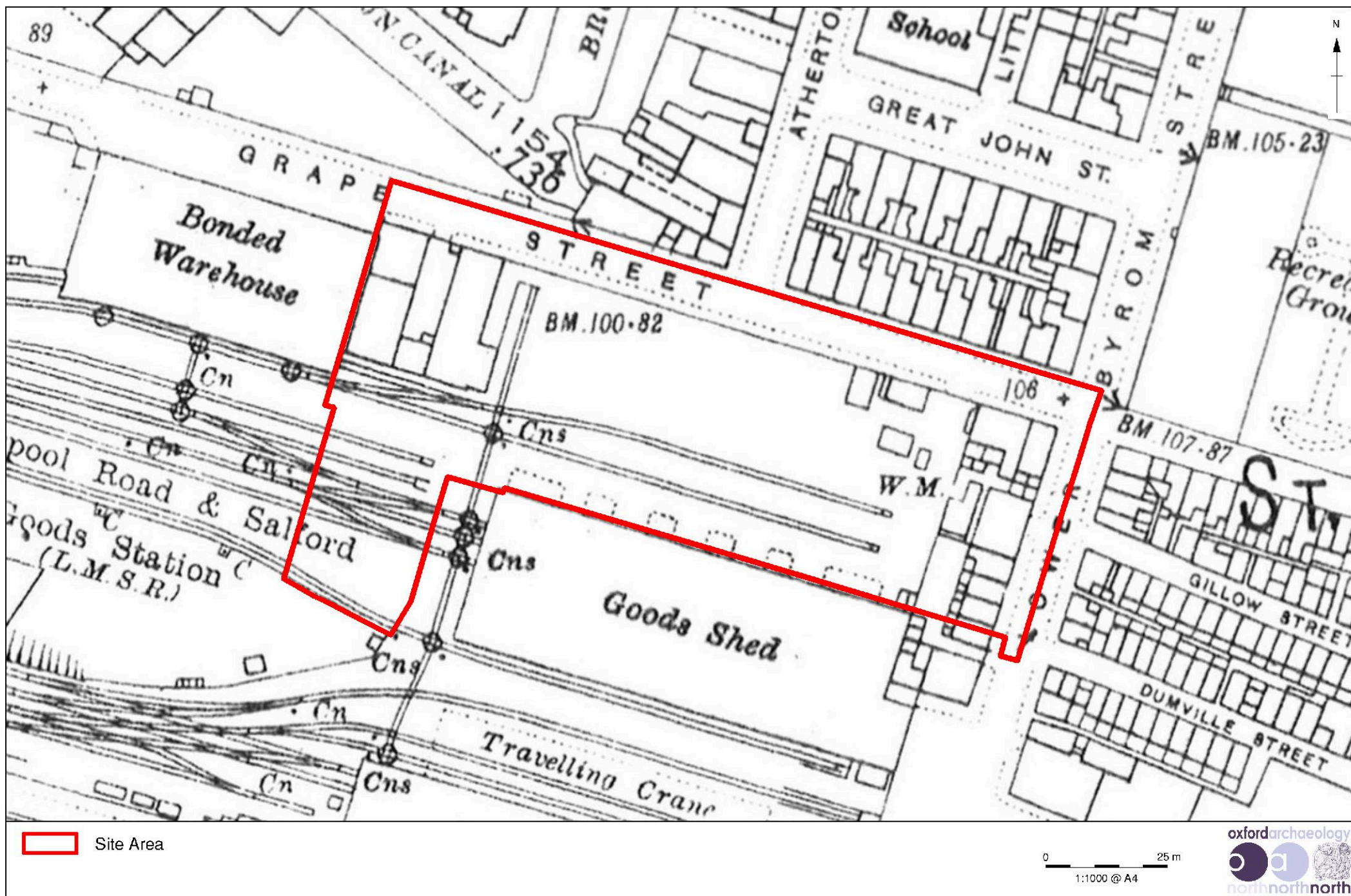


Figure 10: Site area superimposed on the Ordnance Survey 25":1 