



Bonded Warehouse, Water Street, Manchester

Greater Manchester

Archaeological Desk-based Assessment



Oxford Archaeology North

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SUMMARY

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 the St John's Quarter. This 13-acre site incorporates the former Granada Television Estate, together with adjacent cleared sites between Water Street and the River Irwell. In the first instance, however, Allied London is bringing forward proposals for the conversion of a five-storey former railway warehouse (centred on NGR 383075 397945).

Referred to as the Bonded Warehouse, this non-designated heritage asset was built in *c* 1867 as a replacement for two earlier railway warehouses that were destroyed by a fire in 1866. The building is not afforded any statutory protection, other than its location in the Castlefield Conservation Area. The Bonded Warehouse makes a very positive contribution to the setting of the area, which is characterised by historic railway structures; the building will be retained as part of the current development proposal.

In order to inform the design proposals, and support the planning process, Allied London Properties Ltd 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 the development proposals 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 John's Quarter.

In total, 122 heritage assets have been identified within a study area of 500m, of which only three lie within the boundary of the present Site Area. One of these heritage assets is the Bonded Warehouse, and the other two comprise an eighteenth-century field boundary and an animal trans-shipment station; these two sites have been identified on the sequence of historical mapping, and will almost certainly have been destroyed entirely during construction of the Bonded Warehouse in *c* 1867. In consequence, there is little potential for buried remains of archaeological interest to survive *in-situ* within the boundary of the Site Area, and the proposed conversion of the building is unlikely to have any impact on the below-ground archaeological resource.

The Bonded Warehouse, however, is of borough/regional importance. The exterior appears to have been unaltered, retaining original doors and windows, and whilst the basement and ground floors of the building are known to have been subject to modern alterations, it is probable that the upper floors retain original features, fixtures and fittings. These would merit recording via a programme of archaeological building investigation prior to development, in accordance with policies on the conservation of the historic environment set out in National Planning Policy Framework.

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.

1. INTRODUCTION

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 the St John's Quarter. 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 two-tier, mixed-use scheme with a total floor space of 4,000,000 square feet. It is proposed that the lower tier of development will create a low-rise, mixed-use 'village', with offices, studios, retail and leisure facilities on the lower floors, with a roofscape of residential uses and terraced gardens. The upper tier of development will comprise a series of residential towers that 'float' above the 'village', with the tallest buildings being constructed towards the River Irwell to the west of the site. In the first instance, however, Allied London is bringing forward proposals for the conversion of a non-designated, five-storey former railway warehouse, referred to as the Bonded Warehouse, which was built in c 1867.
- 1.1.2 In order to secure archaeological interests and inform the development process, Allied London commissioned Oxford Archaeology North (OA North) to undertake an archaeological assessment of the Bonded Warehouse (referred to hereafter as the Site Area). 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 John's Quarter (Levrant Heritage Architecture Ltd 2014).

1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The Site Area (centred on NGR 383075 397945) is focused on the site of the former ITV Granada studios to the west of Manchester's city centre (Fig 1). The site is bounded by Water Street to the west, Quay Street and Great John Street to the north and Atherton Street and Lower Byrom Street to the east (Plate 1). The southern boundary of the site adjoins the Museum of Science and Industry in Manchester (MoSI).
- 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. It lies at a height of c 31m above Ordnance Datum (aOD).

- 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 study area, marking the Bonded Warehouse

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 36 buildings or structures of special architectural interest within 250m radius of the Site Area (Table 1). Most of these are afforded statutory designation as Grade II listed buildings, although also includes Grade I and Grade II* listed buildings. The Bonded Warehouse, however, is not afforded any similar level of statutory designation.

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
12071.2.0	Power Hall of MoSI	II	SJ 8315 9787
8459.1.0	MoSI, Air & Space Museum	II	SJ 8328 9779
8686.1.0	Gunn House	II	SJ 8321 9775
12071.1.0	Former Lower Byrom Street Warehouse	II	SJ 8319 9786
8646.1.0	Victoria Warehouse, Albert Warehouse and Quay	II	SJ 8306 9810
11652.1.0	St Johns College of Further Education	II	SJ 8322 9800
8581.1.0	The Opera House	II	SJ 8341 9804
8302.1.0	14 Byrom Street	II	SJ 8335 9796
8304.1.0	15a Byrom Street	II	SJ 8337 9796
8305.1.0	25-31 Byrom Street	II	SJ 8336 9790

Table 1: Summary of listed buildings within 250m of the Site Area

2. METHODOLOGY

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 (IfA 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 Figure 13.

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	To be avoided
Regional/County	Conservation Areas, Registered Parks and Gardens (Statutory Designated Sites), Grade II Listed Buildings 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 3.

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
National	Major	Major	Intermediate/Minor	Neutral
Regional/County	Major	Major/Intermediate	Minor	Neutral
Local/Borough	Intermediate	Intermediate	Minor	Neutral
Local (low)	Intermediate / Minor	Minor	Minor/Neutral	Neutral
Negligible	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 500m to the south 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 a fragment of worked flint that has been dated to the Neolithic Period was discovered within the wider study area.
- 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).

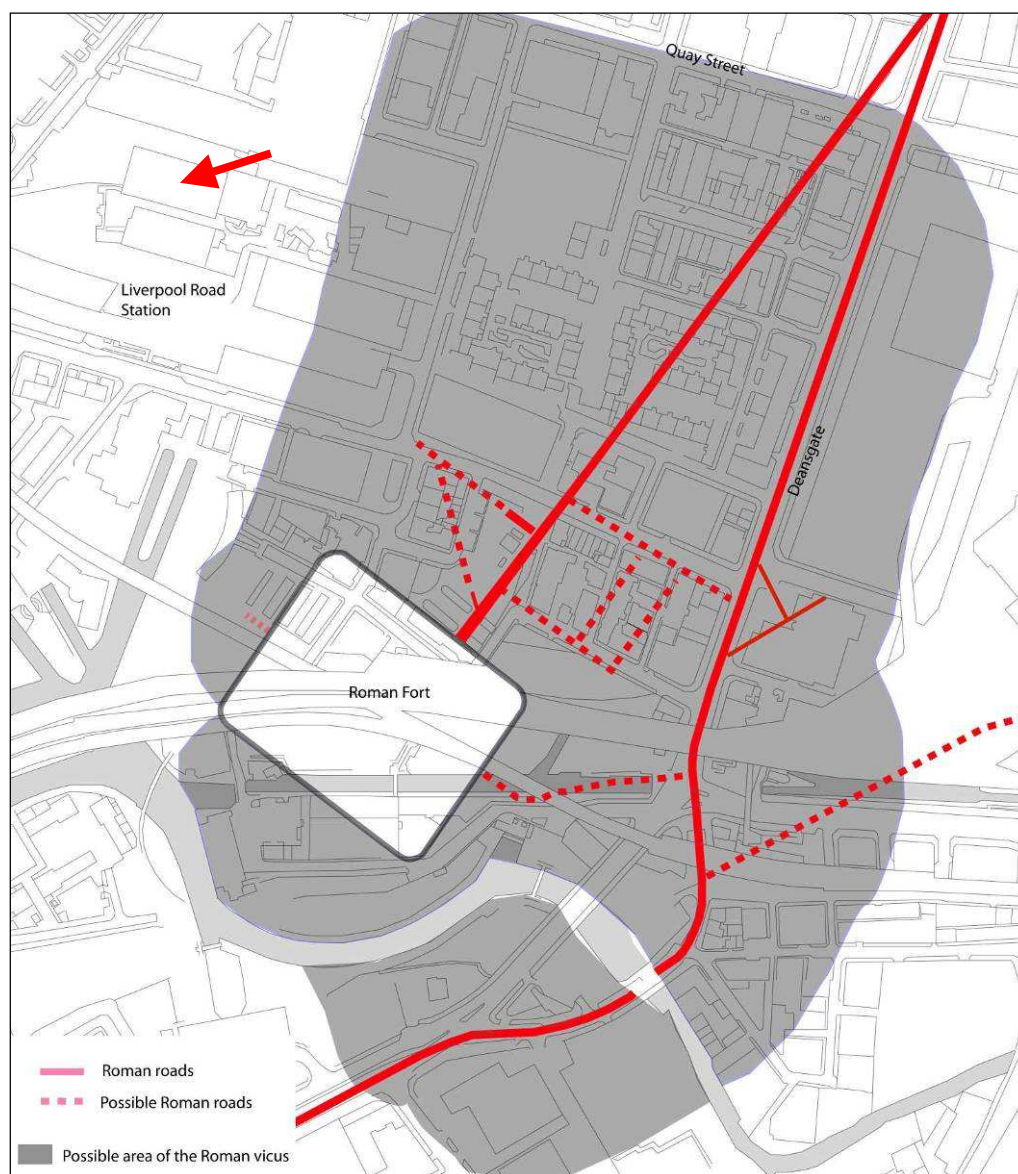


Plate 2: The extent of Manchester's Roman settlement (from Gregory forthcoming), with arrow marking the position of the present Site Area

