

# **High Speed Rail (Crewe – Manchester)**

## **Background information and data**

### **Historic environment**

BID HE-001-0MA08\_Part 4

MA08: Manchester Piccadilly Station

Historic environment baseline report -  
Part 4 of 5

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## Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited  
Two Snowhill  
Snow Hill Queensway  
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

A report prepared for High Speed Two (HS2) Limited:

**ARUP+** ERM | FOSTER + PARTNERS | JACOBS  
RAMBOLL | TYPISA | COSTAIN

**MWJV**

Mott MacDonald | WSP

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**Background Information and Data**

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

# **Appendix A: Historic environment detailed gazetteer continued**

**Unique Gazetteer ID (UID): MA08\_0594**

**Asset name: Ashton Canal Basins (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384780 398070

---

### Asset class/type and dates

Monument class/type: Transport  
Canal basin

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16916.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The section to the west of the existing canal basin was infilled when the overlying warehouse was constructed, likely in 1867. At its west end, there were two boat holes serving warehouses. There was a southward extension off the main canal basin, which was wholly infilled and overbuilt in 1867. Its position, lose to the course of the Shooters Brook, may suggest that it was contained by artificial embankments above the valley here." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0595**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384810 398120

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16917.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A canal warehouse first shown on Bancks and Co's plan of 1831. On the 1851 Ordnance Survey plan it was shown as 'The Huddersfield Canal Company's Stores and Wharfs'. It contained two boat holes beneath the centre of the building, which passed through under Ducie Street, forming the link with the Rochdale Canal. It was shown as intact on the 1969 OS plan and was probably demolished during the 1970s." [1]

#### Setting description:

The setting of the canal and associated assets make a positive contribution to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0596**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384760 398080

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16918.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A building was first shown here on Bancks and Co's plan of 1831 and on the 1851 Ordnance Survey plan it was annotated as 'The Manchester Ashton-under-Lyne Oldham and Stockport Canal Company's Wharf and Stores'. It was probably demolished in 1867 when the London Warehouse was constructed." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0597**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384730 398050

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16919.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"This building was first shown on Bancks and Co's plan of 1831 and on the 1851 Ordnance Survey map it was named 'The Anderton Carrying Company's Wharf and Stores'. There was a boat hole which extended to cover the northern half of the westward terminal of the main canal basin. It was probably demolished in 1867 when the London Warehouse was constructed." [1]

#### Setting description:

The warehouse was once directly associated with the canal, however the asset is no longer extant. The setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0598**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384740 398040

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16920.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"This building was first shown on the 1851 Ordnance Survey plan as 'The Peak Forest Canal Company's Wharf and Stores'. It had an integral boat hole which covered the southern half of the westward terminal of the main canal basin. It was probably destroyed in 1867 when the London Warehouse was constructed." [1]

#### Setting description:

The warehouse was once directly associated with the canal, however the asset is no longer extant. The setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0599**

**Asset name: Dale Street Basin – Rochdale Canal**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384800 398200

---

### Asset class/type and dates

Monument class/type: Transport  
Canal basin

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 1386.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name     |
|-----------|----------------|
| MA08_0610 | Rochdale Canal |

---

### Description and sources

#### Full asset description:

"Built in 1804 in Dale Street, the canal linked with the Ashton terminus. The basin has been filled in and is now used as a car park. Rochdale Canal had two locks, Piccadilly and Dale Street, leading onto Dale Wharf and Piccadilly Basin. The latter had canal arms (infilled in 1935) going into the 1806 (Dale Street or Carver's) Warehouse, an 1833 warehouse (off Hilton Street) and the 1836 (Rochdale Canal Company) Warehouse on Tariff/Upper Stanley Street. There were numerous quayside cranes also tunnels and drive shafts for hoists. It was replaced in 1898 by the use of the public hydraulic system. Dale Wharf had two warehouses dated 1822 and 1817. The canal basin is currently water filled and appears to be so on an aerial photograph of the late 1990s as well as mapping of 2006." [1]

#### Setting description:

The setting of the asset is formed by the Rochdale Canal and includes the associated heritage assets on the canal. The setting makes a positive contribution to the value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic and architectural interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0601**

**Asset name: Walker's Buildings, Ancoats (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384930 398230

---

### Asset class/type and dates

Monument class/type: Domestic  
House

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2022.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Originally a block of back-to-back/side-to-back houses, converted to industrial/workshop premises in 1896. A survey was carried out to identify the materials or features remaining from houses for later recovery and reconstruction. Three pairs of back-to-backs were first built in 1820s, with an addition to the south gable of two pairs of back-to-backs and one pair of side-to-backs a few years later. After the conversion to industrial premises, the building underwent many alterations until last used in 1989. The north and west elevations were both post-1896 conversion. The south elevation has half of the original hand-made bricks and one doorway. The east elevation has large amount of brickwork, two windows and two doorways. Surviving internally are two staircases, the south chimney and the outline of two original rooms/floor area. The block was surveyed in 1991 ahead of proposed demolition. The site had been cleared by the late 1990s." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people, their housing, as well as industry and transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0602**

**Asset name: Lock Keepers House (site of, formerly 79, Dale Street)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384710 398130

---

### Asset class/type and dates

Monument class/type: Domestic  
Lock keepers cottage

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2110.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of a former a listed building at 79 Dale Street, dating from 1815. The building was brick-built, with a cellar, ground and first floors. It was one room deep with a central hallway, stairs and a pitched slate roof. There was a projecting corbel on the south western elevation. Although still visible on an aerial photograph of the late 1990s, this building was no longer shown on mapping by 2006 and has presumably been demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic and archaeological interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0603**

**Asset name: 69–71, Dale Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384680 398180

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 2112.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The site of a row of terraced of brick-built housing with an attached storage shed infill to the rear. The buildings originally comprised of four dwellings with a cellar, ground and first floor. There is evidence of alterations including bricked-up doorways, windows and possible a cellar entrance, steps up to ground floor and a doorway above the cellar. Built in 1815, possibly for the Rochdale Canal Company. The site is now redeveloped with a modern building along the street frontage. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing, in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0604**

**Asset name: Warehouse/ Storehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384840 398320

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2113.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A former canal warehouse erected on the northern bank of the Rochdale Canal (original course) in the mid 19th century. Originally standing between the 1836 warehouse canal arm and Tariff Street bridge. The building was demolished in 1991. The building is brick-built with ground and first floors. There are large access doors, apertures for lifting beams on the western and eastern elevations and access doors on the northern and southern elevations. The building is on a rectangular plan with a slate roof and eight internal bays (four each side). There are tie-beam roof trusses, a collar beam, a principal rafter, ridge and three purlins each side, all jointed with cast iron brackets. It had been reduced in size by 1950 and was demolished entirely in 1991." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0605**

**Asset name: 1822 Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384710 398160

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2115.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Parts of the foundations of a warehouse, which survive near to the Dale Street Car Park barriers. The warehouse was demolished in 1940, but was owned by the Rochdale Canal Company. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0606**

**Asset name: Fever Hospital (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384500 398140

---

### Asset class/type and dates

Monument class/type: Health and welfare  
Hospital

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 8282.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"In 1803, land in Portland/Aytoun Street was bought from Alexander Paterson to build a new Fever Hospital with an Aytoun Street frontage. It was built to hold up to 100 patients with a separate Scarlet Fever ward. There was a yard for airing laundry and a nine foot high wall surrounding the site. The building was described in 1816 as a large brick building with 21 wards. It was opened in 1804 by Elizabeth Rutherford, Matron. In 1852–54 the Manchester Royal Infirmary, Piccadilly, endowment improvements and the cure of fever patients passed back to the infirmary. The building was temporarily used as a hotel and was then demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it has the potential for illustrate the workings and character of a post-medieval fever hospital.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0607**

**Asset name: Dale Warehouse Underground Waterwheel**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384710 398180

---

### Asset class/type and dates

Monument class/type: Industrial  
Water wheel

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 8370.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The wheel provided motive power for hoists in adjacent and nearby canal side warehouses via gearing and lineshafts. The machinery, which is mostly intact, represents the only known subterranean waterwheel in the Manchester area of early T. C. Hewes design. The wheel is a high breast shot design, 16 ft diameter and seven ft wide with timber spokes and iron and timber buckets. The wheel is fed from the former canal arm (which linked to Piccadilly Lock) terminating in the 1806 warehouse. A stone vault houses the wheel and two lineshaft tunnels lead from this chamber. One tunnel is 71 ft long leading to a now-demolished warehouse. The other tunnel is seven ft long and leads to the 1806 warehouse. In 1824 the water-powered hoisting system was eventually sited in an underground chamber at the side of the 1806 warehouse. Six years later the hoisting system was extended at a cost of £593 into the 1822 warehouse, by means of a 21.34m long drive shaft in a tunnel below the warehouse yard. The waterwheel would have remained in use until the late 1890s when it was replaced by two hydraulic jiggers. These jiggers would have received high pressure water at 1120 PSI from the Manchester Corporation public hydraulic power distribution system that was in use from 1894." [1]

#### Setting description:

The waterwheel's setting of Dale Warehouse makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is historic and archaeological as it represents the only known subterranean waterwheel in the Manchester area of early T. C. Hewes design.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0608**

**Asset name: Imperial Hotel (site of) (30, Piccadilly)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384610 398090

---

### Asset class/type and dates

Monument class/type: Commercial  
Hotel

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 8549.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A hotel built in 1879 from painted terracotta on brick. The building was on an irregular U-shaped plan, formed by a rectangular front range with rear wings. The building was in a flamboyant Baroque style with three storeys and four bays. There was a 20th century fascia above the ground floor and an original egg and dart cornice over. The building had giant Ionic pilasters between bays to the upper storeys. A high parapet was lettered 'THE IMPERIAL'. The centre bays had two storey oriels with curved corned and lettering above 'IMPERIAL' 'HOTEL'. The building was previously listed but is no longer there, with the site shown as vacant on a map dated to 1984-96." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0609**

**Asset name: Factory (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384480 398180

---

### Asset class/type and dates

Monument class/type: Industrial  
Factory

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 8557.2.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"Peter Drinkwater had built a steam-powered factory at Piccadilly in 1789. He already held a warehouse at Long Street with an extensive export trade and was a fustian manufacturer. Shown on Green's map opposite the fever cottages of the Infirmary Hospital." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0610**

