



Finsley Gate Regeneration Works, Burnley

Archaeological Watching Brief Report

November 2021

**Client: Donald Insall Associates (on behalf of
the Canal and River Trust)**

Issue No: 2

OA Reference No: 2159/2021-22

NGR: SD 84270 31930

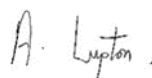


Client Name: Donald Insall Associates (on behalf of the Canal and River Trust)
Document Title: Finsley Gate Regeneration Works, Burnley
Document Type: Archaeological Watching Brief Report
Report No.: 2159/2021-22
Grid Reference: SD 84270 31930
Planning Reference: APP/2018/0104 and APP/2018/0103
Site Code: FGR19
Invoice Code: L11274
Receiving Body: Lancashire County Council

OA Document File X:\AdamT\Projects\L11274_Finsley_Gate_Regeneration_Works\Report
Location:

OA Graphics File X:\AdamT\Projects\L11274_Finsley_Gate_Regeneration_Works\Report\CAD
Location:

Issue No: 2
Date: November 2021
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Finsley Gate Regeneration Works, Burnley

Archaeological Watching Brief Report

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Summary

An intermittent watching brief was maintained during groundworks conducted over the course of a year and a half, between the 25th November 2019 and the 13th May 2021, associated with the commercial development and enhancement of the Finsley Gate Canal Hub and associated buildings and infrastructure. This was conducted as the site lies within the wider historic conservation area of Burnley and forms an integral part of the historic development of the town during the Industrial revolution. The watching brief monitored various works, both within several of the preserved canal buildings, and their surrounding area, and identified numerous structural features across the site, which, based upon their form and materials of construction, primarily related to drainage and waste management systems associated with the original development of the site during the late eighteenth and early nineteenth century, as well as later modern additions. In addition, the remains of a possible saw pit was identified within one of the upstanding buildings, while various wall foundations, floor surfaces and other features may have related to now demolished buildings within the complex, as well as external working areas, and included the remains of a potential winch or some other sort of machinery located nearer the canal edge. No features were identified that could conceivably pre-date the establishment of the canal hub and wider system.

Acknowledgements

Oxford Archaeology (OA) North would like to thank Donald Insall Associates (acting on behalf of the Canal and River Trust) for commissioning this project. Thanks are also extended to Doug Moir who monitored the work on behalf of Lancashire County Council.

The project was managed for Oxford Archaeology (OA) North by Dr Adam Tinsley. The watching brief was undertaken by a combination of Aidan Parker, James Hodgson, Steven Clarke, Paul Hickman and Andy Phelps. Survey and digitizing was carried out by Aidan Parker and illustrations produced by Mark Tidmarsh. Thanks is also extended to Karen Barker who has prepared the archive with the aid of Steve Clark, James Hodgson and Emma Fishwick.

1 INTRODUCTION

1.1 Scope of work

1.1.1 Oxford Archaeology (OA) North was commissioned by Donald Insall Associates (acting on behalf of the Canal and River Trust) to undertake a watching brief at the site of Finsley Gate Wharf, Burnley, Lancashire.

1.1.2 The work was undertaken as a condition of Planning Permission (planning ref: APP/2018/0104 and APP/2018/0103), and as a result of the proposed development area (PDA) comprising part of the local historic conservation area. Burnley Council under the advice of Lancashire Archaeological Advisory Services (LAAS), now reformed as Lancashire County Council Historic Environment Team (LCCHET), acting as archaeological advisor to the local planning authority, have imposed a series of planning conditions upon any works associated with regeneration of the PDA. Condition 11 of the planning consent stated:

'No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work should comprise the following:

- i) The creation of a record of the buildings to level 3 as set out in Understanding Historic Buildings (Historic England 2016). This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists.***
- ii) A formal watching brief during groundworks, followed by such subsequent work as required to investigate and record any remains encountered. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists***

1.1.3 Condition i) has already been satisfied with the provision of a level 3 building survey report submitted to Burnley Council (OA North 2016) and will not feature here. This report relates to condition part ii) for an archaeological watching brief conducted on an intermittent basis during groundworks associated with the development works. The watching brief was conducted over a period of approximately 52 days, between 25th of November 2019 and 13th May 2021. It was conducted according to a Written Scheme of Investigation (WSI) submitted to and formally approved by the local planning authority (OA North 2019 revised 2021). All work was undertaken in accordance with local and national planning policies (CfA 2019; 2020a; 2020b: English Heritage 1991: Historic England 2015a: 2015b: 2016).

1.2 Location, topography and geology

- 1.2.1 The proposed development area (PDA) lies within the south-eastern part of the industrial Pennine town of Burnley (Figure 1), adjacent to the Leeds and Liverpool Canal, and forms part of the Burnley Canalside Conservation Area (centred at NGR 384270 431930). It comprises a 0.50ha site that is bounded by the Leeds and Liverpool Canal to the north-west, at the southern end of the Burnley Embankment, and Finsley Gate, and Hollingreave Road to the north. A steep bank rises to the east and south, to the rear of houses fronting Marlborough Street (Figure 2).
- 1.2.2 The land within the study area is a mixture of hardstanding adjacent to the canal, and overgrown areas of scrubland and coppice around the eastern and southern margins. The site retained six partially derelict structures, and a series of external walls (Figure 2), together with a steep, wooded embankment along the southern and partially the eastern boundary. The site is accessed via a gated entrance to the north, at the junction of Finsley Gate and Hollingreave Road.
- 1.2.3 The solid geology of the area is mapped as sedimentary bedrock (mudstone, siltstone and sandstone) of the Pennine Lower Coal Measures Formation (BGS 2021). The superficial deposits of the site are mapped as slowly permeable seasonally wet acid loamy and clayey soils (Cranfield 2021).