- 3.1.5 The Site Area falls outside the suspected limits of the settlement core, although it is 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, and the potential for any such remains is considered to be very low.
- 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 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 and Salford Junction Canal, the line of which crosses the Granada Studios site.
- 3.1.13 ***The Manchester and Salford Junction Canal:*** this was intended to provide a direct link from the Mersey Irwell Navigation's Old Quay to the Rochdale Canal at Mosley Street. In 1801, the Manchester, Bolton & Bury Canal Company sent a deputation to the Old Quay Company to suggest a navigable tunnel from the river navigation towards the Rochdale Canal. This scheme also fell through, but was resurrected some 40 years later. The Manchester & Salford Junction Canal Act was passed in 1836, and the new canal was opened on 28 October 1839 at a cost of £60,000.
- 3.1.14 As constructed, the canal extended for 940m from its western terminus at the River Irwell to the Rochdale Canal via four sets of locks, raising the canal by 40ft. The first lock was a stop lock, built as a single pound, whilst all the other locks were double locks. Lock No 2 was located to the east of the Irwell Bridge, and was constructed as a double lock. However, the northern pound was converted for use as a dry dock in the later nineteenth century, reflecting the decline in trade. Beyond Lock No 2, the canal went through a 499 yard long tunnel, which extended beneath Deansgate. Two branch tunnels were also driven northwards, terminating beneath the existing London North Eastern Railway building to the east of Deansgate, from where goods were transferred from the railway to the canal via two shafts. Beyond the tunnel, a double staircase flight of locks raised the canal to its summit level.

- 3.1.15 The new canal was an immediate failure, not least due to the opening of Hulme Locks in 1838, creating a connection between the River Irwell and the Rochdale and Bridgewater canals. The Manchester & Salford Junction Canal was taken over by the Mersey & Irwell Navigation Company in early 1842 for the sum of £30,750. By this date, however, the developing railway system provided serious competition to the canal network, and the revenue accrued by the Manchester & Salford Junction Canal plummeted.
- 3.1.16 The Mersey & Irwell Navigation Company was bought out by the Cheshire Lines Committee (a railway company) in 1872, which shortly secured an Act to build the Central Station. This necessitated the backfilling of the canal between Lower Mosley Street and Watson Street, which included two locks and the supply reservoir, effectively rendering the Manchester & Salford Junction Canal as an arm of the Mersey & Irwell Navigation. However, in 1899, the Great Northern Railway erected a goods station above the tunnel of the Manchester & Salford Junction Canal, which included two hoist wells being excavated 25ft down to the canal to enable the transshipment of goods between the railway and the new Ship Canal via the River Irwell.
- 3.1.17 The Manchester & Salford Junction Canal eventually fell into disuse in 1922, and it was formally abandoned as a navigation under the Manchester Ship Canal Act of 1936. The canal tunnel was converted into an air-raid shelter during the Second World War, and the western canal terminus area was acquired by Granada Television in 1955. The canal basin was infilled and levelled subsequently.
- 3.1.18 ***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).
- 3.1.19 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 the 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, although the Site Area appears to have remained undeveloped. Some of the streets shown on Laurent's map were speculative, and were not actually built, such as the extension of Edward Street across the Site Area. Green's map also shows several field boundaries, one of which crosses the south-eastern corner of the Site Area (Site 03)



Plate 2: Extract from Charles Laurent's map of 1793, with arrow 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 3) provide an indication of the extent of development, and show the Site Area to have been undeveloped. This is confirmed by the detail on Swire's map of 1824, which similarly shows the Site Area to have been undeveloped (Fig 3).



Plate 3: 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). The Site Area is still undeveloped, although several warehouses are shown to have been erected on land immediately to the south, 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 depicted a series of rectangular buildings across the eastern part of the Site Area, occupying land between the railway warehouse shown on Bancks & Co's map and Charles Street. These buildings are identified by the Ordnance Survey as a 'pig station' (Site 02), and were presumably intended as a trans-shipment area for livestock brought into Manchester via the railway (Fig 6).

- 3.2.6 The 'pig station' was demolished in c 1867, when the railway warehouse (Site 01) that currently occupies the Site Area was erected. This was required to replace the warehouse and transit shed immediately to the south, which was gutted by a major fire in 1866. Referred to originally as the Charles Street Warehouse, the new building was built to a height of five storeys, including a semi-basement that lay below the raised level of the railway lines. A drawing of the building, produced in the late nineteenth-century for insurance purposes, shows the basement to have been used as 'bonded stores', with flour and general foods on the first floor, cotton on the second, and flour and grain on the top two floors (Plate 4). An associated plan marks three hoists, placed equidistant along the approximate central line of the building.

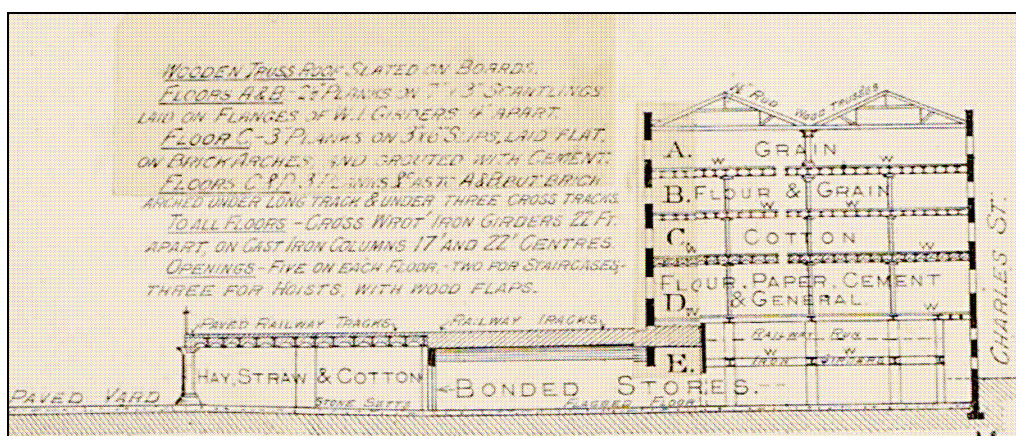


Plate 4: Late nineteenth-century section through Charles Street Warehouse (Site 01)

- 3.2.7 Further detail of the building is provided by the next edition of Ordnance Survey mapping, which was published in 1891 at a scale of 1:500 (Plate 4) and at 25": 1 mile in 1896 (Fig 7). The 1:500 plan shows that the warehouse was served by an internal railway along its southern side, which connected three wagon turntables to facilitate movement of goods inside the building.

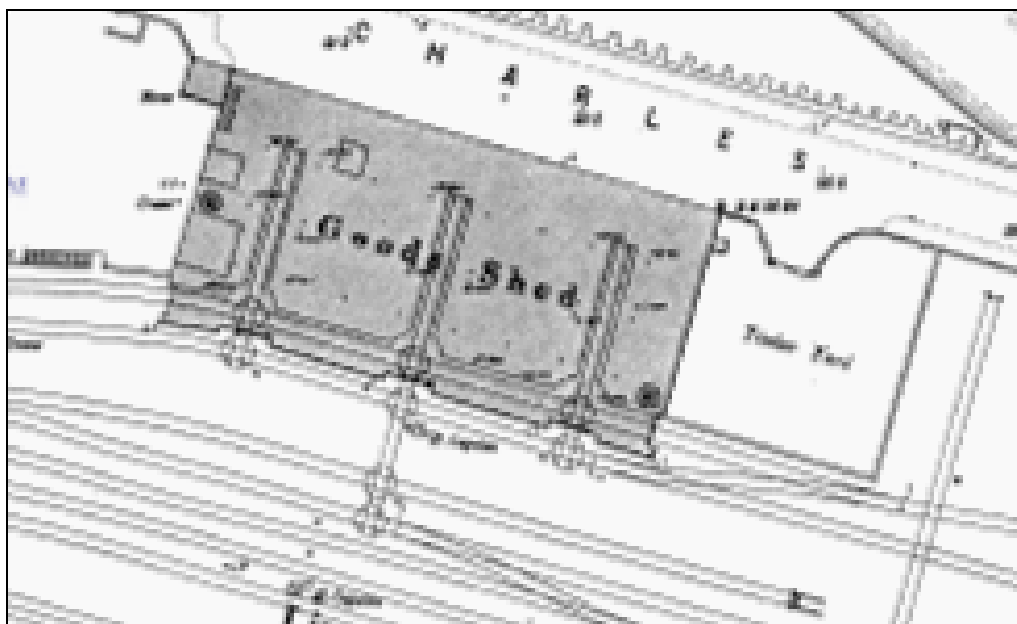


Plate 5: Extract from the Ordnance Survey 1:500 map of 1891

- 3.2.8 Ordnance Survey mapping of the 1890s also shows a timber yard (Site **04**) to have been established immediately to the east of the warehouse. However, this timber yard was short-lived, and its site is shown on the Ordnance Survey map of 1908 to be occupied by two parallel rectangular buildings (Fig 8). These were used as stables, stalls and harnessing rooms, and survive extant, albeit in a remodelled condition.
- 3.2.9 Subsequent editions of Ordnance Survey mapping, published in 1922, 1932 and 1948 show little change to the Site Area (Figs 9-11), although the latter maps indicate that Brunswick canal basin, forming part of the Manchester & Salford Junction Canal immediately to the north-east of the Bonded Warehouse, had been infilled. The warehouse and adjacent stables are similarly shown unaltered on the Ordnance Survey map of 1956-65 (Fig 12), by which date the Granada Television Centre had been established, and the canal infilled.