**Asset name: Rochdale Canal**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384370 397820

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 1386.2.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0019 | Former Rochdale Canal Warehouse (Jacksons Warehouse)   |
| MA08_0211 | Former Junction Works At Paradise Wharf  |
| MA08_0316 | Rochdale Canal Boundary Wall to Canal Between Chorlton Street and Minshull Street                  |
| MA08_0317 | Rochdale Canal Lock Number 83, to the East of Tariff Street  |
| MA08_0318 | Rochdale Canal Lock Number 85, in Tunnel Between Piccadilly and Dale Street                        |
| MA08_0319 | Rochdale Canal Lock Number 86, to East of Chorlton Street  |
| MA08_0320 | Rochdale Canal Lock Number 90, Approximately 30 Metres West of Albion Bridge                       |
| MA08_0321 | Rochdale Canal Lock Number 91 at East End of Gaythorn Tunnel                                       |
| MA08_0322 | Rochdale Canal Lock Number 82, to East of Great Ancoats Street                                     |
| MA08_0323 | Union Street Bridge  |
| MA08_0325 | Rochdale Canal Lock Number 84 (Dale Street Lock)   |
| MA08_0326 | Rochdale Canal Lock Number 87, to East of Princess Street, with Cast Iron Footbridge Beside Street |
| MA08_0327 | Rochdale Canal Lock Number 89 (Tib Lock), on South Side of Havelock Mills                          |
| MA08_0405 | Rochdale Canal Boundary Wall to Canal Between Sackville Street and Chorlton Street                 |
| MA08_0407 | Rochdale Canal Lock Number 88, To East of Oxford Street  |
| MA08_0408 | Rochdale Canal Lock Number 92 and Castle Street Bridge   |
| MA08_0492 | Chepstow House   |
| MA08_0499 | Minshull House   |
| MA08_0573 | Ashton Canal/ Rochdale Canal Junction  |
| MA08_0575 | Paradise Wharf   |
| MA08_0599 | Dale Street Basin – Rochdale Canal   |
| MA08_0758 | Rochdale Canal Road Bridge (Great Ancoats Street)  |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

MA08\_0763 Rochdale Canal, Pott Street Arm (site of)

---

### Description and sources

#### Full asset description:

An urban canal section, 1.25 miles long, connected with the Ashton-under-Lyne Canal at Dale Street. There are nine broad locks down to the Bridgewater Canal at Castlefield which gave it the name 'Rochdale Nines'. A third junction is formed with the Manchester and Salford Canal in Great Bridgewater Street area. There are infilled canal arms. The Rochdale Canal was part of the Cheshire Ring of canal navigations. It gained parliamentary approval of 1799 and 1800, and was completed 1804. The canal is now mainly used for pleasure craft. [1]

#### Setting description:

The setting of the canal is confined to the narrow canal corridor. It includes adjacent buildings which form the surrounding urban cityscape. This are a combination of former warehouse and mills many of which have been converted to flats and modern offices and apartments. The assets, such as canal bridges and locks associated with the canal, also form part of its setting. The setting of the canal and its associated assets make a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is of historic interest, and serves as a reminder of Manchester's important canal-based transportation history. The asset has group value with a number of associated listed locks and bridges, canal basins as well as its relationship with the Ashton Canal (MA08\_0611).

**Heritage value:** Moderate

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0611**

**Asset name: Ashton Canal**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 389470 397740

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 6361.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0001 | Store Street Aqueduct   |
| MA08_0085 | Bridge Number 4 Over Ashton Canal                                   |
| MA08_0098 | Bridge Number 5 Over Ashton Canal                                   |
| MA08_0114 | Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street |
| MA08_0177 | Ashton Canal Lock Number 2 off South End of Vesta Street            |
| MA08_0211 | Former Junction Works At Paradise Wharf                             |
| MA08_0485 | Ashton Canal Lock Number 3 on South Side of Ancoats Hospital        |
| MA08_0573 | Ashton Canal/ Rochdale Canal Junction                               |
| MA08_0574 | Jutland Street Bridge   |
| MA08_0982 | Ashton Canal – branch serving Pollard Street Iron Works (site of)   |

---

### Description and sources

#### Full asset description:

"The canal was constructed in 1792-97. The canal cost approximately £170,000. The canal was still in good use until the increased popularity of road haulage forced it to close in the 1920s. Most sections of the canal can still be seen and pleasure traffic is encouraged to use it. A wide variety of buildings exist along the whole length of the canal from industrial warehouses, mills and factories to domestic dwellings and cottages. Ashton is the terminus of three canals (Ashton, Peak Forest, Huddersfield Narrow) constructed in the 1790s. They were part of one enterprise with the same shareholders and the engineer was Benjamin Outram. Part of the impetus was the drive to deliver locally produced coal to Manchester, for which the Ashton Canal to Manchester was constructed. The Ashton Canal continued in use commercially until the 1950s and was used as a diversionary route during World War Two." [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

The setting of the canal is confined to the narrow canal corridor. It includes adjacent buildings which form the surrounding urban cityscape. These are a combination of former warehouses and mills many of which have been converted to flats and modern offices and apartments. The assets, such as canal bridges and locks associated with the canal, also form part of its setting. The setting of the canal and its associated assets make a positive contribution to the heritage value of the asset.

### Asset value assessment:

The value of the asset is due to its historic interest as a surviving city centre canal. The building of the canals helped make Manchester the cotton centre it became. It also has group value with a series of listed bridges, locks, the Store Street Aqueduct (MA08\_0001) and the Rochdale Canal (MA08\_0610).

**Heritage value:** Moderate

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0612**

**Asset name: Cotton Mill and possible Smithy (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384640 397880

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 12346.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The site shown as built upon on the 1831 map with apparent back to back housing. The 1849 map shows a single building on this site, named as a smithy. Adshead's map of 1850, however, names this as a cotton mill. These were presumably the premises of the firm of Samuel Hollins jun and Co cotton spinners, listed in directories of 1852 and later at No. 8 Pump Street, but not listed in a directory of 1851. The building on the site was a five-storey, six by two bay structure, erected as a cotton mill. It was built in an irregular four to six stretcher English Garden Wall bond, of handmade brick. An excavation on the site revealed in-situ remains of the foundation blocks for a beam engine, four metres below the modern level of Whitworth Street. At the south-western end of the engine bed were foundations of a small square-section chimney, appearing to be contemporary with the construction of the adjacent wall. A flue was identified to the south-east, sloping downwards and made of handmade bricks with stone flag cappings. It suggests the flue wrapped around the outer wall of the engine house before entering the base of the chimney. The building is no longer there and the area had been redeveloped by June 2015." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is due to its archaeological interest. An excavation on the site revealed in-situ remains four metres below the modern level of Whitworth Street of an engine bed, a small square-section chimney and flue.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0613**

**Asset name: Monroes Public House (36, London Road)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384670 397870

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 12347.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The public house Number 36 London Road, at the corner with Whitworth Street (now Monroes) was formerly the White Hart and is shown on the 1888 map. The building has three storeys, with a rendered ground floor. There are arched windows to all floors, those on the first and second floors having stone surrounds. The building has stone bands with dentillated brickwork below, which run around the street elevations above the first floor windows and at sill level on the second floor. There is also dentillation to the eaves. The building is still extant. " [1]

#### Setting description:

The streetscape setting on the corner plot between Whitworth Street and London Road makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest, as a good example of a Victorian public house.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0614**

**Asset name: 6 Whitworth Street to 34 London Road (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384660 397880

---

### Asset class/type and dates

Monument class/type: Unassigned  
Building

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16527.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A block of late 19th to early 20th century commercial buildings which are brick-built with stone decoration. Numbers four and six Whitworth Street appear on the 1888 map. Number four is three storeys with an arched opening to the ground floor and herringbone brickwork below the second floor windows. Number six is of three storeys with a gabled façade. The ground floor has a wide central doorway, with narrower openings to either side. On either side of Monroes is a building shown on the 1905 map. That on Whitworth Street is of four storeys with a gabled façade. Number 34 London Road is of four storeys with a central gable. The north elevation of Number 34, facing Lower Brook Street, is of six storeys. Numbers four and six were previously known as 'The Twisted Wheel Club'. This was started in 1963 by Ivor Abadi as a rhythm and blues venue on Brazenose Street and was moved to Whitworth Street in 1965 when the venue became to small." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest but its survival remains unknown. It has historic interest as the site of the former 'The Twisted Wheel Club'. This was started in 1963 by Ivor Abadi as a rhythm and blues venue on Brazenose Street and was moved to Whitworth Street in 1965 when the venue became to small.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0616**

**Asset name: Mayfield Print Works (site of )**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385090 397610

---

### Asset class/type and dates

Monument class/type: Industrial  
Dye house

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16083.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The Mayfield Print Works was established as a dyers business in 1782 by Thomas Hoyle and was sited on Buxton Street off London Road, Manchester. Part of the print works site is now occupied by the former Mayfield Station. The following elements of the works can be identified on the 1849 Ordnance Survey map: Two filtering ponds, two boiler houses (one with an engine house attached), three reservoirs, a boiler and chimney, a bleaching house and a detached colour room. There was also a smithy, a timber yard, two dye houses, a bleaching room and boiler and a number of unidentified buildings and outbuildings which would have housed the roller and printing rooms.

Hoyle's machine-printed calico won a number of awards at the Great Exhibition of 1851. The firm flourished in the 19th century, and made efforts to improve the facilities available to its factory workers. In 1849, for example, the company provided a spacious reading room and smoking room for workers, with drinks and tobacco available at cost price." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as a reminder of the importance of mills in the industrial development of post-medieval Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0617**

**Asset name: Ashton Canal Basin**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385190 398150

---

### Asset class/type and dates

Monument class/type: Transport  
Canal basin

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11313.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The remains of a canal basin dated to 1798/99 and later extended in 1803. This was partly filled in for the railway development by Sheffield, Ashton-Under-Lyne and Manchester Railway." [1]

#### Setting description:

The setting of the asset is formed by the Ashton Canal and includes the associated heritage assets on the canal. The setting makes a positive contribution to the value of the asset.