1.3 Archaeological Background

- 1.3.1 A more detailed appraisal of the historical and archaeological background of the site is presented in the DBA relating to the site (OA North 2016) and more fully in the Conservation Management Plan (AHP 2015). The following is a short appraisal of that information. The principal interest of the site resides with its historical and material association with the late Post-Medieval and Industrial period and development of the site and wider context of Burnley within this time.
- 1.3.2 **Development of the wider canal system:** by the mid eighteenth-century, there was an increased interest in the construction of canals to unite Yorkshire and Lancashire, spurred on by the rapid Industrialisation of the cotton and many other industries focused upon the area. In 1770 the first Leeds and Liverpool Canal Act was passed, with the route passing through Skipton, Gargrave, Colne and Whalley. By 1774 canal sections had been opened from Liverpool to Gathurst, Skipton to Gargrave and Bradford to Shipley and Bingley. No canal building occurred between 1777 and 1790. However, during these thirteen years canal engineering advanced and new techniques had been developed to overcome obstacles, such as long tunnels and embankments. Following the passing of the fourth Leeds and Liverpool Canal Act in 1794, construction of the section through Burnley commenced in 1795, culminating in the completion of the Burnley Embankment and Gannow Tunnel in 1801. The Leeds and Liverpool Canal was completed in 1816, comprising a length of 127 miles. The canal was nationalised in 1948, by which time, the entire canal network was in commercial decline.
- 1.3.3 **The Finsley Gate Wharf yard:** the yard was laid out and developed by the Leeds and Liverpool Canal Company, as a maintenance yard for the construction of the canal. It was reputedly opened in 1801, but it is highly probable that it was begun around the

same time that construction commenced on the adjacent Burnley Embankment in 1795. The embankment comprised a man-made embankment of up to 60' high, crossing the valley of the River Calder for almost a mile in length, negating the need for a series of locks. The earliest documentary reference to the yard at Finsley Gate dates from a survey of 1826, which was undertaken to determine the final building costs and land purchases following the completion of the Leeds and Liverpool Canal in 1816. The survey shows five buildings at Finsley Gate yard; the Canal House, Outbuilding, Smithy, and two sheds, the latter two now demolished. The yard at this date is described as a 'Carpenters Yard'.

2 WATCHING BRIEF AIMS AND METHODOLOGY

2.1 Aims

2.1.1 As defined in the WSI, the general aims of the project were;

- To adhere to and fulfil the agreed programme of works associated with the archaeological potential of, and concomitant planning conditions imposed on, development of the site;
- To create a record of any known material assets prior to their disturbance by ground works associated with the development;
- To determine or confirm the general nature of any unknown remains present;
- To determine or confirm the approximate date or date range of any remains, by means of artefactual or other evidence; and
- To compile a professional archival record of any archaeological identified during ground works.

2.1.2 The specific aims and objectives of the archaeological watching brief were;

- to provide an understanding of the nature of the remains present;
- to identify whether any unknown archaeological assets are present which predate the surviving and extant fabric of the wharf and associated infrastructure and buildings.

2.2 Methodology

2.2.1 The watching brief was conducted intermittently over a period of approximately 52 days, commencing on 25th November 2019 and concluded on 13th May 2021. The majority of the watching brief was conducted within external areas of the PDA, monitoring general ground reduction and excavations of service trenches, although a watching brief was also conducted during floor reduction and other excavation works within several of the upstanding buildings. This was to originally have monitored all ground works associated with redevelopment of the PDA, however, due primarily to cost, but also the largely negative results of initial periods of observation, an archaeologist attended site only when requested by the client in relation to the identification of obvious features encountered during groundworks.

2.2.2 The attending archaeologist was given sufficient time to adequately clean the specific area of excavation and any features identified there in, where this was safe to do so, followed by such manual excavation and recording as was necessary to characterise the form, function, and potential chronological origin of the features. All such features were recorded via a combination of written and drawn records, as well as photography, as appropriate, using *pro-forma* record sheets and registers. All such works therefore conformed with the methodology set out in the governing WSI and were compliant with industry guidelines and systems of best practice (i.e., ClfA 2019; 2020a; 2020b; EH 1991; HE 2015: National Planning Policy Framework 2019).

3 RESULTS

3.1 Introduction and presentation of results

3.1.1 The results of the watching brief are presented below and include a stratigraphic description of the general site and areas that contained archaeological remains.

3.2 General soils and ground conditions

3.2.1 Monitored groundworks comprised a mixture of trench and open area excavations of variable sizes, involving removal of overburden deposits and reduction of general ground levels to variable depths of between 0.3-0.5m below ground level (bgl), but in places extending to depths of up to 2m bgl. Within these excavations the soil sequence was fairly mixed with variable areas of concrete and other hardstanding and bedding materials (i.e., contexts **100**, and **1000-1002**), forming relatively modern surfaces, or mixed soils and scrub areas, above mixed layers of made ground and redeposited natural (i.e., contexts **101**, and **1003-1004**). The natural geology of yellowish grey clay and compact yellowish sandstone (**102** and **1017** respectively) was encountered below this mixture of made ground and modern surfaces, at variable depths between 0.7-1.6m bgl.

3.2.2 Ground conditions throughout the watching brief were generally good, although ground water inundations was noted, particularly during excavations monitored within the various buildings, which made access and recognition of deposits particularly difficult. Archaeological features, where present, comprised extant structural features of various forms which were relatively easy to identify against the underlying made ground deposits or natural geology.