3.3 PREVIOUS ARCHAEOLOGICAL WORKS

- 3.3.1 Various archaeological projects have been undertaken in the study area since the 1990s. Of particular relevance to the present study was the survey and excavation of part of the Manchester & Salford Junction Canal that was carried out by the former Greater Manchester Archaeological Unit (GMAU) in 1988. This work was intended to locate and examine a former lock of the disused canal adjacent to the Granada Studios on Water Street (GMAU 1990).
- 3.3.2 The archaeological investigation arose from ground subsidence in the main car park for the studios to the west of Water Street. Granada Television arranged for the surface of the car park to be removed in the area affected, which revealed that the upper stonework of the canal channel survived *in-situ* immediately beneath the modern ground surface. Further investigation by GMAU concluded that the subsidence had occurred over a former canal lock. The remains of canal lock No 2 were revealed in the car park of Granada Studios. The bed of solid brickwork was revealed at a depth of 5.8m, whilst the upper and lower water levels were defined by thick stone string courses at depths of 2.0 and 4.2m below the coping stones.
- 3.3.3 Another early project in the area involved the excavation of trial trenches, followed by an open-area excavation, of land bounded by Water Street and Regent Road, which was again undertaken by GMAU in 1990-91. This revealed physical remains pertaining to Manchester's nineteenth-century riverside development, although there was no surviving evidence for Roman activity or the medieval settlement (GMAU 1991). Three trenches were excavated. The remains of an early nineteenth-century timber waterfront were identified at a distance of approximately 12m from the modern embankment.
- 3.3.4 Archaeological evaluation by Pre-Construct Archaeology in 2001 targeted land at the corner of Quay Street and Lower Byrom Street. This revealed archaeological features comprising a quarry pit and two postholes at a depth of c 0.5m below the modern ground surface. These were not firmly dated, although it was suggested that they were potentially of Roman origin.

- 3.3.5 However, more detailed excavation carried out subsequently concluded that the pit was actually part of an extensive late post-medieval pit, which had perhaps been excavated for the extraction of sandstone bedrock for construction purposes (Pre-Construct Archaeology 2002). Residual evidence for earlier human activity in the area was provided by the recovery of a Neolithic flint blade and a fragment of Roman pottery from the post-medieval quarry pit.

4. GAZETTEER OF SITES

The following gazetteer entries summarise the heritage assets that lie within the boundary of the Site Area. All known heritage assets within 500m of the Site Area are shown on Figure 13.

Site Number	01
Site Name	Bonded Warehouse
HER Number	12390.1.0
Designation	Conservation Area
Site Type	Railway Warehouse
Period	c 1867
NGR	373907 405817
Source	OS 1890s
Description	A five-storey railway warehouse of red-brick construction, with blue engineering brick banding and quoins. The building retains large battened timber doors at the base of each loading bay, with the remains of hoists at the top. Windows all appear to be original, and the exterior elevations show little indication of remodelling. Whilst the basement and ground floors were remodelled internally when the building was converted for use as part of the Granada Tours scheme, the upper floors are likely to retain historic features, fixtures and fittings pertaining to its former use as a railway warehouse. The building provides a good example of a mid-nineteenth-century railway warehouse.
Assessment	The building makes a very positive contribution to the setting of the area, which is characterised by historic railway structures, many of which are afforded statutory designation as listed buildings. The Bonded Warehouse will be retained as part of the current development proposal, and will continue to be an important component of the local historic environment. The exterior elevations of the building will be largely unaltered during the proposed development, although it is anticipated that the interior will be refurbished, potentially leading to the removal of original fixtures and fittings. It would be appropriate to ensure that an archaeological record of any such fixtures and fittings is compiled in advance of development.

Site Number	02
Site Name	Pig Station
HER Number	-
Designation	Conservation Area
Site Type	Livestock Trans-shipment Station
Period	Mid-nineteenth century
NGR	383100 397937
Source	Adshead's map, 1850; OS 1851
Description	The footprint of a former pig station is shown to straddle the eastern boundary of the Site Area on mid-nineteenth-century mapping. The site was redeveloped in the 1860s with the erection of the Bonded Warehouse (Site 01) and the adjacent timber yard (Site 04)
Assessment	Any buried remains of the former pig station will have been destroyed entirely during the construction of the Grape Street Bonded Warehouse (Site 01).

Site Number	03
Site Name	Field Boundary
HER Number	-
Designation	Conservation Area
Site Type	Field Boundary
Period	Eighteenth century
NGR	383098 397930
Source	Greens map 1794
Description	A field boundary shown crossing the south-eastern corner of the Site Area on William Green's map of 1794.
Assessment	Any buried remains of the field boundary will have been destroyed entirely during the construction of the Bonded Warehouse in c 1867 (Site 01).

Site Number	04
Site Name	Timber Yard
HER Number	-
Designation	Conservation Area
Site Type	Timber Yard
Period	Late nineteenth century
NGR	383118 397935
Source	OS 1896
Description	A timber yard shown on Ordnance Survey mapping from the 1890s. The site had been redeveloped as stables, stalls and harnessing rooms by 1908. The buildings had fallen into dereliction by the mid-twentieth century, and a decision was taken in 1968 to convert them into a theatre as part of the Granada Studios complex. Further development in 1988 resulted in the conversion of part of the buildings into a recreation of the Rovers Return public house.
Assessment	The site of the timber yard lies immediately to the east of the Site Area, although any buried remains will almost certainly have been destroyed when the site was redeveloped as stables.

5. SIGNIFICANCE OF THE REMAINS

5.1 INTRODUCTION

- 5.1.1 The assessment has identified a total of 122 sites of archaeological interest within 500m of the Site Area (Fig 9). Of this total number of heritage assets, 36 are listed buildings, although none 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. Of the total number of heritage assets identified, only four sites of archaeological interest have been identified within the Site Area (Sites **01-04**). One of these heritage assets is the Bonded Warehouse, and the other two comprise an eighteenth-century field boundary and an animal trans-shipment station; these two sites have been identified on the sequence of historical mapping, and will almost certainly have been destroyed entirely during construction of the Bonded Warehouse in *c* 1867.

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 **01-04**) 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. The Site Area was not developed until the nineteenth century, when buildings were established to serve the area's expanding railway infrastructure. The area remained in use for the handling and storage of railway goods until the mid-twentieth century, when the area became the focus of the Granada Television complex.
- 5.2.3 **Rarity:** the Site Area is dominated by a former five-storey railway warehouse (Site **01**), which forms one of an important group of railway warehouses in the immediate vicinity, most of which lie within the site of the Museum and Science and Industry in Manchester. However, buildings of this type may be considered to be of regional rarity, especially when they survive in a largely unaltered condition.

- 5.2.4 **Documentation:** the historical development of the study area from the mid-nineteenth 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:** the Bonded Warehouse in the Site Area has a high group value with the adjacent former railway warehouses and associated infrastructure, forming an important foci of Manchester's rich railway heritage.
- 5.2.6 **Survival/Condition:** it is unlikely that any buried remains of archaeological interest will survive within the Site Area, as any such remains will almost certainly have been destroyed during the construction of the Bonded Warehouse in c 1867. The warehouse, however, survives intact.
- 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 nineteenth- and twentieth-century development of the area, and the associated development of the Water Street 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. The potential for Roman remains to survive *in-situ* within the Site Area is similarly considered to be low, reflecting the intensive development of the site from the nineteenth century onwards. With the exception of a field boundary (Site 03), 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. The greatest potential lies in the mid-nineteenth-century Bonded Warehouse.

5.3 SIGNIFICANCE

- 5.3.1 Using the above criteria, any buried archaeological remains within the Site Area are likely to be of low local or negligible significance, reflecting the extent to which they have almost certainly been damaged or destroyed. The Bonded Warehouse (Site 01), however, is considered to be of regional or county importance, particularly in terms of its rarity, condition and group value.
- 5.3.2 The setting of the Bonded Warehouse also contributes to its significance, in that collectively they form part of a group of important buildings in the area that illustrate its development as an key area for the early development of the local railway system. It should be noted that this includes the oldest surviving passenger railway station in the world.

6. LIKELY IMPACT OF DEVELOPMENT

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. The results 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. However, it is not envisaged that any significant earth-moving works will be required by the proposed development of the Bonded Warehouse.
- 6.2.2 The extent of any previous disturbance to buried archaeological levels is an important factor in assessing the potential impact. This assessment has concluded that development of the Bonded Warehouse in the 1860s will have caused considerable damage or complete destruction of any earlier remains in the Site Area. It is thus unlikely that any buried remains of Sites **02**, **03** and **04** will survive *in-situ*. Conversely, the Bonded Warehouse (Site **01**) survives intact, and is likely to retain historic features, fixtures and fittings that would merit archaeological recording in advance of development.
- 6.2.3 ***Standing remains:*** the development proposals allow for the conversion of the building for sustainable new uses, although the exterior elevations will be largely unaltered. It is inevitable, however, that the interior of the building will be subject to considerable remodelling, and some historic fixtures and fittings pertaining to the building's former use as a railway warehouse will be removed.