mile map of 1932









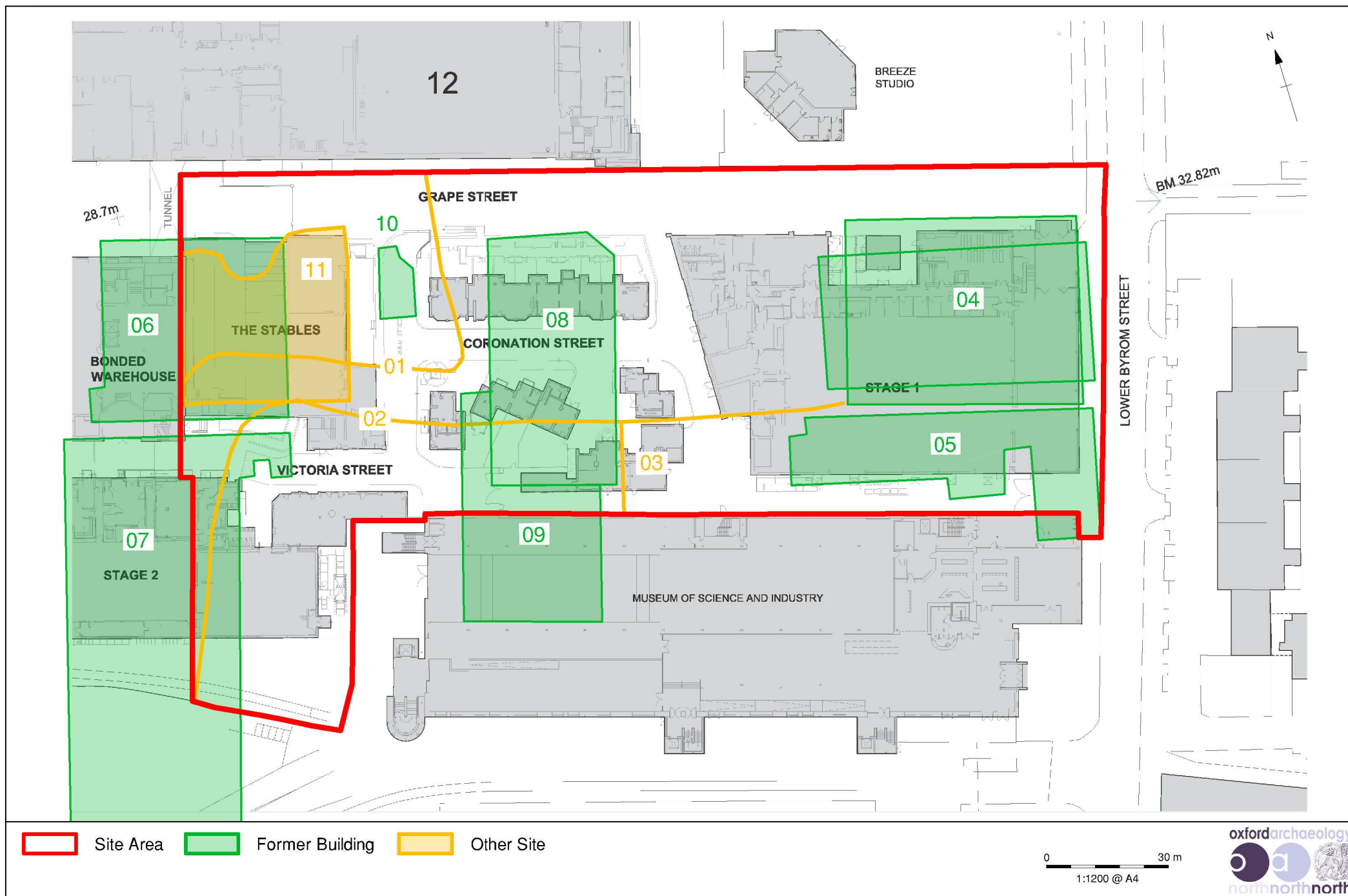


Figure 13: Plan of gazetted sites