3.3 General distribution of archaeological deposits

3.3.1 The monitored groundworks were conducted throughout the site, including within several of the extant buildings (Building 1 and Building 9), to generally reduce ground or floor surfaces and to provide service trenches. Archaeological features identified within those areas were exclusively structural in nature, comprising various walls, floor surfaces, or other specialist features, such as wells, probable machine mounts, or drainage structures, such as culverts. These were identified at various points throughout the site and, based exclusively upon the nature of construction materials, appear to relate to the same developmental phase of the canal wharf and its constituent buildings.

3.3.2 The archaeological features observed during the watching brief are described below and divided between those observed within the extant buildings, and those observed in external areas. A summary of any contexts ascribed during the watching brief is presented in tabular form within *Appendix A*.

3.4 Watching Brief maintained during groundworks within buildings

3.4.1 Limited groundworks were conducted within several of the upstanding and partially derelict buildings identified across the site (Building 1 and 9: see Figure 2). These works were subject to a watching brief in order to observe and record any further

elements of structural features associated with the buildings that may be affected, and to identify any other features that may be preserved within the building footprint. The results are presented below in relation to the various buildings subject to such works.

3.4.2 Excavations within Canal House Cellar (Building 1): groundworks within Building 1 (Figure 2) focused upon reduction of the floor level within the principal cellar room. This involved the excavation and reduction of ground levels by approximately 0.40m across the room (Plate 1), removing a medium grey compact sandy rubble deposit that formed the existing floor surface. This presumably had been built up post-construction of the cellar walls, potentially from the level of the original construction cut, as no further or natural deposits were observed. However, significant water ingress, requiring near constant pumping out, inhibited accurate observation. The excavations therefore only revealed a further 3-4 courses of the enclosing walls, which comprised red brick with a white lime mortar and a white lime wash over the surface. No other features or natural deposits were observed.



Plate 1. West facing cellar wall showing ground reduction within Building 1

3.4.3 Excavations within the Main Warehouse (Buildings 7-9): monitored works within the main warehouse building exclusively focused upon the north/south aligned section (Building 9: Figure 2). Here a 2m wide and up to 5m long concrete deposit, extending through the center of the building, was flanked by large sandstone slabs within the floor (Plate 2).



Plate 2: The flooring within Building 9. Viewed facing north

- 3.4.4 It was deemed necessary to break the concrete in this channel and explore potential depths and makeup of underlying deposits prior to and to inform development of the wider building. A slot approximately 2.5m long and 1m wide was therefore broken out, revealing a concrete layer less than 0.20m thick sealing a narrow-built channel, infilled by a loose dark grey clay soil with frequent rubble inclusions and other relatively modern detritus (Plate 3). Several iron struts also projected across the channel below the concrete capping layer and may represent a remnant of a structural feature associated with the channel. The mixed infill deposit was excavated to a depth of 1.6m, the maximum reach of the mini digger, and no base to the channel was observed, although visibility was hampered by substantial water ingress at this depth. However, the excavations did reveal a built façade to the edges of the channel, comprising large sandstone blocks. This seemed to confirm that the channel was a functional element of the building, perhaps acting as a saw pit, or some similar feature, servicing the warehouse and the wider canal hub.



Plate 3. The potential saw pit within Building 9. Viewed facing north post excavation.

3.5 Watching Brief maintained during external groundworks

- 3.5.1 Ground works were conducted in various forms and in various areas across the entire external area of the PDA. Monitoring of these works on an intermittent basis identified various, but relatively limited, archaeological features, as described by area below, generally moving from west to east in each instance.
- 3.5.2 ***Areas to the rear of the main warehouse (Buildings 7-9) and Forge (Building 5):*** groundworks operations within this general area, to the south and rear of the warehouse and forge (Figure 2), primarily involved open area excavation and ground reduction of various size and scale, revealing a series of exclusively structural features.

- 3.5.3 Excavations immediately to the south and rear of the warehouse removed approximately 0.30m of overburden, which consisted of a mixture of demolition materials and made ground deposits, but encountered no archaeological features save for basal courses relating to Buildings 7-9 (Plate 4).



Plate 4. Reduced ground levels to the south and rear of Buildings 7-9. Viewed facing west.

- 3.5.4 Further south and east of this area, however, a series of structural features were observed a short distance from and extending south of Building 8 (Figure 2). The first of the structural features was a short section of wall, extending from the southern wall of Building 8 (context **801**: Figure 2). This comprised a single visible course of non-frogged red brick set in two skins with a white-lime mortar and extended south for approximately 4.5m before apparently being truncated. It is unclear what this wall relates to but may have formed one or more temporary or smaller structures set against the warehouse wall, or else a division of the external yard space. Several metres to the south-west of this wall, a large sandstone block (**1012**), approximately 1.2m by 0.70m in size, appeared to be set within the ground (Plate 5). This had a smaller rectangular facet cut into one end of the block which aided in its interpretation as a machine mount or engine block. Almost immediately to the east of **1012**, two parallel lines of red brick, up to 0.20m apart, were observed to extend over 2m on a north-west/south-east axis (Plate 6). This feature probably represents the remains of a narrow culvert, forming part of the original drainage and sewer system servicing the canal hub, and probably originally had a sandstone cap, as featured elsewhere on site. It appeared to terminate before a slightly irregular surface or deposit (**1011**), of red brick and fragments, measuring approximately 1.5m

by 1.5m. It was unclear if this represented a floor surface or dump of material, given the lack of bonding material and irregular position of individual bricks (Plate 5 and 6).