6.3 IMPACT ASSESSMENT

- 6.3.1 Following on from the above considerations, the scale of impact on the below-ground heritage assets within the Site Area is considered to be of negligible, reflecting the probable extent of previous disturbance. The impact on the Bonded Warehouse is considered to be minor, as the exterior elevations of the building will be largely unaltered with limited impact on the historic setting of the area.

Site Number	Site Name	Importance	Impact	Significance of Impact
01	Grape Street Bonded Warehouse	Regional/County	Slight	Minor
02	Pig Station	Local/ Negligible	Negligible	Neutral
03	Field Boundary	Local/ Negligible	Negligible	Neutral
04	Timber Yard	Local/ Negligible	Negligible	Neutral

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

7. RECOMMENDATIONS

7.1 INTRODUCTION

- 7.1.1 The *National Planning Policy Framework* instructs that in the case of heritage assets which 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.

7.2 RECOMMENDATIONS

- 7.2.1 There is little or no potential for below-ground remains of archaeological interest to survive in the Site Area, and the proposed conversion of the building is unlikely to have any impact on the below-ground archaeological resource. It is thus recommended that no further consideration of buried archaeological remains is merited.
- 7.2.2 None of the below-ground heritage assets identified within the Site Area are afforded statutory designation, and are thus not considered to be of national importance that would require preservation *in-situ*. Those assets determined to be of low local/negligible importance do not merit further archaeological investigation.
- 7.2.3 The Bonded Warehouse, however, is of some archaeological interest. The exterior appears to have been unaltered, retaining original doors and windows, and whilst the basement and ground floors of the building are known to have been subject to modern alterations, it is probable that the upper floors retain original features, fixtures and fittings. These would merit recording via a programme of archaeological building investigation prior to development, in line with the advice provided by NPPF.

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ILLUSTRATIONS

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
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- Figure 10: Site Area superimposed on the Ordnance Survey 25'': 1 mile map of 1932
- Figure 11: Site Area superimposed on the Ordnance Survey 1: 1,250 map of 1948-9
- Figure 12: Site Area superimposed on the Ordnance Survey 1: 1,2500 map of 1956-65
- Figure 13: Plan of gazetteer sites