#### Asset value assessment:

The asset's value is due to its archaeological and historic interest. It was partially filled to make way for railway development and it has the possibility to provide information about the development of transportation within Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0618**

**Asset name: Back-to-back housing on former Bradley Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385260 398210

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16170.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The site of back-to-back housing on the southern side of the former Bradley Street, shown on Bancks and Co's map of 1831. An evaluation trench revealed well-preserved remains of a cellar associated with a back-to-back dwelling built of hand-made bricks. The room contained evidence for fireplaces along the northern and western elevations and a floor that comprised a random pattern of Yorkshire flags and hand-made bricks. The original entrance into the dwelling had probably been from Bradley Street. However, this entrance had been replaced with a fireplace, which itself had been blocked in the second half of the 19th century. Remains of an adjacent dwelling and some other dwellings were also observed, as well as a cobbled road surface representing Back Mill Street. Evidence of modifications to the cellars during the mid-19th century was noted such as the installation of a range within a fireplace, blocking of windows and the removal of a dividing wall. Evidence of alterations post-dating this phase was also observed. Mapping evidence indicates that the earliest housing at this location was built between 1804 and 1820, although buildings were present further to the north east and south west along Bradley Street by the time of Green's 1794 map." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest. Important information has been gained though evaluation of the living conditions of the working class inhabitants of the back to back

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

houses. The remains have been partially removed by the previous archaeological evaluation.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0619**

**Asset name: Goolden's Buildings (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385300 398190

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16171.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A trades directory for the year 1817 contains an entry for James Goolden, a timber merchant based at 59 Great Ancoats Street. The same entry appears in a directory published eight years later. Goolden's Buildings are named on the 60" to one mile Ordnance Survey map of the late 1840s. An evaluation trench was excavated across the site of Goolden's Buildings in 2005. The trench exposed spreads of cobbled surfaces which appeared to represent access roads or alleys for individual units within the warehouse, and an external wall of the warehouse building. A small brick-floored structure within the warehouse was exposed across the central part of the trench. The well-preserved surface of Back Mill Street and a spread of cobbles that probably represented the southern edge of School Street were also noted. The site of the warehouse was occupied previously by a building illustrated on Green's map of 1794. No walls associated with this building were encountered, although it is probable that the warehouse sealed the 18th century building foundation. Physical remains representing four phases of activity were recorded during the excavation, the latest representing modifications to the building during the late 19th century and the installation of the cobbled surfaces between units within the warehouse. The building is shown on mapping until at least the 1950s." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of this asset is of archaeological and historic interest, with important information regarding the layout of the building and building phases being revealed.

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0620**

**Asset name: Pollard Street Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385330 398140

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11417.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A cotton mill with a main range aligned alongside Great Ancoats Street between Pollard Street and the canal, shown on 1831 map. The building is still shown in 1849, but most of the site has become vacant by 1888-9 although a small rectangular range is shown on the corner of Pollard Street and Great Ancoats Street. The 1905 map also shows a small range at the western end of the site by the canal. A stone wall still stands on that last site, two metres high, but the rest of the site has been cleared." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as an illustration of the importance of mills in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0622**

**Asset name: Kennedy's Cotton Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385406 398071

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 15830.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Johnson's 1818-19 map of Manchester indicates that during the early 19th century a large cotton mill had been constructed fronting Great Ancoats Street. A Parliamentary paper dating to 1834 indicates that this mill was constructed in 1803-4 with parts added between 1814 and 1824. This document also indicates that in 1833 the mill produced cotton, yarn and thread, was powered by steam and was lit during winter afternoons by gas lighting. By 1811 the mill was in the ownership of James Kennedy. An 1822 plan indicates that the main body of the mill was composed of three separate components, probably relating to two different phases of construction. Two of these components were both five storeyed with a third storeyed loft. Later OS mapping indicates that a covered passage was positioned between these two buildings. A photograph of this mill building taken in 1960 indicates that it was 20 bays long by three bays wide. In 1861 the mill reopened under the ownership of John Blair and formed the focus for cotton spinning and wadding manufacturing. By 1865 cotton waste also appears to have been processed at the mill, whilst in 1869 the mill was employed in flax and hemp spinning, and is listed as Caledon Mill. In 1881 the mill was in the sole occupancy of the Midland Railway Co. and functioned as a grain store. The warehouse was extant until at least 1969 but had been demolished prior to the mid 1980s as the mill was not included within the Greater Manchester Textile Mill Survey." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as an illustration of the importance of mills in the development of post-medieval Manchester.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0623**

**Asset name: Christ Church (The Round House) (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385700 398060

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Church

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 10433.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"An early 19th century house and chapel built by Dr James Scholefield, a Swedenborgian, and completed in 1821. The house is of red brick with three storeys and a hipped slate roof. The building has a stringcourse, windows with retaining glazing bars, eaves cornice and roundheaded doorway with a six-panelled door. There is an engraved stone tablet, possibly a former headstone, against the front wall. This likely dates to 1855 and is in memory of Dr Scholefield and family. Christ Church is an oval building of red brick having round-headed windows with glazing bars and conical slate roof with louvred belfry at apex. The building was bought by Manchester University Settlement in 1902 and used as a youth club until 1975. By 1981 the house was demolished and the shell of the chapel remained. The Round House was itself demolished in 1986 and a brick circle marks its location. Arranged around it are a number of gravestones, probable remnants of the former burial ground." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from its archaeological and historic interest as an illustration of the varied religious beliefs in the city and the potential for human remains.

**Heritage value:** High

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0624**

**Asset name: Ancoats Hall (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385650 397930

---

### Asset class/type and dates

Monument class/type: Domestic  
Great house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 1360.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Ancoats Hall was built in the early 17th century by Oswald Moseley. He bought the land in 1609 from the Byrons of Clayton Hall. It consisted of a two-storey mansion with attics, the front having three gables with a square tower in the centre. It was demolished in 1827 and a brick building in Gothic style erected. From 1877 it was used as Manchester Art Museum. The gardens of the Old Hall were built over. The Gothic hall is shown in plan on the 1848 and 1896 OS six inch to one mile maps. The Manchester University Settlement established itself initially in Ancoats Hall and the nearby Round House. In 1963 the Settlement moved out of Ancoats Hall and the building was subsequently demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it would constitute a rare opportunity to investigate an early 17th Century Hall in Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0625**

**Asset name: Dye Works (site of) off Aden Close**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385830 397850

---

### Asset class/type and dates

Monument class/type: Industrial  
Dye works

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 9674.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A substantial complex of buildings shown on the 1896 map on the south bank of the River Medlock. The site had been demolished by 1922. The area has been landscaped and is used as park land." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of mills in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0626**

**Asset name: Maskrey's Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385530 397560

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13818.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

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### Description and sources

#### Full asset description:

"Bancks's 1831 map plots a cotton mill bounded by Dark Lane, William Street, Mill Street and Union Street. Early cartographic sources and trade directories imply that this was constructed between 1824 and 1831, and was originally owned by William Maskrey. The complex was composed of six separate buildings, one of which, fronting William Street, was denoted as a "Weaving Shed". By the time of the 1888-9 Ordnance Survey map the mill was named "Marlborough Mills" and processed cotton waste. The mill buildings were extant until 1950, but had been demolished by 1969 and replaced by a warehouse." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of mills in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0627**

**Asset name: Buildings on Heaton and Junction Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385550 397530

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13828.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Between 1831 and 1845 four blocks of double-depth housing with yards and outshuts to the rear had been constructed centred on Heaton and Junction streets, with indications on later mapping of basements on the Junction Street properties. The 1849 map also indicates that a larger property, perhaps functioning as a commercial concern, stood at the corner of Heaton and Cross streets. In addition to the double-depth properties the 1845 and 1849 surveys also plot a block of blindback houses accessed from Dark Lane. The majority of the houses were still extant in 1950, although photographs dated to 1903 indicate that in this year the blind-back houses were in the process of being demolished. All assets have now been demolished. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0628**

**Asset name: Buildings on Thornhill Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385580 397460

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 13829.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1831 and 1845 a block of double-depth properties was constructed in the vicinity of Thornhill Street. These houses had been demolished by 1905 and Thornhill Street itself no longer exists." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the development of 19th century housing in Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0629**

**Asset name: Buildings on Ainsworth, Meridian and Cross Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385670 397540

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13827.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1824 and 1831 a range of four double-depth houses with yards and privies and indications of basements on later mapping was constructed on what would later be called Ainsworth Street. By the time of the 1845 Ordnance Survey map four double depth properties with yards and outshuts to rear had been constructed fronting Dark Lane, Meridian and Cross Street. A range of blind back houses had also been constructed fronting Meridian Street by this date. By the time of the 1888-9 Ordnance Survey map, further double depth and blind back houses had been constructed along with a Sunday School, named as the Dark Lane Ragged School founded in 1863. The school on Ainsworth Street was constructed in 1872 and enlarged in 1899 and re-enlarged in 1914 (seen on successive Ordnance Survey maps). Enlargement to the north incorporating double depth properties into its design. Photographs taken 1963 indicate that it was two stories high and had two arched doorways. By this date the school and housing along Meridian Street were derelict. The school and housing established in the 19th century were demolished in the latter part of the 20th century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they have the potential to illustrate the lives of working-class people and their housing.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0630**

**Asset name: Buildings on Briscoe Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385650 397480

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13815.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The 1818 map (Johnson) indicated four blocks of housing fronting Briscoe Street. Later mapping shows to have consisted of two blocks of double depth properties at the northern end of Briscoe Street, some of which were divided into smaller properties by mid 19th century. Other housing constructed during the early 19th century is plotted on the 1818 map and included three ranges of double depth properties at the southern end of Briscoe Street. Between 1831 and 1845 additional blocks of housing were constructed along Briscoe Street in two ranges of back-to-backs one of which is denoted as "Mellors Buildings" on the 1849 map, which by 1950 had been converted or replaced by a range of double depth properties. The 1849 map also indicates a "Piggery" close to the centre of Briscoe Street, demolished by 1888 and replaced with double depth houses with yards to the rear. This pattern of housing remained largely unaltered by 1950 but 1964 photographs indicate that a proportion were derelict by then and all had gone by the end of the 20th century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they have the potential to illustrate the lives of working-class people and their housing.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0631**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 385720 397460

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13804.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of a small range of double-depth houses, with two smaller buildings to the rear, fronting the former Chancery Lane (now Chancellor Green 1787-94 map). Later mapping indicates three blind-back houses to the rear. Further double depth housing fronting Chancery Lane and Wrigley Street and back to back houses fronting Chancery Lane and Chancery Court, are indicated on later Ordnance Survey mapping. Some of these appear to have been modified by the late 19th century. All the buildings remained extant by 1932, but only five remained by 1950. These were themselves demolished during latter half of the 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest. They have the potential to illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0632**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385718 397494

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13807.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of a L shaped property fronting Higher Ardwick (later Chancery/Chancellor Lane) is recorded on this site on the 1787-94 map, this was demolished in 1889. This property was replaced by double depth housing. The double depth housing was still extant in 1932, but by 1950 only one of these houses survived. In the neighbouring plot fronting Back Hawthorn Street double-depth housing was also constructed by 1845, this housing had been demolished by 1905. One of these double depth houses appears to have been replaced by a range of small buildings linked to a larger building which may have had an industrial function. Some elements of this range were demolished between 1905 and 1915. All the buildings have since been demolished. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest. They have the potential to illustrate the lives of working-class people, their housing, as well as industry and transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0633**

**Asset name: Buildings on John Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385680 397400

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13830.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1824 and 1831, two buildings were constructed immediately to the east of a bowling green, whose position is first plotted on Johnson's map of 1818-9. This suggests that this was originally associated with the "King's Head" Public House. By 1895 these had been demolished and two ranges of double depth houses with yards and outshuts to the rear had been constructed either side of John Street. A number of these properties had been demolished by 1905 though the remainder were extant until 1950." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest. They have the potential to illustrate the lives of working-class people, their housing and public houses in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0634**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385720 397430