*Plate 5. Possible machine mounting block **1012**, south of Building 9. Viewed facing east with culvert **1010** in the immediate distance.*



*Plate 6. Culvert **1010** and red brick surface/deposit **1011**. Viewed facing south.*

3.5.5 To the east of the northern end of culvert **1010**, the remains of a wooden barrel (**1007**) and its recipient cut (**1006**) were also identified (Plate 7). The barrel was largely devoid of a fill deposit, although the base was not observed, and, while it had clearly been placed upright within its own cut, its function was unclear. It may have acted as a small or temporary well, perhaps with a small shaft extending further, below the limits of the barrel, or else was used for storage within the canal hub yard.



Plate 7. Barrel 1007.

3.5.6 Immediately to the south-west of deposit **1011**, a relatively small section of what must be an external floor surface, measuring 2.9m by 2.7m extending north-south, was preserved (context **1013**: Plate 8: Figure 2). This comprised a single course of non-frogged red brick set end on end with a light grey mortar and contained a series

of sandstone blocks towards its northern extent, that defined a square recessed drain set within the floor. This appears to define a yard surface to the rear of the warehouse, that may have contained at least one working machine given the presence of the potential machine mount (**1012**) further to the north.



*Plate 8. External yard surface **1013**. Viewed facing north.*

- 3.5.7 Approximately 5m further east of barrel **1007**, and 7-8m south of Building 1-9, a short L-shaped section of wall (**1015**) was exposed, running for approximately 3.5m east/west with a shorter 1m long section extending south from the eastern end. This wall comprised a single course and double skin of frogged, machine-made red brick with a sandy grey cement (Plate 9). The section of wall appears to form the north-eastern corner of a building although this does not appear to relate to any identified on the site plan (see Figure 2). Based upon the limited evidence of the materials involved in its construction this would appear to be a relatively modern addition to the canal hub complex.



*Plate 9. Wall section **1015**. Viewed facing north towards Buildings 7-9.*

- 3.5.8 A short distance further east and to the south of wall **1015**, but west of the remains of Building 6 (*Section 3.5.8*), another feature was identified, comprising an L-shaped subterranean brick-built structure (Context **1014**: Plate 10). This extended east-west for approximately 2.6m and was up to 0.90m wide, with a short dog-leg north at its north-western corner and extended to a preserved depth of 0.70m. The structure comprised up to five or more courses of un-frogged red brick in a single skin, with a white lime mortar bonding agent, and appeared to be capped by a metal plate. The structure appeared on a similar line and may have interfaced with a culvert observed further to the east (**202**: *Section 3.5.10*), perhaps acting as an inspection and maintenance pit, although in this regard no intake channel was observed. The feature was therefore interpreted as a possible silt trap.



Plate 10. Structure **1014**. Viewed facing north.

- 3.5.9 Approximately 5m to the south-east of the eastern end of Building 7 and immediately west of Building 5, shallow ground reduction works uncovered the footprint of a further building, which by its location, shape, size and orientation would appear to correlate with the former location of Building 6 (Figure 2). The entire footprint measured approximately 7.5m by 5m orientated on a slight north-west/south-east axis, and was defined by a double skin of modern, perforated red brick with elements of concrete (Context **1005**: Plate 11). No floor surface or other internal features were observed. The building appears to be a much later addition to the canal hub complex, being constructed in modern materials that contrast markedly from those used in the construction of the original remaining post-medieval buildings, such as the forge (Building 5) and warehouse (Buildings 7-9).
- 3.5.10 Immediately south of the remains of Building 6, the remains of a sandstone wall were identified (context **1009**: Figure 2). The wall measured approximately 8.5m, although it had been truncated at both ends, and comprised up to seven courses of roughly-faced sandstone blocks with no clear bonding agent. At its western end the wall curved visibly northwards, although for much of its length it ran parallel to the southern extent of **1005**. This feature appears to have been part of the retaining wall for the embankment rising to the south and may therefore form part of the same wall as **201** (see Section 3.5.11 below).



Plate 11. The probable footprint of Building 6, Context **1005**. Viewed facing north-west.

3.5.11 Further and more substantive ground reduction works immediately to the south and rear of the forge (Building 5: Figure 2), also revealed several further features, which appear to relate to construction of the original canal hub complex. Here excavations removed up to 1m of overburden and revealed a retaining wall (**201**) extending from the south-eastern corner of the forge, and comprising up to eight courses of roughly-faced, large, sandstone blocks set in a drystone format (Plate 12). This extended south for approximately 3.6m and then beyond the limit of excavation, although it is likely to be the same retaining wall as identified further west as **1009** (Section 3.5.10). Further to the east of the forge additional elements of this retaining wall had remained exposed and were clearly observed forming external partitions of the canal hub space around Buildings 3 (Plate 13). This external wall continued to form further external space associated with Building 1, as featured in Figure 2, where the wall was preserved to a height of 1.2m and comprised up to 10 courses capped by a further course of rough sandstone blocks set side by side (Plate 14). This wall was retained *in situ*.



Plate 12. Retaining wall 201 to rear of the forge, and culvert 202 partially exposed



Plate 13. Further elements of retaining wall 202, west of the forge.