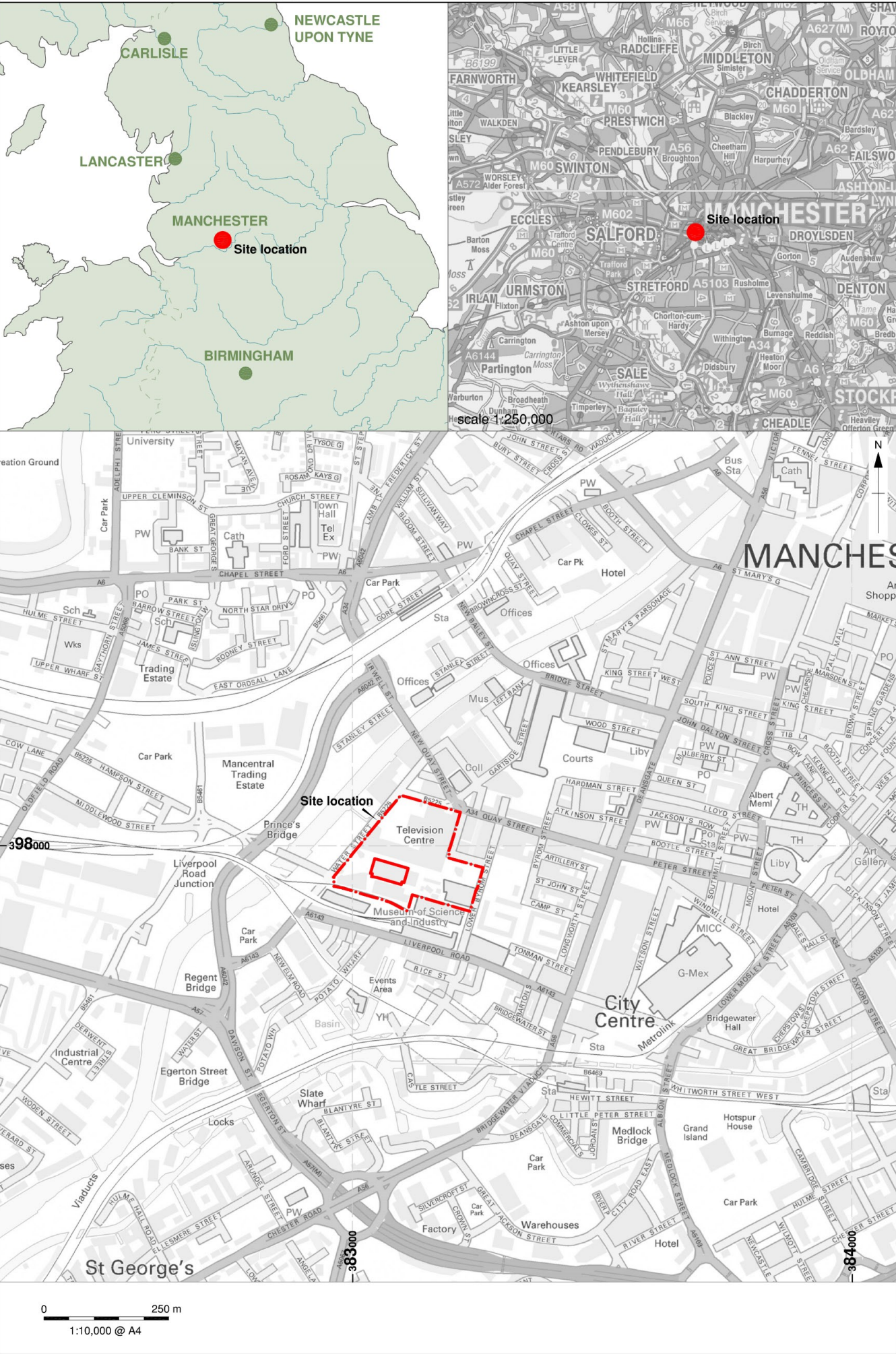


Figure 1: Site location

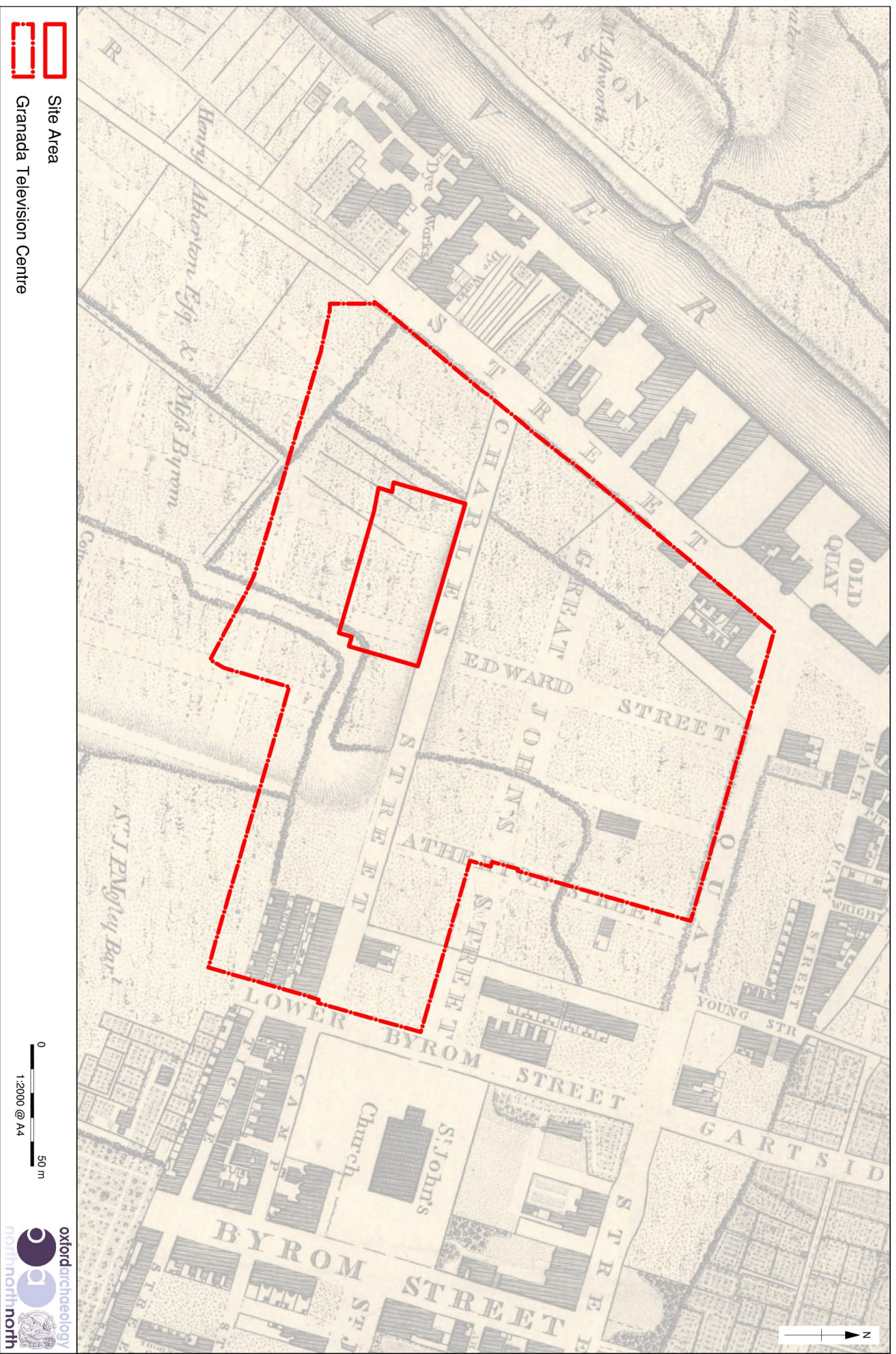


Figure 2: Site area superimposed on William Green's map of 1794

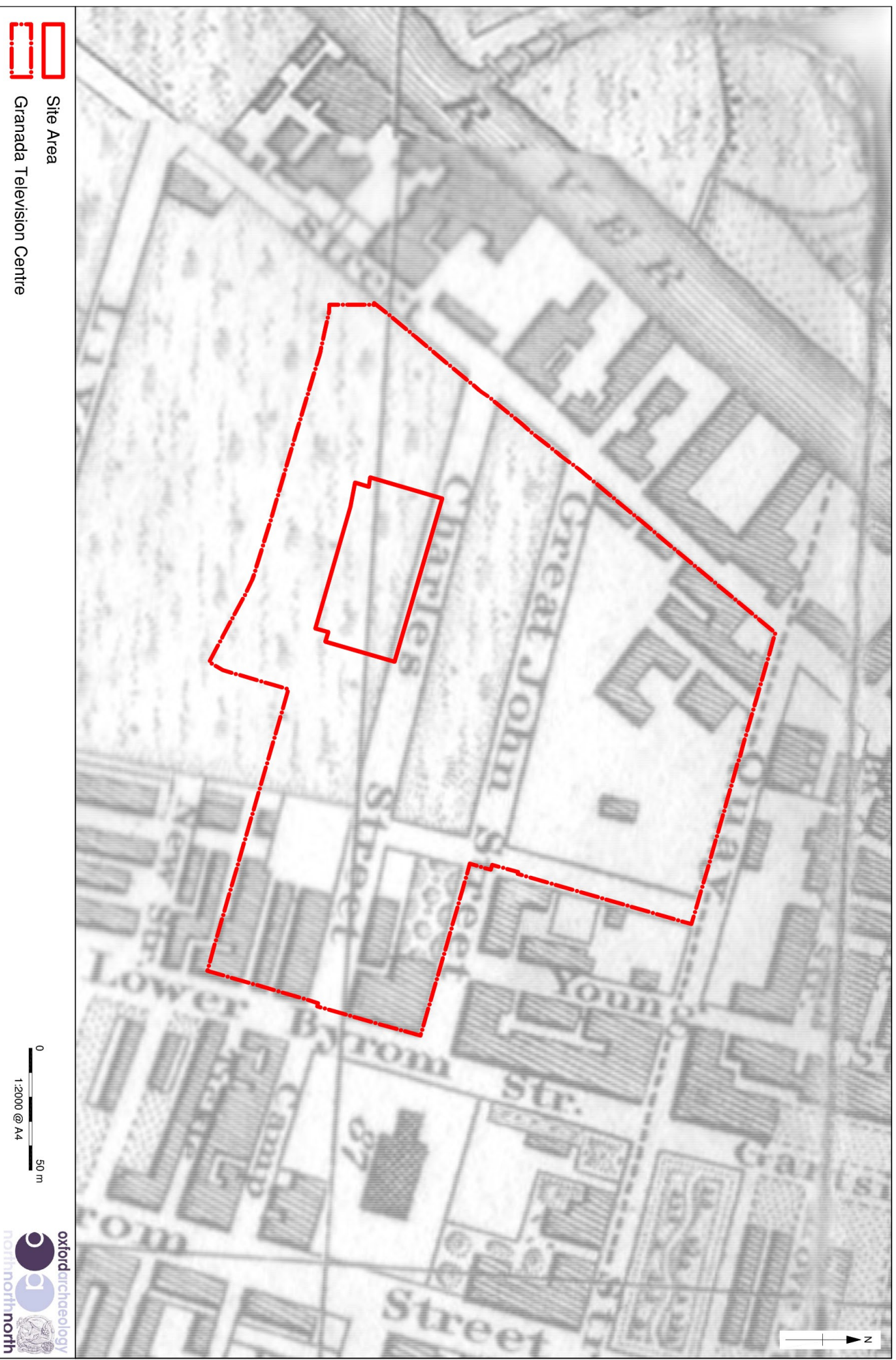


Figure 3: Site area superimposed on Swire's map of Manchester and its Environs, 1824