---

### Asset class/type and dates

Monument class/type: Domestic  
House

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 13830.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The site of several buildings of unknown usage, built at various dates throughout the 19th century. A probable post-medieval building fronting Higher Ardwick (later Chancery/ Chancellor Lane) is present on the 1787-94 map. This was subdivided into two separate properties by 1831 map (Banck) with three adjoining double depth properties to the south. The 18th century property was replaced by a double depth house during the late 19th century. By 1831 a further row of double-depth properties with outshuts and yards to the rear fronted John Street, with indications of basements on two of these properties on 1848 Ordnance Survey map. By 1845 an adjoining range of double depth houses with outshuts and yards to the rear had also been constructed to the North, fronting Hawthorn Street. During the late 19th century, two small rows of double depth houses had been constructed to the rear of the early 19th century. All buildings present in the late 19th century were extant in 1950 although demolished in the latter half of the 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest. It has the potential to enhance our knowledge of the post-medieval development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0646**

**Asset name: Jackson Street Mills (UMIST Campus)(now University of Manchester)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384700 397560

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2078.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The first map to depict this complex of mills is Pigot's 1813 map and it is also labelled as Barnes Mill on Bancks and Co's 1831 map. The building is labelled as Jackson Street Mills on the Ordnance Survey town plan, with power system features to the north. The complex appears to have been greatly altered by the time of the 1890s town plan and expanded towards the river and westwards, replacing a number of back-to-back houses. There was a bad fire at this site between 1890 and 1900, however, despite the fire, the plan does not alter into the early 20th century. None of the early 19th century parts of the mill appear to survive, although there are four distinct elements/phases to this complex. The monumental arched entrance at the eastern end appears to be the earliest phase, possibly mid- to late 19th century. The rest of the mill is late 19th/early 20th century in date and majorly rebuilt after a fire in July 1901, although the ground floor appears to have been retained. The mill was incorporated into University of Manchester Institute of Science and Technology (UMIST) campus in the 1960s and it appears that this is when many of the ancillary buildings and power system features were demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest. It has the potential to illustrate the importance of mills in the industrial development of post-medieval Manchester.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0647**

**Asset name: Manchester to Castleshaw Roman Road**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 386540 399180

---

### Asset class/type and dates

Monument class/type: Transport  
Road

Period(s): Roman

---

### References

References: NHLE n/a  
HER: 24.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

Part of the Roman road from Manchester to Castleshaw. Just beyond the Central Station the alignment is taken up by Mill Street and then by Cemetery Road and Briscoe Lane to Newton Heath. The road was constructed AD 79-84, possibly by elements of the 20th Legion. The road was excavated on Gaskell Street, Newton Heath in 1856. It was found to be 24 feet in width and had a gravel surface on a log base designed to carry the road over boggy areas. It is shown on Johnson's map as Backlane. The suggested line of the Roman road from Manchester to Castleshaw and ultimately to York. North of Old Mill Street, Ancoats. The Roman road between Castleshaw and Manchester is believed to have been followed by Briscoe Lane, Cemetery Road and Mill Street. The present line of Store Street has been claimed as that of the Castleshaw-Manchester Roman Road. As Store Street originally followed the high ground between the valleys of Shooter's Brook, this would seem unlikely. It is more probable that the Roman road would have followed the high ground between the valleys of the Shooter's Brook and the River Medlock, further to the south. [1] This is Margary 712 after the Roman road numbering of Ivan Margary. [2]

#### Setting description:

The setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its value from its archaeological interest as it has the potential to further confirm the route of a Roman road into Manchester which came from Buxton (Aquae Arnemetiae, Margary 712).

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description
- 2 Margary, I. (1973) Roman Roads in Britain, 3rd edition,

**Unique Gazetteer ID (UID): MA08\_0652**

**Asset name: Chancery Lane School (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385757 397483

---

### Asset class/type and dates

Monument class/type: Education  
Sunday school

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13833.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Johnson's map of 1818-19, plots a rectangular building fronting Chancery/Chancellor Lane. Later mapping indicates this as a Sunday School, named on 1849 Ordnance Survey map as "Chancery Lane Schools (Sunday)". This also denotes positions of desks and stairs within the interior. To south of the school, both the 1824 and 1831 maps plot a mixture of early type house types including double depth and back-to-back houses. By 1845, one additional double depth house and further blocks of back-to-back houses were arranged around Chapel Place and Fosters Place. One block is named as " Higginbottom's Buildings ". Early photographic evidence suggest that the properties fronting Chancery/ Chancellor Lane were two storied with basements. By 1906 these functioned as commercial concerns and a beer house, The "Friendship Inn", whilst the back-to-back houses were also two storeys high. By 1888-9, a number of back-to-back houses had been demolished during the expansion or rebuilding of the Sunday School. Photographic evidence indicates that other back-to-back houses were demolished in 1905. Photographs of Birch Street taken in 1906 indicate the Sunday School was three storeys high with turret's, arched windows and oculi. At this date a vacant plot was left adjacent to Birch Street. By 1932 a wash house had been constructed in the vacant area, which along with the Sunday School and some of the double depth properties, was extant in 1950. A photograph of the wash house indicates that it was single storeyed building provisioned with a central doorway, windows with stone sills and a cart entrance." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they have the illustrate the lives of working-class people in post-medieval Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0653**

**Asset name: Buildings on Spring Gardens (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385755 397537

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13832.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1824 and 1831 a block of double-depth houses, with yards and outshuts to the rear, were constructed enclosing a central courtyard. By the time of the 1845 Ordnance Survey map, an identical arrangement of double-depth houses had been constructed to the south. These were still extant until 1950 but demolished during the latter half of the 20th century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest they have the potential to illustrate the development of housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0655**

**Asset name: Swann Inn (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385711 397542

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13816.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A range of buildings indicated at the end north of Chancery Lane are denoted as double depth houses with yards and privies on the large scale 1849 Ordnance Survey Map. There is also a public house called the "Swan Inn". Photographic evidence shows this to be three stories high with a remodelled façade in the late 19th century to early 20th century. By 1831 further blocks of back-to-back housing had been constructed immediately to the west, partially fronting Swan Court, with one block denoted as "Lees Buildings". By 1888-9 two of the back to back houses had been converted to double depth and by 1905 only four properties remained as back-to-backs. The public house and adjoining properties were still extant in 1950 but demolished by the latter half of 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as it has the potential to illustrate the lives of working-class people, their housing, and public houses in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0658**

**Asset name: Buildings on Birch Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385678 397570

---

### Asset class/type and dates

Monument class/type: Domestic House

Period(s): Post-medieval, and Modern.

---

### References

References: NHLE n/a  
HER: 13811.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of a row of single and double depth properties close to the eastern boundary of the study area are present on the 1787 map. Early 19th century cartographic sources indicate these properties were extended by 1831 and had individual yards, privies and gardens. During the late 19th century this range of houses were partially demolished during the construction of Midland Street. A photograph of surviving buildings in 1964 indicates they were two stories high, had a raised ground floor and were provisioned with basements. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as it has the potential to illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0659**

**Asset name: Dark Lane Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385652 397574

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13812.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

An early 19th century cotton mill, first plotted on Johnson's 1818-19 map. Trade Directories list a cotton mill on Chancery Lane constructed between 1805 and 1809 which was probably Dark Lane Mill. In 1850 it was listed as "Cotton Manufacturer" but by 1863 the function listed had changed to "Domestic sheeting, Twills and Regattas". Cartographic and photographic sources describe a single-storey range fronting Dark Lane with a three-storey building to the rear and immediately to the east a range of linear buildings fronting Wrigley Street. Two projecting wings are plotted on Bancks's 1831 map, as well as two reservoirs immediately to the north, a small L-shaped building is adjacent to one of these reservoirs. The larger of the two wings is denoted as "Boiler House" on the 1849 Ordnance Survey map. Two additional wings are also shown on the 1849 Ordnance Survey map, perhaps representing additional engine/boiler houses. These had been demolished by the 1889 Ordnance Survey map and the southern and western sides of the mill appear to have been remodelled. By 1905 further alterations had taken place including infilling the reservoirs. The building was denoted as a "Shirt Factory" at this point and a "Sheet and Pillow Case Works" in 1932. It was demolished in the later part of the 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it has the potential to illustrate the industrial development of mills in post-medieval Manchester.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0661**

**Asset name: Buildings on William Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385666 397625

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13802.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A T-shaped post-medieval building is plotted on maps of 1770 and 1787-94. By 1831 this had been converted into four small double-depth properties and four back-to-back houses, named as "Ogden's Buildings" on the 1849 Ordnance Survey map. These were demolished by 1888 and replaced by the Castle Brewery. Immediately east of the early buildings were a range of double-depth properties with rear outshuts, constructed by 1818-19 and extant until at least 1950. By 1824 a further range of double-depth properties fronting William Street had been constructed, with yards and privies to the rear and indications of cellars. Four further back-to-back properties were constructed to the rear of these. Approximately half of these properties had been demolished by 1888-9 during construction of the Castle Brewery and the remaining properties by 1905. To the rear of these properties and those fronting Chancery Lane were four small back-to-back properties with basements, which were demolished between 1888-9 and 1905. Attached to the northern side of these back-to-backs was a small workers' house with outshut, constructed by 1831. Between 1831 and 1845 four linear-shaped buildings arranged around a courtyard had been constructed, and these probably had an industrial function. They had been demolished by 1888-9. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as it has the potential to illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

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MA08: Manchester Piccadilly Station

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**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0662**

**Asset name: Castle Brewery (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385649 397611

---

### Asset class/type and dates

Monument class/type: Industrial  
Brewery

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13803.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Castle Brewery is first plotted on the 1888-9 Ordnance Survey map. The premises were constructed in 1875 and were owned by Gatehouse and Yates. A 1896 valuation plan and the 1888-9 Ordnance Survey, indicates that in the late 19th century the brewery premises included a large irregular shaped building and a range of linear buildings fronting Ogden Street. Immediately to the east of this range was an adjoining wedge-shaped building, which was provisioned with a tank and a chimney. A courtyard was positioned between these different elements of the brewery, which could be accessed from both Ogden and William Street. The 1896 plan also indicates that by this date a range of adjacent double-depth houses fronting Chantler Street were owned by the brewery. By 1905 the larger of the brewery buildings had been extended and by 1932 three glass-roofed additions had been added. An aerial photograph of the brewery taken in 1926 indicates that the brewery buildings fronting William Street were both two and three storeyed. first plotted on the 1888-9 Ordnance Survey map. The premises were constructed in 1875 and were owned by Gatehouse and Yates. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it has the potential to illustrates the industrial development of the brewery in post-medieval Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0663**