*Plate 14. Continuation of retaining wall **202** north-east of the forge (Building 5), forming an external wall associated with Building 1 (distance).*

- 3.5.12 Below retaining wall **201**, a red-brick and sandstone block capped culvert (**202**), was also observed (Plate 12 and 15). This ran east-west, parallel to and at the base of the southern wall to the forge and was observed to extend for the entire length of the building before passing beyond the limit of excavation. It comprised a narrow channel, less than 0.20m wide, created by two parallel rows of unfrogged red brick, set end on end and bonded with a white lime mortar, capped by a line of roughly-faced sandstone slabs. The channel was partially infilled and therefore no base was observed, but it is presumed also comprised a single line of sandstone slabs. The culvert obviously relates to a drainage system created when the canal hub complex was first developed.
- 3.5.13 An extension of probably the same culvert was also observed during groundworks to the east of Building 5 (Figure 2). Here the feature was recorded as context **1008** and appeared to continue north for over 10m before interfacing with a further culvert extending east-west. A short section was also observed branching off **1008** and extending to the east.



Plate 15. Culvert **202** exposed at the base of the southern wall of the forge (Building 5). Viewed facing east towards wall **201**.

- 3.5.14 **Areas to the front of the main warehouse (Building 7-9) and Forge (Building 5):** excavations in this area primarily comprised the excavation of linear service trenches, associated tanks, and small test pit locations or tree removal (Figure 2). In general, the area comprised a mixture of tarmac and concrete surfaces, for example, as exposed in a service trench excavated on a north/south axis from the site entrance to Buildings 7-9 (Plate 16, 17 and 18) or soil surfaces and redeposited layers, extending to the limits of the canal further to the north-west of the remaining buildings, and the site entrance and boundary along Finsley Gate and Hollingreave Road to the north and north-east.



Plate 16. Excavation of a service trench from the site entrance towards Buildings 7-9.



Plate 17. West facing section of the north-south aligned service trench, showing composition of modern surface deposits.



Plate 18. General shot of manhole 2 within the newly excavated service trench to the north of Buildings 7-9, showing general soil matrix encountered. Viewed facing east.

- 3.5.15 Towards the western extent of the area, near the canal edge, excavation of a service trench and attenuation tank revealed a number of features, among which was a large structure, measuring approximately 3m by 2m, seemingly comprising a concrete and rubble construction (Figure 2: Plate 19). This feature had two recesses towards the centre, with the remains of metal struts still in place and projecting upwards. The structure and the metallic elements were interpreted as the remains of a potential crane base or other machinery, potential for unloading canal cargo or lifting of the canal boats themselves, for repair and fitting.
- 3.5.16 Excavation further to the east of the potential machine base, was hampered by considerable water inundation, generally prevented photographic recording and access to the trench. However, several further culverts and a potential soak away were recognised (Figure 2: i.e., contexts **1019** and **1021**, and **1020** respectively). These were observed at a general depth of approximately 1m bgl, were formed from

unfrosted red brick with a sandstone slab capping and extended towards the canal to the north-west of the site, possibly originally discharging into the waterway.



Plate 19. The potential crane base and remains of a crane identified within a service trench near the canal edge.

- 3.5.17 In addition to the modern surfaces described above (*Section 3.5.14*), part of what is presumed to be the original external floor surface of the wharf yard was also exposed (**103**). This comprised an area measuring approximately 5m by 2m to the north-east of Building 7-9, in which a section of a cobbled surface was evident (Plate 20). This surface comprised well-dressed, rectangular sandstone blocks, approximately 0.20m in size, laid in a single course, with no visible bonding agent. While the area of cobbles was not observed elsewhere on site, it is probable that the yard surface in this area was originally formed in such a manner and has since been removed and replaced on a piecemeal basis across the site.
- 3.5.18 Further to the south and east of this cobbled surface (Figure 2), excavation of service trenching identified further examples of red brick and stone slab-capped culverts, forming additional elements of the original drainage systems associated with the wharf. In addition, a potential concrete base was identified close to a section of the retaining wall creating yard space around Building 3. It is unclear what this potentially late addition to the area represents. Further to the east of this again, within the external yard space associated with Building 1, a stone slab floor surface was also identified (Context **1018**: Figure 2). This surface was relatively limited in extent, measuring only 1.5m by 0.80m (Plate 21), and was laid over a deposit of made ground. Given the limitations of the feature it is unclear how this may have functioned, although it likely acted as a path providing access to Building 1.



Plate 20. Area of cobbled surface (103) exposed to the north-east of Buildings 7-9. Viewed facing east.



Plate 21. Sandstone slab surface 1018 located near Building 1.

3.5.19 A further and final series of features, again probably associated with original drainage facilities were also identified within a service trench excavated to the east of the site, to the immediate rear and south-east of Building 1. Here the remains of a red brick-built and stone-capped culvert (**901**: Plate 22) were observed to extend for approximately 1.6m from the southern wall of Building 1 on a south-east/north-west axis. At its southern extent the culvert appeared to be truncated by a circular brick-built feature (**900**), with no evidence that the culvert emptied into the structure. The circular structure measured approximately 1.5m in diameter and comprised a single skin of un-frogged red brick preserved in at least five courses and bonded with a white lime mortar. In several places a number of smaller circular apertures were observed within the internal elevation of the structure, suggesting a number of drainage pipes emptied into the feature. While the structure was originally interpreted as a possible well, and it may well represent a repurposed well, the presence of the apertures draining into the feature would suggest that it later formed part of the drainage system associated with the canal hub, perhaps also providing an inspection point.



Plate 22. Structure **900** and culvert **901**. Viewed facing south-east.

3.6 Finds summary

3.6.1 While a range of general detritus, including sections of timber, as well as demolition materials including brick and stone fragments, was observed during various groundwork operations across the site, no artefacts, such as diagnostic pot fragments or other materials were recovered.