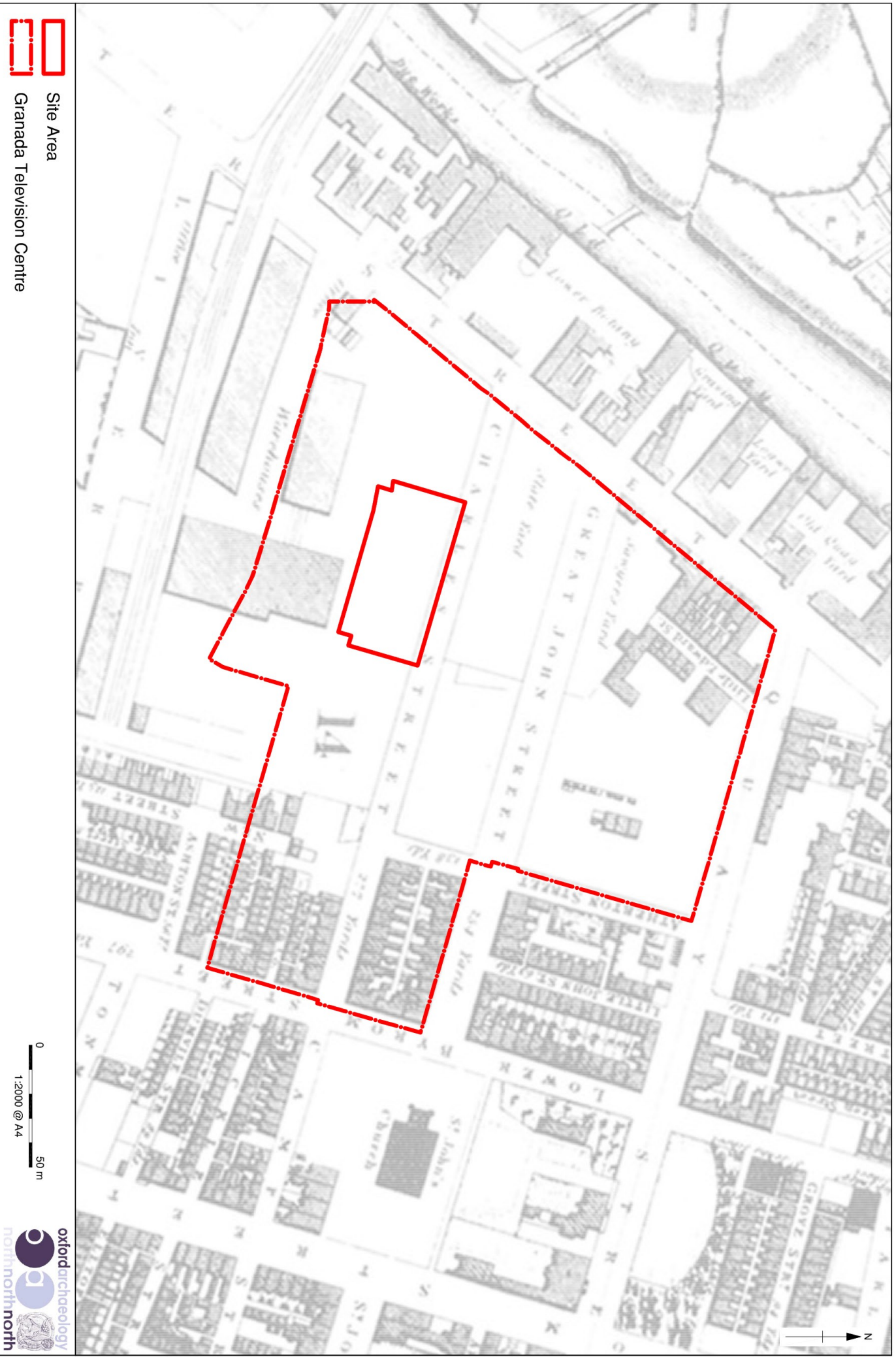
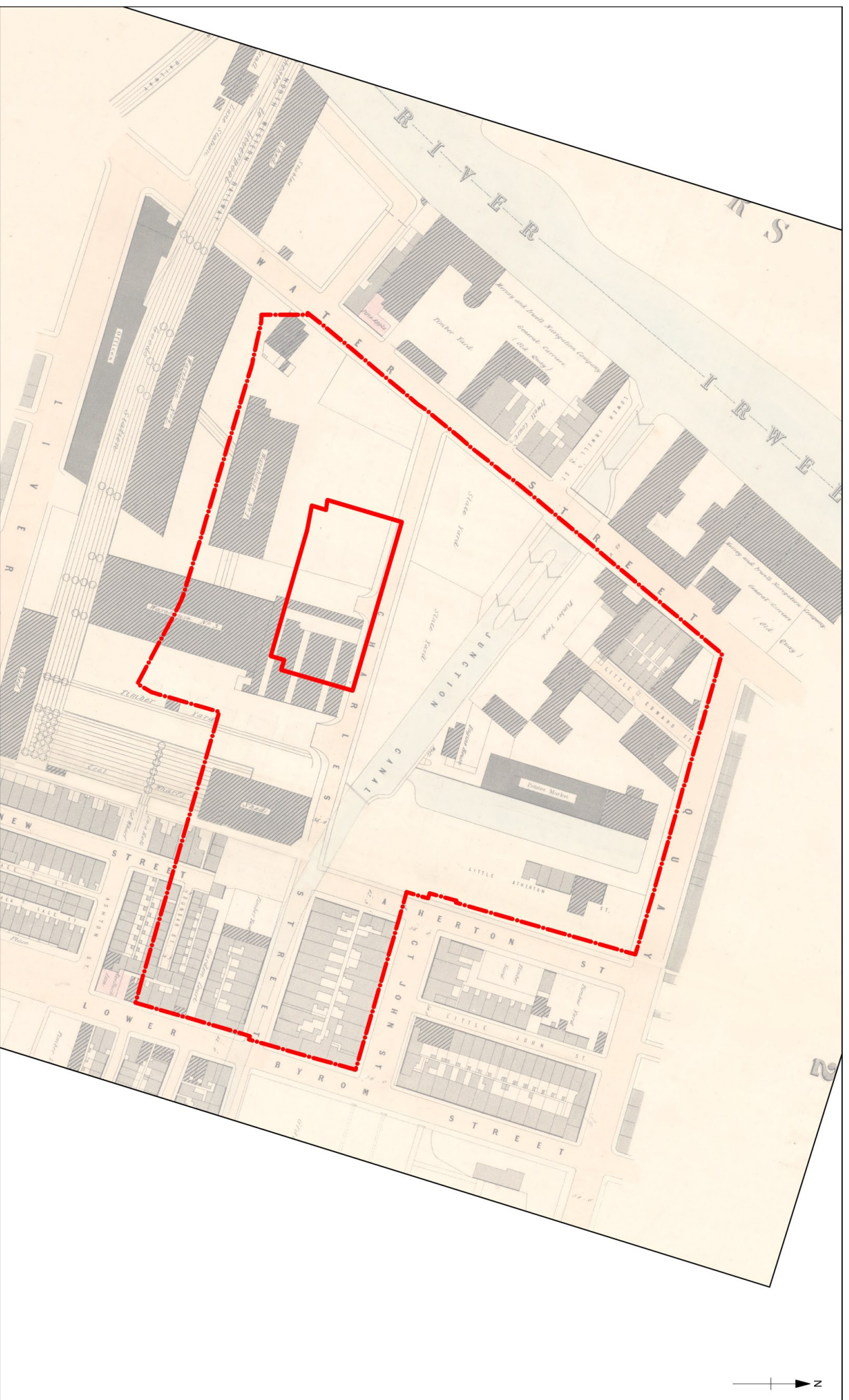
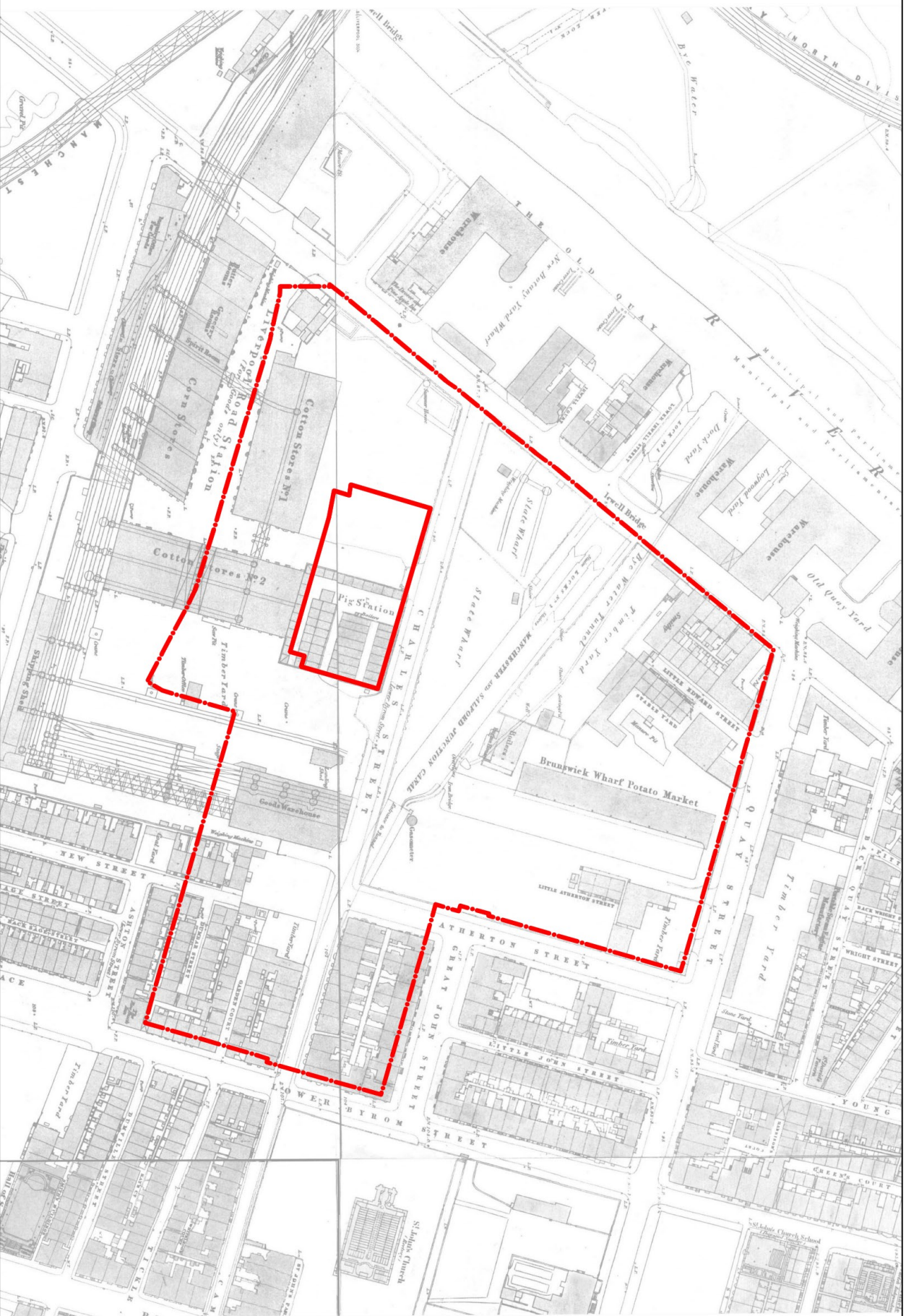