**Asset name: Pin Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385630 397670

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2153.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A long rectangular building was recorded on William Green's map of 1794 at the junction with Pin Mill Brow and Fairfield St on the present-day site. Brick size evidence would suggest a 1750-80 building date following the Parliament Brick Acts from 1725. The building had been reduced in height by at least one storey. The surviving portion of the building was the north eastern elevation on Pin Mill Brow, with the gables at the north western and south eastern ends. The south western elevation had been rebuilt in the mid-20th century retaining only fragmentary evidence from the first phase. The spinning mill building has a "1862" date mark on an internal cast-iron column. There was a mid 19th century engine house attached to the mill and two storey offices near the yard entrance. The weaving shed was late 19th century and brick built. A late 18th century map shows a group of ponds to the south west of the 18th century building. The site had been cleared by 2006 and has since been redeveloped." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it has the potential to illustrate the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0664**

**Asset name: Buildings on William Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385588 397591

---

### Asset class/type and dates

Monument class/type: Domestic  
Blind back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13813.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Swire's 1824 map plots two blocks of housing close to Williams Street, which the large-scale 1849 Ordnance Survey indicates were composed of a range of double-depth houses with yards and outshuts to the rear, and a row of blind-back houses. By 1831 Bancks's map indicates that an additional range of double-depth houses had been constructed fronting William Street, along with a row of blind-back houses fronting Back William Street, with a privy block to the west. Bancks's map also indicates that a small linear building had been constructed to the west of the blind-back houses. By 1845 an adjoining building had been attached to this linear building, and this probably functioned as industrial premises. By this date four irregular adjoining buildings had also been constructed to the north, fronting Ogden Street. By the late 19th century the range of double-depth houses was owned by an adjacent brewery and the blind-back houses and small industrial premises had been demolished and replaced by a number of larger buildings. These included two large adjoining buildings adjacent to the early 19th century double-depth houses, which are denoted as 'Neptune Works Cotton Waste' (owned by 'Messrs Rigby Wainwright & Co'). The large-scale 1888-9 Ordnance Survey map also plots the position of a chimney on the northern side of this works. To the rear of these works, fronting Ogden Street, was another large industrial premises denoted as 'Unbreakable Pulley Works' on the large-scale 1888-9 Ordnance Survey map. The works were provisioned with two chimneys and linked to its eastern side were a number of ancillary buildings, accessed via a covered passage. To the west of this works was a building, with two east-west wings that functioned as 'St Aloysius's Roman Catholic School for boys, girls and infants'. The playgrounds and a privy block adjoined the earlier irregular shaped buildings to the west. By this date a 'Mission Hall' had also been constructed, adjoining these irregular shaped buildings. By the 1905 Ordnance Survey map the mission hall had been demolished and an industrial premises constructed in its place. To the south of these premises a Presbyterian Church opened in 1904. By 1915 the Ordnance Survey map indicates that part of the school had been converted into a cinema, whilst by 1932 the adjacent industrial premises functioned as a 'Box Works'. The 1950

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Ordnance Survey map indicates that the Presbyterian Church had been converted to a print works. During the latter part of the twentieth century this site was cleared of buildings and the Mancunian Way constructed. [1]

### Setting description:

Setting does not contribute to the heritage value of the asset.

### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as it has the potential to illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0665**

**Asset name: Buildings on William Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385581 397566

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13817.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Swire's 1824 map plots a building within a parcel of land close to Dark Lane which appears to have been demolished by 1831. By this date Bancks's map indicates that a number of buildings had been constructed in this area, including a range of double-depth houses with yards and privies to the rear, fronting William Street and a street named "Cowells Buildings" on later mapping. There was also a block of back-to-back houses, an irregular building which probably functioned as industrial premises and a linear building denoted as a "Bolt and Screw Manufactory" on the 1849 Ordnance Survey map. Additional double-depth properties with yards and outshuts to the rear had been constructed by 1845 fronting Dark Lane and Cowell's Buildings. By 1888-9 the back-to-back houses had been converted into double-depth properties and additional double-depth properties fronting Dark Lane had been constructed. The buildings present in the late 19th century were extant until 1950, but were demolished during the latter half of the 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0666**

**Asset name: Housing on Chapelfield Road and Union Works (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385479 397573

---

### Asset class/type and dates

Monument class/type: Domestic House

Period(s): Post-medieval, and Modern.

---

### References

References: NHLE n/a  
HER: 13821.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1831 and 1849 a range of double-depth properties, with yards and outshuts to the rear, were constructed fronting Chapelfield Road. Linked to the eastern end of these properties was also a larger building, which probably had a commercial or industrial function. A 1902 photograph of this building indicates that it was three storeys high. By 1888-9 additional double depth properties had been constructed fronting Hollym Street and an additional industrial works had been constructed at the corner of Union and Holly Street. A 1902 photograph of this building names it as Union Works and indicates that it had three storeys and was provisioned with a basement. By 1905 the majority of these properties had been demolished and only three double-depth properties fronting Chapelfield Road remained. These properties were extant in 1950, but were demolished during the latter part of the twentieth century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing, as well as industry and transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

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### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0667**

**Asset name: Ancoats Bridge**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-327  
National Grid Reference: 385620 397750

---

### Asset class/type and dates

Monument class/type: Transport  
Bridge  
Period(s): Neolithic, and  
Post-medieval.

---

### References

References: NHLE n/a  
HER: 1233.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Ancoats Bridge over the River Medlock on the road to Ashton was in existence in 1709. It is still extant. [1] The current bridge on the site dates to the 20th century. The parapets on either side of the road are built in ashlar sandstone. However, the A665 Great Ancoats Street/ Pin Mill Brow has been widened. This has meant the bridge is much larger than the historic bridge. It is not clear to what extent any archaeological remains of the bridge survive.

#### Setting description:

The setting of the bridge on the River Medlock makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic interest, as one of the earliest surviving structures in this area. Much of its heritage value may have been lost by the widening of the A665 Great Ancoats Street/ Pin Mill Brow.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0668**

**Asset name: Mitre Inn and adjoining houses (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385500 397633

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13819.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Between 1831 and 1845 a public house was constructed at the corner of Union Street and Ogden Street. This is named as 'The Mitre Inn' on the large-scale 1849 Ordnance Survey map. Trade directories indicate that the pub was licensed and probably constructed between 1841 and 1843. The inn was initially owned by Philip Hulme, but passed into the ownership of Crompton Ogden in 1845. Adjoining the pub and probably dating to a similar period, were two rows of double-depth properties with yards and outshuts to the rear, whilst to the south-west were a block of blind-back houses arranged around Water Court. These houses had been demolished by 1905 and replaced by two double-depth properties with outshuts to the rear, whilst the remaining nineteenth century houses were extant in 1950. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people, their housing, and public houses in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0669**

**Asset name: Buildings on Water Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385482 397605

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13820.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of double depth houses bounded by Water Street, Crane Street, Union Street and Chapelfield Road. They were constructed between 1849 and 1888-9, as evidenced by Ordnance Survey maps. These houses had yards and outshuts to the rear and were extant until 1950. " [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0670**

**Asset name: Ardwick Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385435 397630

---

### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13822.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The 1845 Ordnance Survey plots a trapezoidal shaped building close to the river Medlock, which is denoted as 'Ardwick Mill' on the large-scale 1849 Ordnance Survey map. Although no entries for this site were identified within the early trade directories, the cartographic evidence indicates that it was constructed between 1831 and 1845. By the time of the 1888-89 Ordnance Survey this mill had been demolished. Although the site remained vacant, a linear building, probably functioning as industrial premises, had been constructed to the north between 1888-89 and 1905. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0671**

**Asset name: Buildings on Mellor Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385432 397602

---

### Asset class/type and dates

Monument class/type: Domestic  
Blind back terrace

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13826.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"By 1888-89 two ranges of blind-back houses had been constructed, one fronting Mellor Street with indications of basements and outshuts, and one to the rear of these properties. They are adjacent to the river Medlock and named on the map as "River View". These houses had been largely demolished by 1905 and only four properties remained, which were demolished in the latter part of the 20th century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0672**

**Asset name: Housing on Ogden Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385440 397656

---

### Asset class/type and dates

Monument class/type: Domestic House

Period(s): Post-medieval, and Modern.

---

### References

References: NHLE n/a  
HER: 13846.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A range of properties fronting Ogden Street which are first plotted on the 1888-89 Ordnance Survey map. By the time of the 1950 OS survey these buildings are denoted as "Ruins". Ogden Street is no longer named on mapping and its former line is now part of Fairfield Street. The buildings are no longer extant [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as they illustrate the lives of working-class people, their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0673**

**Asset name: Victoria Terrace (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385407 397643

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13823.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Between 1831 and 1845 a range of houses were constructed immediately adjacent to the river Medlock. A geotechnical borehole indicates that this area was raised and levelled prior to the construction of this housing. The large-scale 1849 Ordnance Survey map indicates that the range was composed of back-to-back and blind-back houses and names it 'Victoria Terrace'. The northern part of this range had been demolished by 1905 whilst the remaining elements had been demolished by 1915. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as they illustrate the lives of working-class people, their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0674**

**Asset name: Print Works (Bridge Street Mill) (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385510 397750

---

### Asset class/type and dates

Monument class/type: Industrial  
Printing works

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 9673.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Described on 1896 map as "Print Works". Located on the banks of the River Medlock. A medium size rectangular building on Mount Street. The building is the same in 1922 when it is called "Bridge Street Mills (Dyeing and Book Cloth)". In the second half of the 20th century, the mill was demolished and the site developed as a modern industrial park." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it dates from the later post-medieval period and helps illustrate the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0675**

**Asset name: Former Bridge Inn and site of Bridge Inn Brewery**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385384 397657

---

### Asset class/type and dates

Monument class/type: Industrial  
Brewery

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13824.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"1845 survey plots a public house fronting Fairfield Street with an adjacent L-shaped building. The 1849 Ordnance Survey map names the public house as "The Bridge Inn" and the L-shaped building as "Bridge Inn Brewery". Trade directories indicate that the public house was licensed and probably constructed between 1838 and 1841. Adjoining this building were three blind-back buildings. By the time of the 1888-89 Ordnance Survey map an additional wing had been added to the north west corner of the public house, whilst the brewery seems to have been extended through the incorporation of one of the blind-back houses. The brewery and the two houses had been demolished by 1905 but the public house is still extant. The building is three storeys high, constructed of handmade brick and has a 20th century façade at ground level." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

Its heritage value is due to the architecture of the surviving former buildings of the public house and archaeological remains of the brewery and two associated houses which were demolished in 1905.