4 DISCUSSION

4.1 Reliability of field investigation

4.1.1 A site presence was maintained during most groundworks, and the attending archaeologist was afforded sufficient opportunity and time to investigate, clean and record any features identified during those works. For the most part, ground conditions were relatively good, although ground water inundation, both within internal subterranean contexts and external trench works was an issue at various times, inhibiting visual inspection when present. In addition, various elements of groundwork were conducted to a depth below safe access and often required the introduction of mobile shoring apparatus which inevitably prevented visual inspection to some extent. Excepting such limitations, the features that were identified were generally structural in nature and therefore could be easily distinguished from overlying and surrounding deposits. The results of the watching brief may therefore be seen as a reasonable and reliable indication of the nature and extent of below ground remains disturbed by the development and therefore requiring mitigation via preservation by record. Furthermore, the record generated during the project represents the best attempt to mitigate disturbance to and loss of those features and adhered to industry standards and guidelines at all times.

4.2 Watching Brief objectives and results

4.2.1 The watching brief objectives were to monitor ground works within the PDA, in order to identify, characterise and record any unknown buried features or deposits of interest ahead of their disturbance and/or destruction during development of the site. In this regard, the watching brief was successful having identified a number of almost exclusively structural features relating to the original construction of the canal hub and its operation, that were not otherwise evident and have subsequently been partially or entirely removed during development of the site. Within the confines of the watching brief, these remains were recorded to a level required by industry standards and guidelines and a professional archive has been compiled.

4.3 Interpretation

4.3.1 The remains identified during the watching brief entirely comprise structural features which, based upon their form, location and materials of construction, exclusively appear to relate to the original construction of the canal hub infrastructure or later additions. In this regard, the majority of such features relate to drainage servicing the various buildings and the hub in general, although several features appear to indicate original floor surfaces and other functional structures, such as the potential machine base, saw pit and possible storage items, both within the remaining upstanding buildings and across the external yard areas. In addition, remains relating to several now demolished structures, could also be related to several minor buildings featured in the site plan (Figure 2, Buildings 6), which appears to have been a later addition to the canal hub, based upon the materials utilised in its construction. No features or deposits earlier than the foundation of the canal hub infrastructure were observed.

4.4 Significance

- 4.4.1 The significance of the features encountered derive entirely from the original development of the site to service the canal infrastructure and are therefore integral to the historical context of the site. With this said, few, if any, of the features encountered are of considerable significance in their own right and collectively contribute little to further our understanding of the development of the site and its operation during this critical point in the development of the local area and the wider trajectory of urbanisation and industrialisation on a regional or national scale. As such, they have been recorded in accordance with industry standards in lieu of their disturbance and potential destruction, but little more can be developed by further analysis and dissemination.