Figure 4: Site area superimposed on Barcks & Co's map of 1831



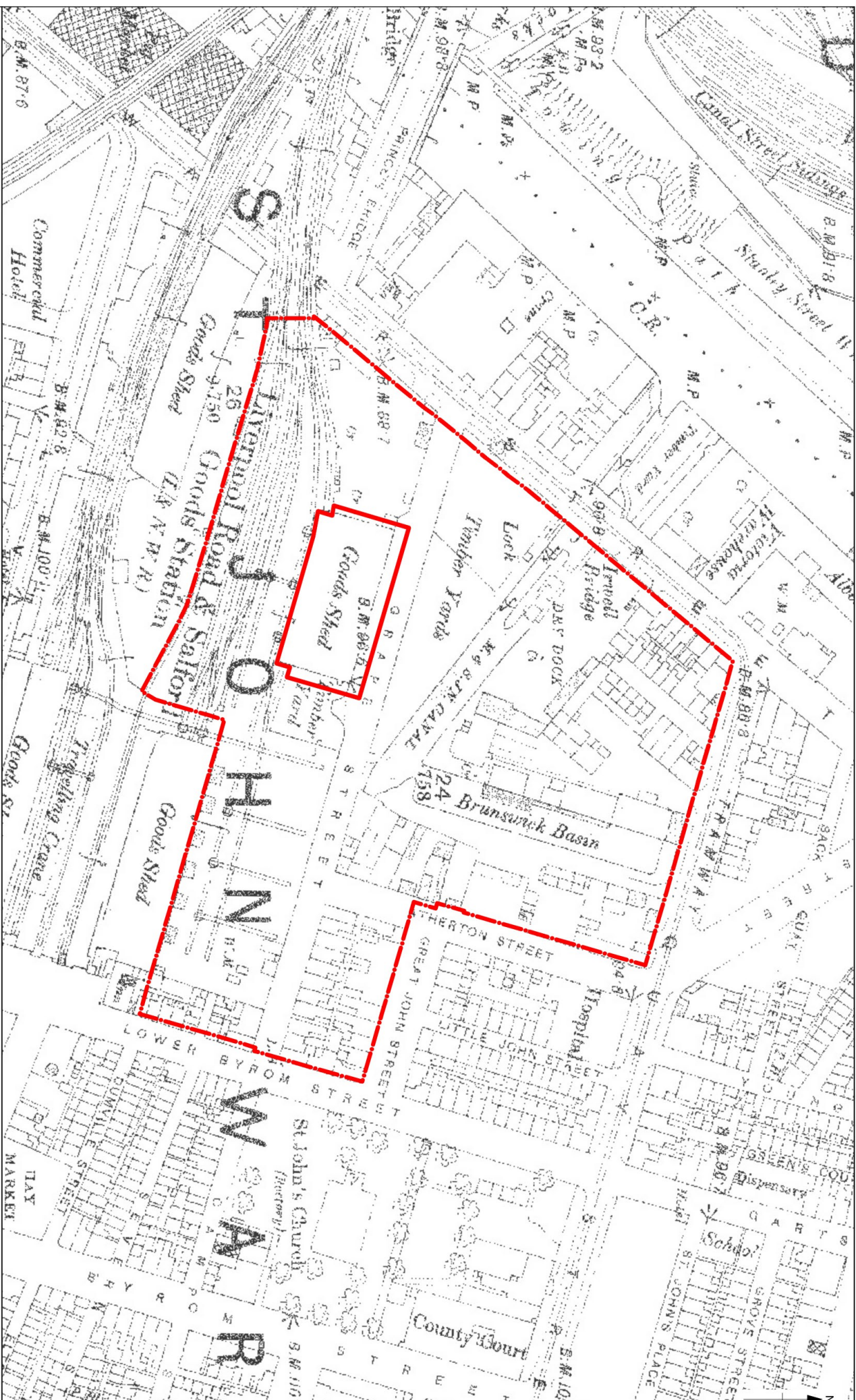
 Site Area
 Granada Television Centre

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



Site Area
Granada Television Centre

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



- Site Area
- Granada Television Centre

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

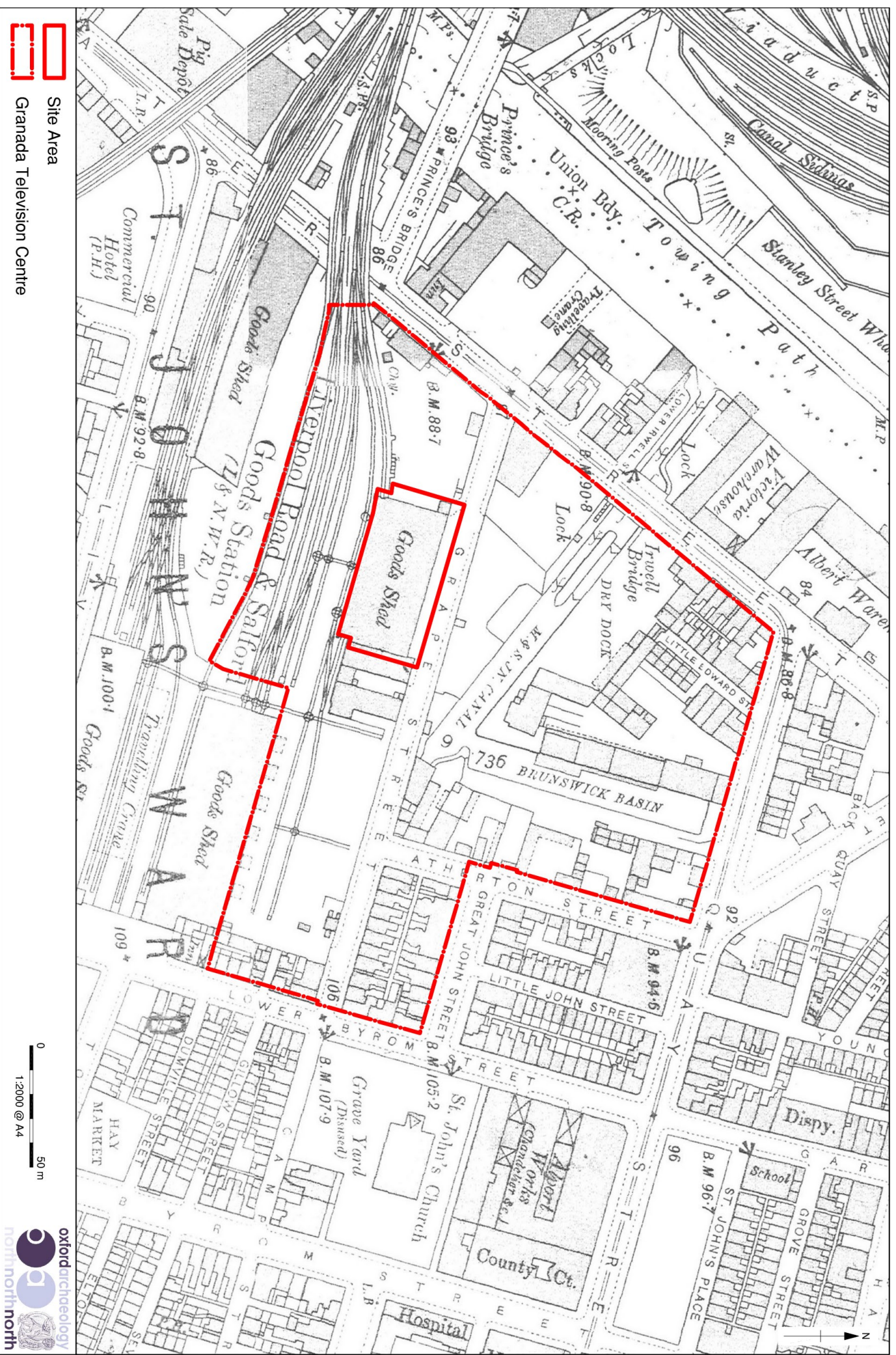