**Heritage value:** Low

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0676**

**Asset name: Buildings on Fairfield Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385330 397671

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### Asset class/type and dates

Monument class/type: Domestic  
Blind back terrace

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13825.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Between 1831 and 1845 a range of houses was constructed fronting Fairfield Street. The large-scale 1849 Ordnance Survey map indicates that these comprised large double-depth properties with outshuts and yards to the rear. Immediately to the south of these properties, early Ordnance Survey map also plots a small range of blind-back houses, with outshuts and yards, which are named "Mellor's Buildings" on the 1849 map. By 1905 the blind-back houses and a number of the double-depth properties had been demolished during the construction of Hoyle Street." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0677**

**Asset name: St Andrew's Church and disused graveyard  
(site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385260 397860

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Church

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 9671.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Built between 1830-31, St Andrews once stood on the south side of Travis Street in Ancoats. The site at this time was on the fringes of a growing Manchester and was largely surrounded by green fields which extended south from the church down to the River Medlock. The church was consecrated on the 6th October 1831.

The church was large with the capacity to seat 2,000 people. The congregation was wealthy initially, however within 20 years the ever-expanding industrial city had encompassed the area surrounding the church, which became a landscape of mills and terraced housing. St Andrew's congregation was then becoming one of Manchester's poorest communities.

A churchyard and disused graveyard surrounded the church. The final interment in the graveyard occurred on the 1 April 1855. A total of 1,080 burials have been recorded in the burial records over the 25-year period of its use. Within the footprint of the church also contains burial vaults including lead coffins.

Over the last century the area continued to decline, and post war slum clearance left the church without a congregation. St Andrews was closed in 1958 and demolished in 1961. One vault was discovered by workmen, demolishing the church in 1961. While demolishing the alter, a vault was discovered some 15ft deep, under the church floor. It contained four well preserved lead coffins. There are no records of what happened to these lead coffins, it is possible they were left in situ. There are three other internments are described in the burial register as 'in vault', therefore there is the potential that another vault remains is still in situ.

The churchyard survived as a graveyard until 1967, when the memorial head stones were removed. The graves however were not disturbed, the graveyard was levelled and sealed under a concrete raft. There is a Great war memorial cross in situ. [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

The asset's modern industrial streetscape setting makes a negative contribution to the heritage value of the asset. The church's parish once surrounding the asset, was removed during slum clearance of the 1930's, isolating the church. The loss of its parish lead directly to its demolition. The parish was home to many of the occupants of the cemetery.

### Asset value assessment:

The asset derives its value from its archaeological and historic interest although the survival of the church's foundations and vaults remain unknown. The site has the potential to provide information on burials and health of a specific parish of Manchester in the mid-19th century.

**Heritage value:** High

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0678**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384790 397990

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16922.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name             |
|-----------|------------------------|
| MA08_0679 | Warehouse canal tunnel |

---

### Description and sources

#### Full asset description:

An elongated range named as the Manchester, Sheffield and Lincolnshire Railway Company's General Stores on the 1849 Ordnance Survey map. The 1845-9 goods store is still shown on the 1932 map but had been demolished by 1969. The ground-floor front elevation of the building stands to over two metres and comprises a stone plinth of two large courses, with walling of handmade brick above. This wall was broken by four cart openings, three of which are now blocked (The site of the interior of the building is now used as a car park, with the remaining cart opening providing access). The south-east corner of the building stands to two storeys and has stone quoins. The adjoining gable may also belong to this building rather than the later goods shed and has blocked openings in both the ground and first floors. The western portion of the warehouse was destroyed when the railway viaduct was constructed in about 1867. The infilled windows suggest that the area to the north-east was probably raised to the present level when the railway bridge over Store Street was constructed in 1867. Further demolition has taken place in the early 21st century and it appears that the walls described above are no longer extant. [1] The site is still in use as a car park.

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as evidence of the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0679**

**Asset name: Warehouse canal tunnel**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384770 397990

---

### Asset class/type and dates

Monument class/type: Water supply and drainage  
Water tunnel

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16922.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name          |
|-----------|---------------------|
| MA08_0678 | Warehouse (site of) |

---

### Description and sources

#### Full asset description:

A stone-built tunnel which ran a short distance into the revetment wall of a warehouse (MA08\_0678). The warehouse was an elongated range named as the Manchester, Sheffield and Lincolnshire Railway Company's General Stores on the 1849 Ordnance Survey map. When in use, the shaft would have emerged on the wharf, between the canal basin and the warehouse. It was almost certainly utilised for transferring goods from the canal into the basement of the warehouse. [1] The asset is now located under the car park adjacent to London Warehouse on Store Street. It is not clear how much of the asset survives in situ.

#### Setting description:

The tunnel now survives as archaeological remains and its setting does not contribute to its heritage value.

#### Asset value assessment:

The asset derives its value from its archaeological interest. However, it may also have architectural interest, as an example of 19th century tunnel engineering.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0680**

**Asset name: Bank Top Coal Wharf (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384680 397980

---

### Asset class/type and dates

Monument class/type: Maritime  
River wharf

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16915.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The 'Dukes Tunnel' was constructed during the late 18th century to provide a canal link between Bank Top and the river Medlock. A vertical shaft, or 'eye', was used for lifting coal from barges inside the tunnel. The coal wharf was located just to the south-west of the study area. The wharf was made redundant when the Rochdale Canal linked through to the Bridgewater Canal. It is now believed to be partially used by the culverted Shooter Brook. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it helps illustrate important canal transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0681**

**Asset name: Goods Station (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-328  
National Grid Reference: 384850 398060

---

### Asset class/type and dates

Monument class/type: Transport  
Goods station  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11416.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"By 1889 the previous iron works had been replaced by a building which, along with the earlier railway stores, formed part of the goods station of the Manchester, Sheffield and Lincolnshire Railway, accessed by a railway carried over Store Street. This 1849-89 building is still standing. The façade divided into ten bays, each containing a tall arch containing brick blocking. The original arrangement in each arch seems to have been a central cart door with a window to either side and a narrow window above, all with arched headers. This arrangement has been much altered by later blockings and insertions. There is a stone stringcourse at the base of the parapet. The series of ten brick arches which fronts onto Store Street represents the surviving basement or undercroft of a large warehouse, first shown on the 1893 OS plan, and probably erected at the same time as the London Warehouse. The demolished warehouse measured 71 by 51m, overlying all of the arches apart from the westernmost pair of bays. Each of the archways contains a large double door, and a segment-headed window. Aerial photograph of 1932 shows a single level above the arches covered by a large four-roof canopy supported on pillars, with the northern and western sides being open. Further demolition has taken place in the early 21st century and it appears that the walls described above are no longer extant." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its value from their archaeological and historic interest, which demonstrates the importance of warehouses, transport infrastructure in the industrial development of post-medieval Manchester.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0682**

**Asset name: Store Street Iron Works (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384855 398059

---

### Asset class/type and dates

Monument class/type: Industrial  
Iron works

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16923.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A rectangular range arranged round a central yard shown on the 1845 map at the corner of Store Street and Junction Street. Named as Store Street Iron Works on the 1849 map. By 1889 the ironworks had been replaced by a building which, along with the earlier railway stores, formed part of the goods station of the Manchester, Sheffield and Lincolnshire Railway Company. The Store Street Iron Works was first shown on the 1851 Ordnance Survey map, although part of the buildings may be shown on Bancks and Co's plan of 1831. The ironworks comprised a number of buildings around two courtyards, and the northern edge of the site was against the Ashton Canal Basin. The building located against the Junction Street boundary on the 1851 OS plan was an 'Iron Foundry'. It had 'Furnaces' and a 'Store House for Iron (Underground)' against Store Street. It was evidently demolished when the railway warehouse was constructed, probably around 1867." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of iron industrial in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0683**

**Asset name: Dry Dock (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384810 398060

---

### Asset class/type and dates

Monument class/type: Maritime  
Dry dock

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16916.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

Bancks and Co's plan of 1831 shows a small lobate southward extension of the canal basin, which had disappeared on the 1851 Ordnance Survey map. This is suggested as a dry dock, which could be emptied following closure of a lock gate at its mouth. The asset is no longer extant. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from their archaeological and historic interest as it demonstrates the earlier phases and development of transport infrastructure in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0684**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384780 398040

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 1385.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"This warehouse was apparently a southward extension of the London Warehouse, and may have comprised a single storey only, as suggested by evidence preserved in the south face of the London Warehouse. It was still in existence on the 1969 Ordnance Survey map. The asset is no longer extant. [1]"

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0685**

**Asset name: Warehouse (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384730 398010

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16921.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A warehouse, which was first shown on Bancks and Co's plan of 1831. On the 1851 Ordnance Survey map it was annotated as 'The North Staffordshire Railway Company's Wharf and Stores', with an adjoining 'Iron Warehouse' to the west. Likely demolished in 1867 when the Goods Shed was erected here. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the importance of warehouses in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0686**

**Asset name: Goods Shed (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384710 398040

---

### Asset class/type and dates

Monument class/type: Transport  
Goods shed

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16924.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A goods shed, which was constructed in about 1867, for the London and North Western Railway. Its east wall forms the western boundary to the present study area. It was still in existence on the 1954 Ordnance Survey map, but has since been demolished and replaced by the existing sinuous structure [Gateway House] which fronts onto the former Piccadilly Station Approach. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they demonstrate the importance of warehouses, transport infrastructure in the industrial development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0687**

**Asset name: Rochdale Canal Arm (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384690 398060

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16925.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

A canal arm, which was first shown on Bancks and Co's plan of 1831 and served an open wharf here. It was largely destroyed in about 1867, when the goods shed was erected and Ducie Street was re-aligned. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of canal transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0688**

**Asset name: Mayfield (Goods) Station (former)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385040 397660

---

### Asset class/type and dates

Monument class/type: Transport  
Goods shed

Period(s): Modern

---

### References

References: NHLE n/a  
HER: 9670.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The goods station and depot for the Crewe and Manchester line of the Manchester, Sheffield and Lincolnshire Railway and the Lancashire and Yorkshire Railway. Shown as a large block taking up a triangular plot of land on the Ordnance Survey 2nd edition map and named as the Mayfield Station on the 1922 Ordnance Survey map. The Mayfield Railway Station was opened by the London and North Western Railway Company in August 1910. It was constructed as a new terminus for suburban trains. The irregular station site was designed to fit a restricted area adjacent to the London Road Railway Station (now Manchester Piccadilly). The main shed is 560 feet long and a 90-foot extension was made in the south east corner. The site was badly damaged during World War Two. After the station was re-opened, it remained in use as a passenger station until 1960 and was a parcel depot until 1986. The station played an important role during the electrification and modernisation of what was to become Piccadilly Station at the end of the 1950s, when many services were diverted into the station. It was closed to passengers on 28 August 1960. The site is multi-level with ramped access from the north in Neild Street, providing access for horses, carts, carriages and vehicles. It had a bridge linking to Piccadilly Station across Fairfield Street, allowing passengers to change trains at Piccadilly. The station is above the level of the street and the railway lines once leading into it were supported on a brick-built viaduct. The architectural character is generally consistent throughout the numerous street frontage elevations, with banded pilasters, string course and cornice detailing plus parapet walling enlivening the red brick elevations. Ashlar sandstone is used for cornice, plinth and window surround dressings. The station roof structure is made up of a parallel series of narrow hipped roof bays carried on lattice girders supported on cast-iron columns. In 2011, the station retains its track and platform structures, together with hydraulic buffers and associated pipes and tanks, which are considered to be rare survivals. The station interior is little altered from the original. When Piccadilly Station was remodelled in 1989 the tracks at Mayfield were removed. The parcel conveyor bridge was also removed in 1989. The roadside building, fronting onto Travis Street, was burned out in 2005. much of the station building is still extant. [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