5 FIGURES

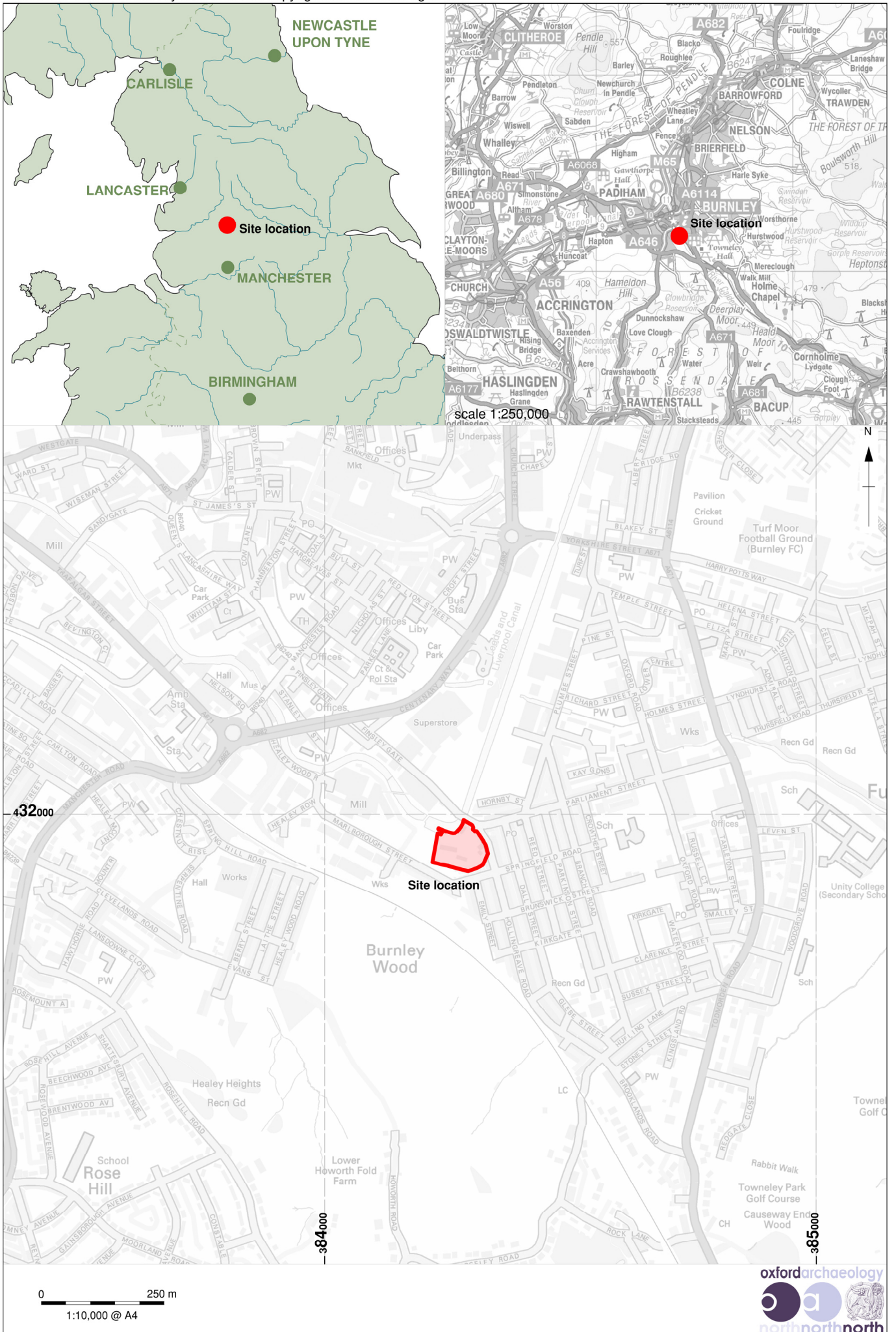


Figure 1: Site location

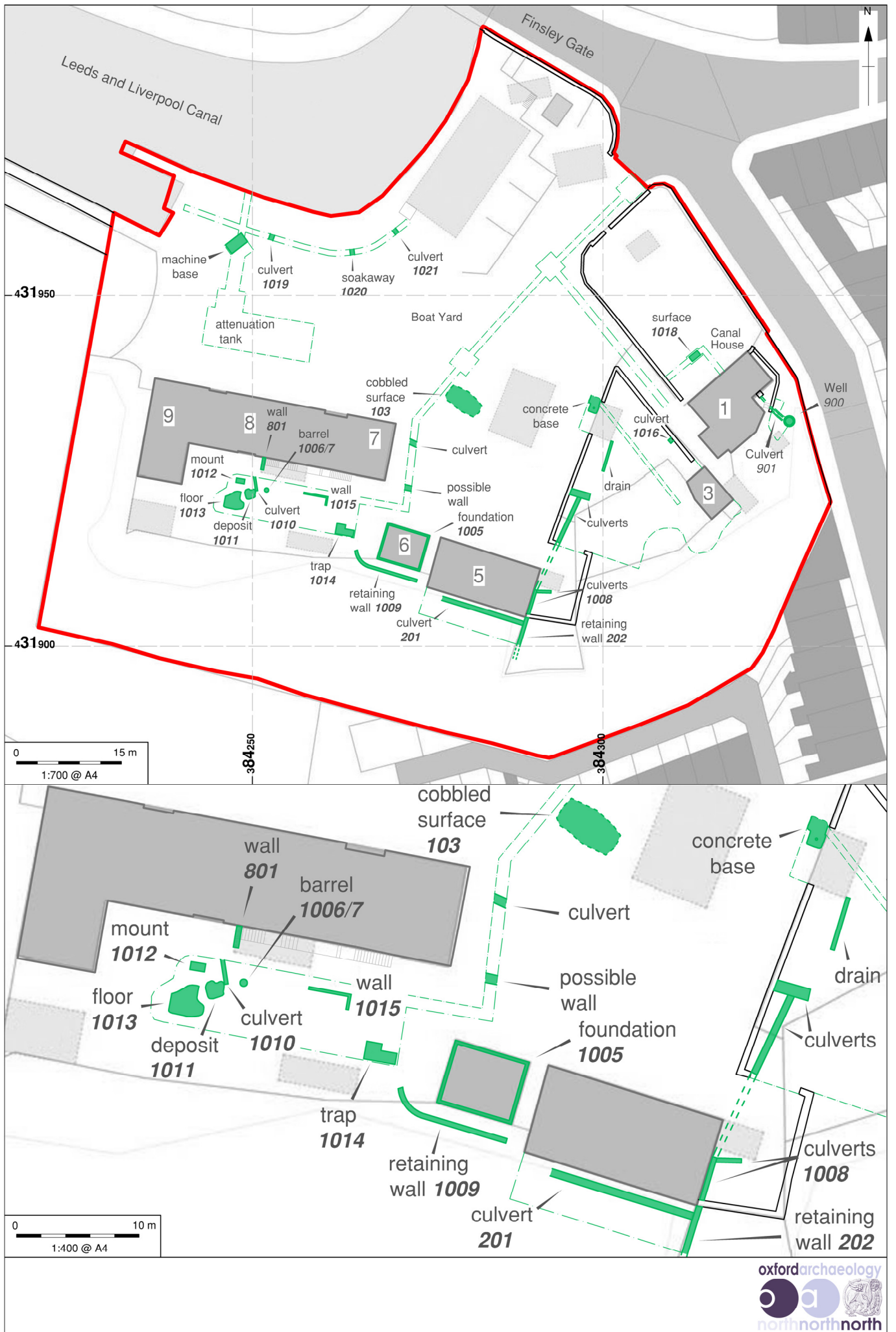


Figure 2: Finsley Gate Wharf regeneration area watching brief plan

APPENDIX A DESCRIPTIONS AND CONTEXT INVENTORY

Context	Area	Description
100	Service trench (from site entrance to Buildings 7-9)	Concrete and hardcore layer, 0.20m thick
101	Service trench (from site entrance to Buildings 7-9)	Dark grey silt and clay levelling deposit, with frequent rubble inclusions, 0.3-0.40m thick
102	Service trench (from site entrance to Buildings 7-9)	Light grey, yellow clay with sandstone inclusions, either natural or re-deposited natural
201	Rear of Building 5	Sandstone retaining wall
202	Rear of Building 5	Red brick and sandstone capped culvert
801	Rear of Building 8	Short section of red brick wall, extending from the southern wall of Building 8
900	Rear of Building 1	Circular red brick-built structure (possible well or manhole)
901	Rear of Building 1	Red brick and sandstone culvert
1000	Front of site	Concrete layer 0.20m thick
1001	Front of site	Secondary bedding layer for concrete surface
1002	Front of site	Primary bedding layer
1003	Front of site	Made ground deposit
1004	Rear of Buildings 7-9	Made ground deposit
1005	Building 6	Perforated red brick and concrete foundation wall for Building 6
1006	Rear of Buildings 7-9	Cut for barrel 1007
1007	Rear of Buildings	Wooden barrel