Figure 8: Site area superimposed on the Ordnance Survey 25":1 mile map of 1908

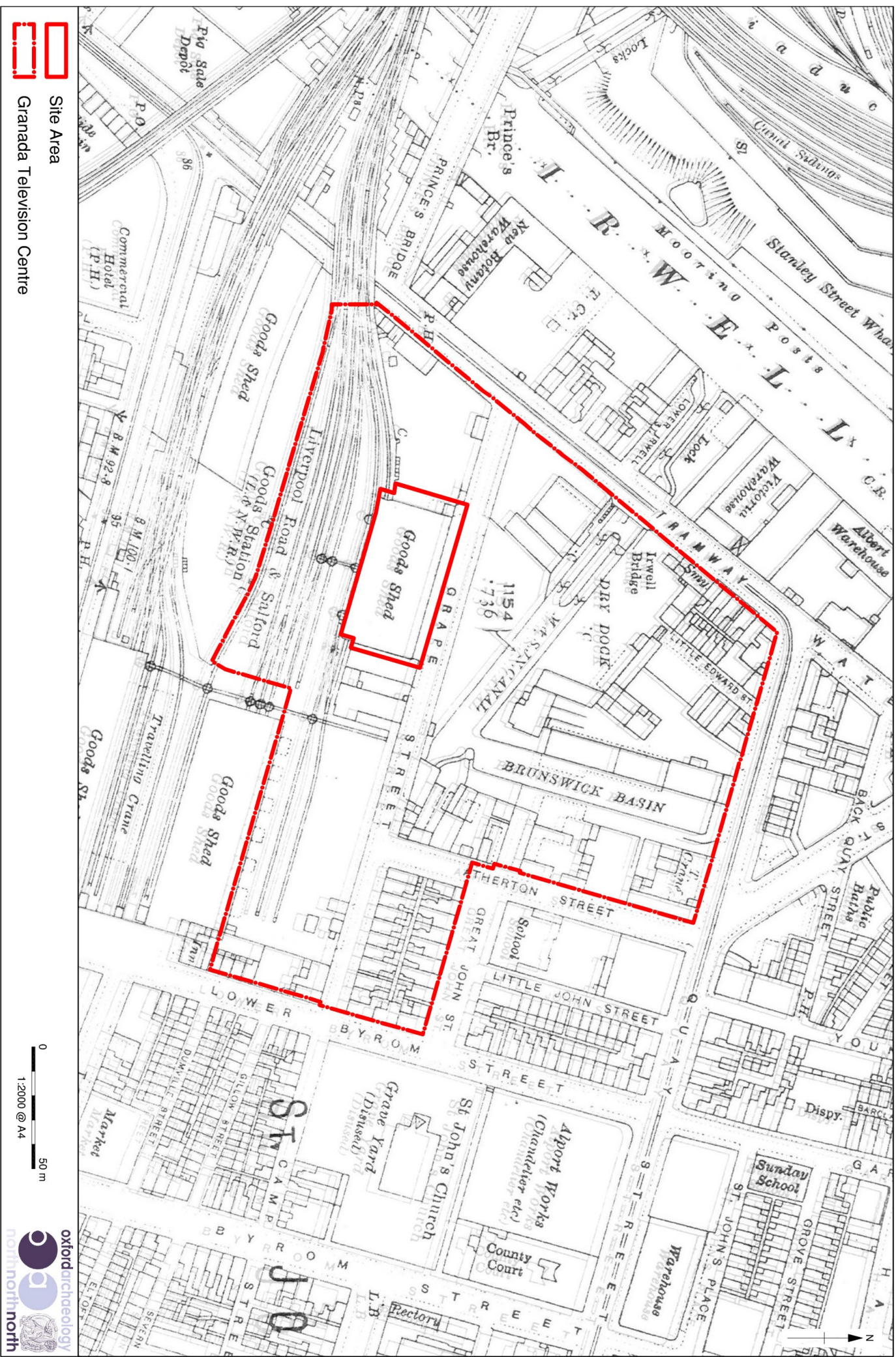


Figure 9: Site area superimposed on the Ordnance Survey 25":1 mile map of 1922

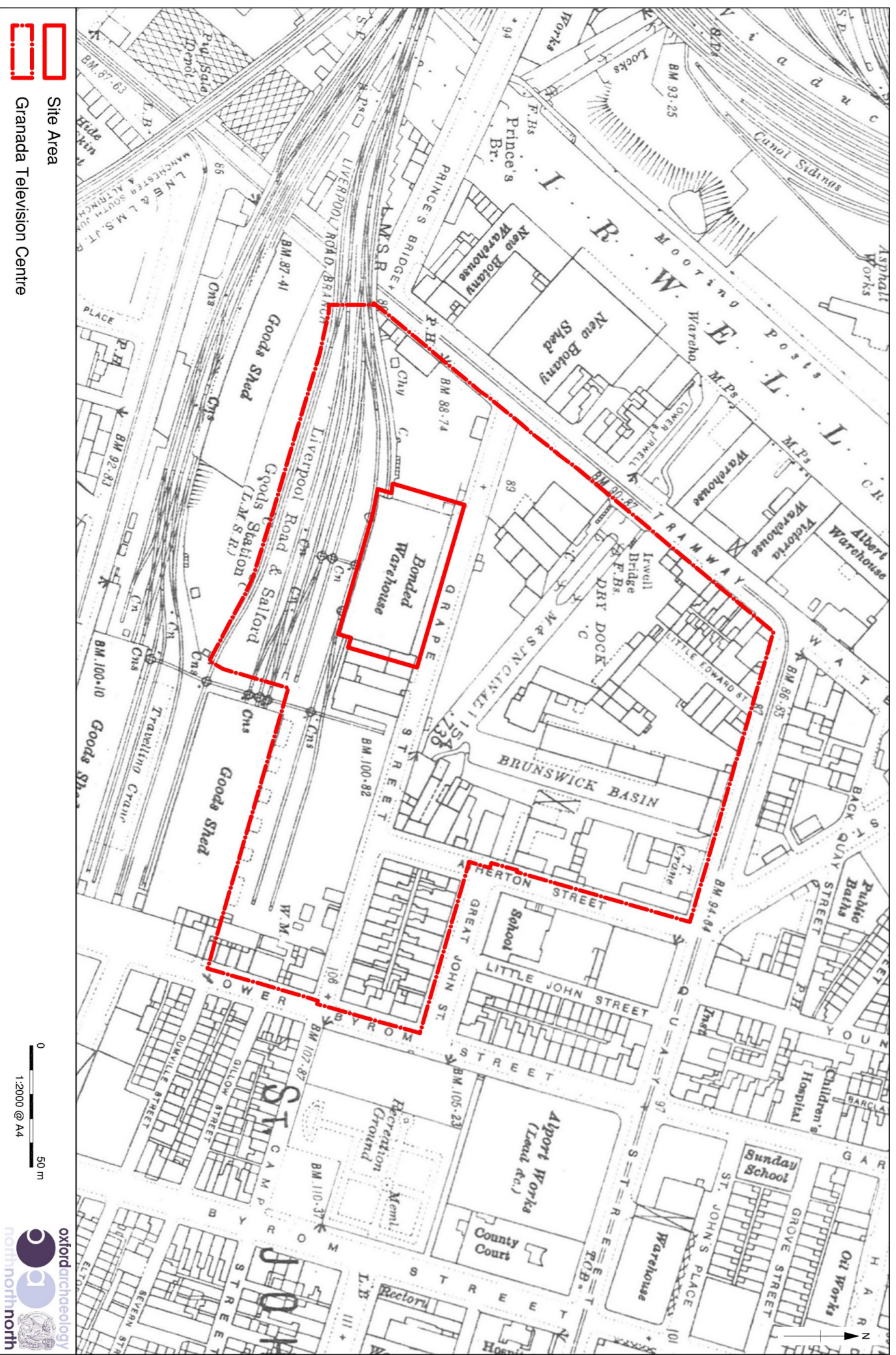
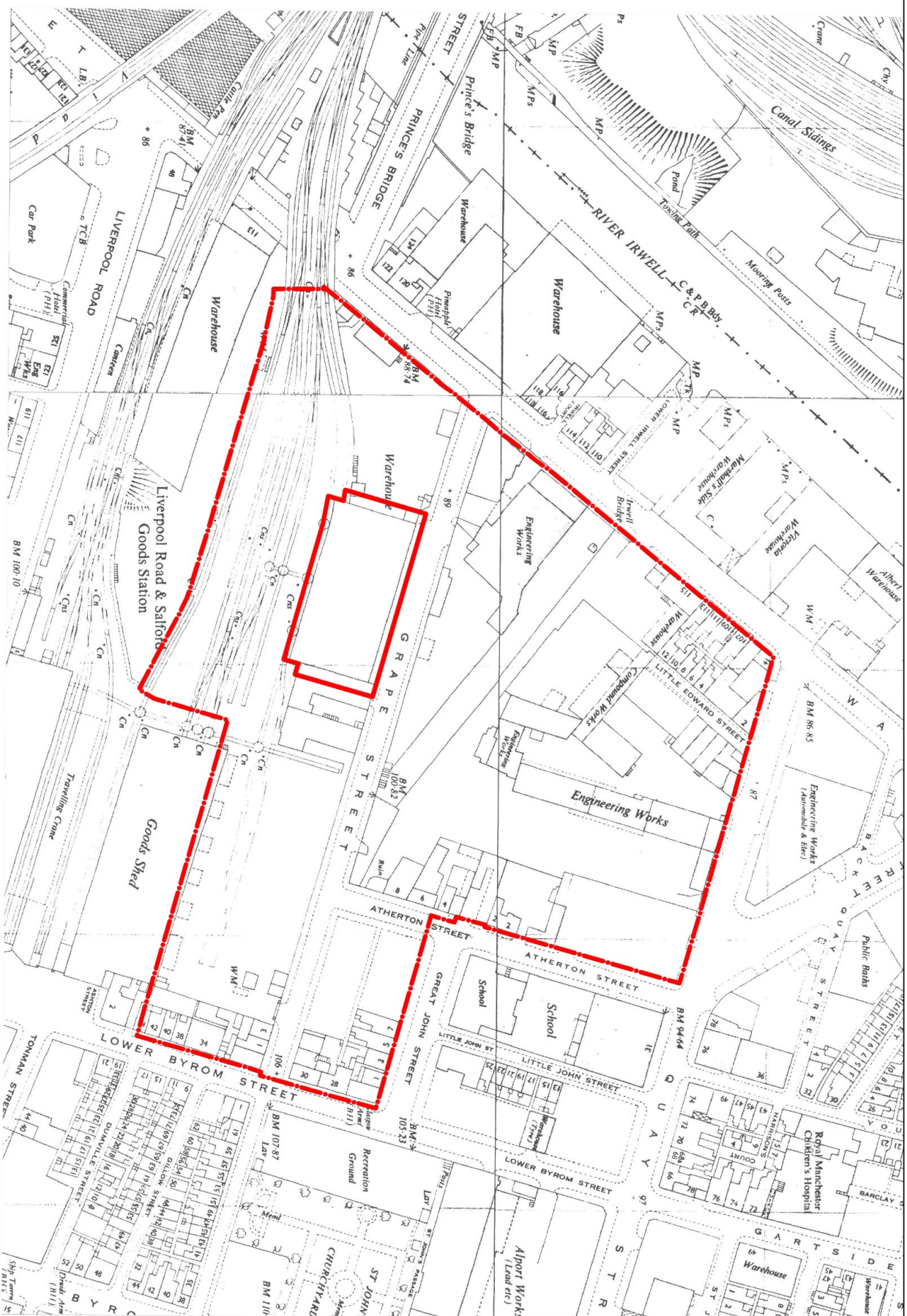


Figure 10: Site area superimposed on the Ordnance Survey 25":1 mile map of 1932



Site Area

Granada Television Centre

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

0 50 m
1:2000 @ A4