Its association with Piccadilly Station opposite make a positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its historic interest, as a surviving example early 20th century railway architecture, and an example of the importance of the railway in the development of Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0690**

**Asset name: Iron and Steel Warehouse**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385090 398230

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11406.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A rectangular complex arranged around a central courtyard shown on the 1845 map and named on the 1849 map as 'Vulcan Iron Works (Mill Work and Tools)'. By 1888-9 the yard had been infilled and the site is named as a disused foundry. Further alterations had taken place by 1905 when the building may be shown in its present form, named as an iron and steel warehouse. Present building comprises a tall double-gabled works building on the west, brick built, with two large central doorways (one blocked) with stone surrounds. East of these are three bays of offices/ warehousing. These consist two storeys with hipped roofs and decorative brick keystones above the first floor windows. The central bay is stone built with a double hipped roof and pilasters to the first floor. All three of these bays have stoned dentillation at eaves level. The ground-floor façade of these three bays has been altered, apart from the western most bay, which has a window to either side of a central door with a third window immediately above. At the eastern end of the block is a single-storey multi-gabled shed, the exterior again much altered." [1]

#### Setting description:

The streetscape setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset has value due to its historic interest because of its former use as the Vulcan Iron Works. It has limited architectural interest as it demonstrates the utilitarian style of industrial buildings in the 19th century.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0692**

**Asset name: 'The Waldorf' Public House**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384560 398120

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16973.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A public house on the site of earlier private housing and a hotel. This was originally Number 12 Gore Street and, with Number Ten, was probably erected as a private house, at some time between 1790 and 1831. By 1953 it had become the Grosvenor Hotel and it appears to have been rebuilt (with Number Ten) during the late 20th century as 'The Waldorf' public house. [1]

#### Setting description:

The setting is a quiet back street off the busy Piccadilly Road. The asset dominated by larger and more modern buildings. The asset's streetscape setting makes a positive contribution to its heritage value.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest, as a good example of a late 18th century public house.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0694**

**Asset name: Canal Arm (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385381 398172

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11424.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

An arm off the Ashton Canal shown on the 1831 map, running to Pollard Street. This is still shown on the 1905 map and the 1910 25 inch map edition. By the 1920s the canal arm had been reduced in length by about half, with the remaining (north west) half marked 'Basin' on mapping. The basin was still shown on 1950s mapping but as since been infilled. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester and its transport infrastructure.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0695**

**Asset name: Albert Square Conservation Area**

Designation and grade: Conservation area

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383875 398086

---

### Asset class/type and dates

Monument class/type: Civil  
Town quarter

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| <b>Asset UID</b> | <b>Asset name</b>                           |
|------------------|---|
| MA08_0029        | Town Hall Extension                         |
| MA08_0036        | Lawrence Buildings                          |
| MA08_0039        | Memorial Hall                               |
| MA08_0056        | Manchester War Memorial                     |
| MA08_0057        | Albert Memorial                             |
| MA08_0058        | Town Hall                                   |
| MA08_0106        | Albert Chambers                             |
| MA08_0107        | Carlton House                               |
| MA08_0109        | Brights Statue                              |
| MA08_0110        | Frasers Statue                              |
| MA08_0111        | Gladstones Statue                           |
| MA08_0112        | Heywoods Statue                             |
| MA08_0116        | Roman Catholic Church of St Mary            |
| MA08_0118        | Lloyds House                                |
| MA08_0127        | Vine Inn                                    |
| MA08_0128        | City Arms Public House                      |
| MA08_0143        | Jubilee Fountain, Albert Square, Manchester |
| MA08_0291        | 1-7, Princess Road                          |
| MA08_0303        | 31, Princess Street                         |
| MA08_0309        | 65-71, Princess Street                      |
| MA08_0358        | 12, Tib Lane                                |
| MA08_0360        | 10, Tib Lane                                |
| MA08_0414        | Northern Assurance Building                 |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

|           |   |
|-----------|---|
| MA08_0481 | Abbey National Building   |
| MA08_0522 | 1-5, Central Street   |
| MA08_0524 | Abraham Lincoln Statue  |
| MA08_0698 | George Street Conservation Area                                     |
| MA08_0741 | Electricity Junction Box, Library Walk                              |
| MA08_0742 | Electricity Junction Box, Lincoln Square                            |
| MA08_0743 | Presbytery of the Roman Catholic Church of St Mary (The Hidden Gem) |

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## Description and sources

### Full asset description:

The area surrounding Albert Square was designated a conservation area in April 1972. The northern boundary follows Central Street, Tib Lane, Clarence Street and the back of properties to John Dalton Street. The west boundary follows Deansgate. The southern boundary follows Lloyd Street, Jackson's Row and Central Street. The east boundary is formed by Mosley Street. In June 1985, the conservation area was extended to include the area bounded by Lloyd Street, Deansgate and John Dalton Street.

The conservation area was extended to include Lincoln Square, where a water feature to commemorate the wedding of the Prince and Princess of Wales was inaugurated in 1981. There is also a monumental statue of Abraham Lincoln, given to the city in 1919 in recognition of the support he received from the citizens of Manchester in his campaign against slavery. This was moved from Platt Fields Park to the square in 1986. Albert Square is the civic heart of the city, where frequent functions take place and new paving was designed to accommodate the gathering of large crowds. The pedestrianised Albert Square, Brazenose Street and Lincoln Square, with their new surfaces and tree planting, have created pleasant enclosures for the enjoyment of the public and restoring the squares appearance to something like the original. With the removal of traffic from the front of the Town Hall, the square ceased to be a traffic island and a large area was opened up for exclusively pedestrian use. The Albert Memorial and the four later statues in Albert Square were originally on the traffic island but now stand in the pedestrianised square.

The Town Hall is one of the main features of the conservation area. The site of the original Town Hall was originally open fields sloping down to the River Tib. The old Town Hall (originally located in King Street) soon became inadequate to provide enough space for the administration of such a rapidly expanding metropolis. A competition was created in 1868 to design a new, larger town hall. This was won by Alfred Waterhouse and the building, a Gothic Revival masterpiece, was completed in 1877. Built on the east side of Albert Square, the building is considered to be Alfred Waterhouse's finest work. Waterhouse won the competition due to the efficiency in planning, use of natural light, heating and ventilation rather than the excellence of its elevations. It is an exceptional work expressing enlightened civic power, and is now a Grade I listed building. There is a lot of variety in the building materials used in Albert Square. Stone, brick, terracotta and slate are used extensively. Generally, buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall. The use of fewer and more powerful lamps has assisted in the reduction of clutter in the Square. Signs and canopies are kept to a minimum, and where they do occur are carefully designed so as not to compete with or conceal the architectural details of buildings. [1]

### Setting description:

The setting is Manchester city centre, and therefore a very urban and built up area. Other conservation areas have been designated or extended nearby and as such it has common boundaries with other conservation areas, which creates a comprehensive coverage of the predominantly Victorian city centre.

### Asset value assessment:

The asset is of historic and architectural interest. The character of the conservation area is derived from the civic buildings which survive within it. In particular the Town Hall is a prominent Gothic building which represents the civic heart of the city. Also, the more recent office blocks opposite the Town Hall were designed to be of sufficient architectural quality to contribute to and 'contain' the square, and to complement the Town Hall without competing with it.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/934/albert\\_square\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/934/albert_square_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0696**

**Asset name: Ancoats Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 385166 398505

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### Asset class/type and dates

Monument class/type: Industrial  
Industrial site

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |  |
|-----------|--|
| MA08_0009 | New Mill (Murray's Mills)  |
| MA08_0013 | Paragon Mill   |
| MA08_0017 | Decker Mill and Old Mill   |
| MA08_0018 | Royal Mill   |
| MA08_0023 | Doubling Mill and Fireproof Mill (Waulk Mill)  |
| MA08_0025 | Beehive Mill   |
| MA08_0027 | Daily Express Building   |
| MA08_0072 | Derros Building  |
| MA08_0099 | Former Church of St Peter  |
| MA08_0243 | Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill                        |
| MA08_0252 | Crown and Kettle Public House  |
| MA08_0253 | Victoria Square  |
| MA08_0322 | Rochdale Canal Lock Number 82, to East of Great Ancoats Street                             |
| MA08_0323 | Union Street Bridge  |
| MA08_0406 | Sedgwick Mill (To West of Junction with Murray Street)                                     |
| MA08_0410 | Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge |
| MA08_0452 | Little Mill  |
| MA08_0758 | Rochdale Canal Road Bridge (Great Ancoats Street)  |
| MA08_0839 | 17 and 19, Jersey Street   |
| MA08_0840 | 16, Blossom Street   |
| MA08_0842 | 24-28, George Leigh Street   |
| MA08_0843 | The Edinburgh Castle Public House  |
| MA08_0845 | St Michael's School  |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

|           |  |
|-----------|--|
| MA08_0847 | 2-4, Loom Street                                     |
| MA08_0848 | Building at junction of Cotton Street/Blossom Street |
| MA08_0849 | Warehouse on Blossom Street (former)                 |
| MA08_0851 | Warehouse on Hood Street/Murray Street               |
| MA08_0995 | 39, Great Ancoats Street                             |
| MA08_0996 | The Coates School                                    |
| MA08_0997 | 5, Jersey Street                                     |

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## Description and sources

### Full asset description:

"The area of Ancoats lies just outside the city centre, immediately to the north of Great Ancoats Street. The part of Ancoats designated as a conservation area in June 1989, is bounded by Great Ancoats Street, Oldham Road, Kemp Street, Wadeford Close, Jersey Street and the Rochdale Canal.

Ancoats, with its concentration of mill buildings, is an important landmark in the history of the Industrial Revolution. The first mills were built in Ancoats as early as 1790. From the opening of the Rochdale Canal in 1804 through to 1912, the development of mills continued on a much larger scale. Many of these buildings remain to enable the progress of mill design to be appreciated today. The principal buildings are the massive cotton spinning mills, located adjacent to the Rochdale Canal and the nearby housing. This juxtaposition and inter-linking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world. Some mill buildings of note include Old Mill (one the oldest surviving mills in Manchester), Sedgewick Mill and Beehive Mill.