Context	Area	Description
	7-9	
1008	East of Building 5	Red brick and sandstone capped culvert
1009	Rear of Buildings 7-9	Sandstone retaining wall, same as 201
1010	Rear of Buildings 7-9	Red brick and sandstone capped culvert
1011	Rear of Buildings 7-9	Red brick deposit/surface
1012	Rear of Buildings 7-9	Sandstone block/possible machine mount
1013	Rear of Buildings 7-9	Red brick floor surface (Possibly Building 16)
1014	Rear of Buildings 7-9	Red brick structure/possible silt trap
1015	Rear of Buildings 7-9	Section of red brick-built foundation wall (possibly Building 17)
1016	Rear of Buildings 7-9	Stone culvert
1017	General	Natural sandstone bedrock
1018	Rear of Buildings 7-9	Isolated stone surface
1019	Front of Buildings 7-9	Stone capped culvert exposed in service trench
1020	Front of Buildings 7-9	Red brick-built manhole or soak away
1021	Front of Buildings 7-9	Red brick and stone capped culvert exposed in service trench

APPENDIX B BIBLIOGRAPHY

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APPENDIX C SITE SUMMARY DETAILS / OASIS REPORT FORM

Site name: Finsley Gate Regeneration Works, Burnley
Site code: FGR19
Grid Reference SD 84270 31930
Type: Watching Brief
Date and duration: 25/11/19 – 13/05/2021 52 days total
Area of Site 0.5ha
Location of archive: The archive is currently held at Oxford Archaeology (OA) North, Mill 3, Moor Lane Mills, Moor Lane, Lancaster, LA1 1QD and will be deposited with Towneley Hall Art Gallery and Museum, in due course.

Summary of Results: An intermittent watching brief was maintained during groundworks conducted over the course of two years, to develop and enhance the Finsley Gate Canal Hub and associated buildings and infrastructure. The watching brief identified numerous structural features across the site, which, based upon their form and materials of construction, primarily related to drainage and waste management systems associated with the original development of the site as a canal hub, with some later modern additions. In addition, the remains of a saw pit was identified within one of the upstanding buildings, while various wall foundations, floor surfaces and other features may have related to now demolished buildings within the complex, as well as the remains of potential winch or some other sort of machinery located nearer the canal edge. No features were identified that could conceivably pre-date the establishment of the canal hub and wider system.

Project Details

OASIS Number			
Project Name	Finsley Gate Regeneration Works Watching Brief		
Start of Fieldwork	25/11/19	End of Fieldwork	13/05/2021
Previous Work	DBA	Future Work	None

Project Reference Codes

Site Code	FGB19	Planning App. No.	APP/2018/0104 and APP/2018/0103
HER Number		Related Numbers	

Prompt	
Development Type	
Place in Planning Process	Choose an item.

Techniques used (tick all that apply)

- | | | |
|--|---|---|
| <input type="checkbox"/> Aerial Photography – interpretation | <input type="checkbox"/> Grab-sampling | <input type="checkbox"/> Remote Operated Vehicle Survey |
| <input type="checkbox"/> Aerial Photography - new | <input type="checkbox"/> Gravity-core | <input type="checkbox"/> Sample Trenches |
| <input type="checkbox"/> Annotated Sketch | <input type="checkbox"/> Laser Scanning | <input type="checkbox"/> Survey/Recording of Fabric/Structure |
| <input type="checkbox"/> Augering | <input type="checkbox"/> Measured Survey | <input type="checkbox"/> Targeted Trenches |
| <input type="checkbox"/> Dendrochronological Survey | <input type="checkbox"/> Metal Detectors | <input type="checkbox"/> Test Pits |
| <input type="checkbox"/> Documentary Search | <input type="checkbox"/> Phosphate Survey | <input type="checkbox"/> Topographic Survey |
| <input type="checkbox"/> Environmental Sampling | <input type="checkbox"/> Photogrammetric Survey | <input type="checkbox"/> Vibro-core |
| <input type="checkbox"/> Fieldwalking | <input type="checkbox"/> Photographic Survey | <input type="checkbox"/> Visual Inspection (Initial Site Visit) |
| <input type="checkbox"/> Geophysical Survey | <input type="checkbox"/> Rectified Photography | <input type="checkbox"/> Watching Brief |

Monument

Period

	Choose an item.
	Choose an item.
	Choose an item.

Object

Period

	Choose an item.
	Choose an item.
	Choose an item.

Insert more lines as appropriate.

Project Location

County	
District	
Parish	
HER office	
Size of Study Area	
National Grid Ref	

Address (including Postcode)

--

Project Originators

Organisation	
Project Brief Originator	
Project Design Originator	
Project Manager	
Project Supervisor	

Project Archives

	Location	ID
Physical Archive (Finds)		
Digital Archive		
Paper Archive		

Physical Contents

Present?

Digital files associated with Finds

Paperwork associated with Finds

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Plans	<input type="checkbox"/>
Report	<input type="checkbox"/>
Sections	<input type="checkbox"/>
Survey	<input type="checkbox"/>

Further Comments



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