The first single-class housing area in the country was built in 1889 to provide homes for mill workers in Ancoats. This block (called Victoria Square) was the first example of municipal housing in Manchester. The Victoria Square housing is a five-storey block of flats dating from 1889. The block of flats claims to be one of the most successful local authority housing schemes in Manchester, due to its enclosure of shared inner space.

A slump in the cotton industry in the 1930s led to new industry established in the conservation area. In 1939, the Daily Express newspaper company opened new premises. The building was built in the "functional" style, using new curtainwall technology identical to that of the company's buildings in London and Glasgow. Other buildings of note in the conservation area include the 1860 church of St. Peter in Blossom Street, and the late 19th century, Crown and Kettle public house on the corner of Oldham Road and Great Ancoats Street. These buildings, together with the older non-listed buildings in the area, provide a contrast of architectural styles with the surviving massive mill buildings." [1][2]

### Setting description:

The setting of the conservation area is formed by the A665 Great Ancoats Street to the south-west, the A62 Oldham Road to the north-west and the Rochdale Canal to the south. The majority of this setting consists of modern apartments and urban development along the busy main roads which do not contribute to the conservation area's heritage value. However, the Rochdale Canal located to the south forms the southern boundary and makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The value of the conservation area is of architectural and historic interest, deriving it from the concentration of early mill buildings within it. The mills add to the value of the conservation area as some of the first mills constructed in Manchester. This juxtaposition of the manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

**Heritage value:** Moderate

### Sources:

- 1 Text adapted from the GMAAS HER description
- 2 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1216/ancoats\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1216/ancoats_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0697**

**Asset name: Deansgate/Peter Street Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-310b  
National Grid Reference: 383558 398045

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### Asset class/type and dates

Monument class/type: Commercial  
Shopping precinct  
Period(s): Medieval,  
Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0037 | Free Trade Hall   |
| MA08_0059 | John Rylands Library and Attached Railings, Gates and Lamp Standards    |
| MA08_0102 | Masonic Temple  |
| MA08_0167 | Royal London House  |
| MA08_0169 | Elliot House  |
| MA08_0207 | 184 and 186, Deansgate  |
| MA08_0208 | Onward Buildings  |
| MA08_0270 | Harvester House   |
| MA08_0272 | Royale Club   |
| MA08_0276 | Albert Memorial Hall  |
| MA08_0313 | The Opera House   |
| MA08_0419 | Sunlight House  |
| MA08_0461 | Sawyers Arms Public House   |
| MA08_0462 | Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 |

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### Description and sources

#### Full asset description:

Deansgate/Peter Street Conservation Area was designated in June 1985. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street. Deansgate is one of Manchester's most historic streets. During the Roman occupation it formed the route between two river crossings (the River Medlock and the River Irwell). The name Deansgate likely emerged in Anglo Saxon times and applied to the section of road between the junctions of Cateaton Street and Peter

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

### Historic environment baseline report – Part 4 of 5

Street. The conservation area is situated on flat land, with a gentle slope down Peter Street towards the river. Deansgate is the longest and straightest street in the city centre. There is a distant view to the north showing the cathedral framed by buildings on either side. To the south, railway viaducts in Castlefield cross Deansgate and terminate the view. Land on either side of the road was used for agricultural purposes until development accelerated in the 1730s (when Edward Byrom built a substantial quay on the River Irwell). Well into the 19th century, this part of Manchester still bordered upon open countryside.

The conservation area is well known as the location of the Peterloo Massacre. On 16 August 1819, at St Peter's Field, Henry Hunt addressed a meeting of 60,000 people to demand radical reform of the House of Commons. The size of the crowd alarmed the City Magistrates and troops were called in to disperse it. Eleven people were reported killed and 140 injured in the resulting chaos. The incident is commemorated in a plaque located on the Free Trade Hall, (built on the site). This event is one of the most important in the City's history and paved the way for the 1832 Electoral Reform Act. Another event took place at Aldport Lodge manor house. This part of Deansgate was known as Aldport Lane. From the lodge, Lord Strange's Royalist forces fired cannon along Aldport Lane in 1642, against the Parliamentarians, who were strongly supported by the people of Manchester.

The conservation area predominately comprises commercial buildings. There are a significant number of assembly places, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple. Some buildings of note include John Rylands Library, The Free Trade Hall, The Opera House, the Theatre Royal, the Albert Hall, the Masonic Temple and the Sawyers Arms. Many other buildings of architectural interest lie within the conservation area, most of them being offices.

Bridge Street is a well-preserved example of a Victorian and Edwardian shopping street. The completeness of the 'street wall' with individual buildings of architectural quality, e.g. Wood Street Mission, creates a memorable piece of urban design. Cornices and balustrades make the skylines of some buildings quite interesting. Building heights vary in the conservation area, from fourteen-storey office developments such as Sunlight House, to the three-storey shops on Bridge Street and the properties in Wood Street. Generally, streets in the area are totally built up, presenting a complete street-wall frontage even though occasionally some buildings are set back behind the building line. At road junctions, buildings have traditionally 'held' the corner by some form of architectural emphasis. [1][2]

#### Setting description:

The conservation area is situated on flat land, with a gentle slope down Peter Street towards the river. There is a distant view to the north showing the cathedral framed by buildings on either side. To the south, railway viaducts in Castlefield cross Deansgate and terminate the view. The area is bustling with activity derived from the many restaurants and retail spaces located throughout. The asset's setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset derives its value from its architectural and historic interest as one of Manchester's most historic streets. There are important examples of the architecture of assembly places, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple. It also demonstrates a well-preserved example of a Victorian and Edwardian shopping street.

**Heritage value:** Moderate

#### Sources:

- 1 Text adapted from the GMAAS HER description
- 2 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1092/deansgatepeter\\_street\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1092/deansgatepeter_street_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0698**

**Asset name: George Street Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-310b

National Grid Reference: 384104 398000

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### Asset class/type and dates

Monument class/type: Commercial  
Shopping precinct

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0044 | The Athenaeum   |
| MA08_0064 | City Art Gallery  |
| MA08_0090 | Charlotte House   |
| MA08_0091 | Austin House  |
| MA08_0150 | 41 and 43, Faulkner Street  |
| MA08_0151 | 45 and 47, Faulkner Street  |
| MA08_0152 | 49, Faulkner Street   |
| MA08_0153 | 56, Faulkner Street   |
| MA08_0154 | 35, 37 and 39A, George Street   |
| MA08_0186 | 12, Charlotte Street  |
| MA08_0187 | Lindencourt House   |
| MA08_0213 | 55, Faulkner Street, 18 Nicholas Street   |
| MA08_0214 | 57, Faulkner Street   |
| MA08_0215 | 39 and 41, George Street  |
| MA08_0216 | 63, George Street   |
| MA08_0284 | 52 and 54, Portland Street  |
| MA08_0285 | Nos 74-78, and No 80 (The Grey Horse Public House) and Attached Railings, Portland Street |
| MA08_0292 | 26-30, Princess Street  |
| MA08_0294 | 44-50, Portland Street  |
| MA08_0295 | Circus Tavern and Attached Railings   |
| MA08_0297 | 32, Dickinson Street (See details for further address information)                        |
| MA08_0298 | 110-114, Portland Street  |

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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|           |   |
|-----------|---|
| MA08_0299 | 116 and 118, Portland Street  |
| MA08_0302 | Princess Buildings  |
| MA08_0304 | 34, Princess Street   |
| MA08_0305 | No. 36 Princess Street, No. 9 Portland Street, and No. 75 Faulkner Street |
| MA08_0311 | 87-91, Princess Street  |
| MA08_0417 | 83, Princess Street   |
| MA08_0421 | 70 and 72, Portland Street  |
| MA08_0426 | 14 and 16, Princess Street (See details for further address information)  |
| MA08_0444 | 16, Nicholas Street   |
| MA08_0453 | 46, 48 and 50, Faulkner Street  |
| MA08_0454 | 52 and 54, Faulkner Street  |
| MA08_0455 | 59 and 61, Faulkner Street  |
| MA08_0490 | Fraser House  |
| MA08_0695 | Albert Square Conservation Area   |
| MA08_0703 | St Peter's Square Conservation Area                                       |
| MA08_0705 | Upper King Street Conservation Area                                       |
| MA08_0711 | Whitworth Street Conservation Area  |

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## Description and sources

### Full asset description:

George Street Conservation Area is located in the heart of Manchester city centre and is bound by Mosley Street, Charlotte Street, Portland Street, Oxford Street, George Street and Dickinson Street. The area was designated in June 1985 and effectively consolidated several conservation areas by linking those of Whitworth Street, St Peter's Square, Albert Square and Upper King Street. It is principally a busy commercial district but the range of uses has recently expanded to include shops, restaurants, banks and housing. The area is best known as the location of Manchester's China Town.

The origin of the area dates back over 200 years to the Georgian period when agricultural fields were given over to urban uses with new streets laid out on a regular grid pattern. It was a fashionable residential area centred on St. James's Church, established in 1786 on Charlotte Street. Charlotte Street and George Street were both named after the reigning monarchs of the time.

The continuing development of the area reflected the cultural and scientific achievements of the time, for example the Scientific and Medical Society building on Faulkner Street (Owens College Medical School). The Literary and Philosophical Society built a meeting room on George Street, where the scientist John Dalton and Roget (author of the thesaurus) were members. The portico Library was established in 1806, just north of the present conservation area on Mosley street. Also located on Mosley Street was the Manchester Institute of Fine Arts, now the City Art Gallery, built between 1824 and 1835. This was followed in 1837 by the Athenaeum on Princess Street.

historically the area has been a changing, dynamic place, partly due to fluctuating economic circumstances. The social and economic revolution of the Industrial Age was a key factor in the development of the area. For example, as residents gradually moved out to the suburbs, many residential properties were converted into warehouses. Depopulation was reflected in the redundancy of St. James's Church and the building of new warehouses from the mid-19th century. With the decline of the British cotton industry warehouses were either left empty or only partially used and fell into disrepair. The decline started to reverse when the Chinese community opened restaurants in the area. The first restaurant was opened in 1948. Chinatown, as it is now commonly known, has grown to become one of the largest provincial Chinese communities in Britain, with a wide range of facilities. The Chinese Imperial Arch (the largest of its kind outside of China) stands astride Faulkner Street, forming the cornerstone of the adjacent Chinese garden. Once again, the area is becoming residential with the construction of 30 sheltered housing units, developed by the Tung Sing Housing association.

The regular grid pattern of streets established in Georgian times is still in existence. The most significant buildings, such as the Art Gallery, are situated on the wider streets at the periphery of the conservation area. The City Art Gallery in Mosley Street was designed by Sir Charles Barry, who later designed the Houses of Parliament. It is a two-storey stone building in Greek Ionic style and is regarded as one of Manchester's finest buildings, being one of only twelve Grade I listed buildings in the City. The Athenaeum on Princess Street is adjacent to the Art Gallery and now annexed to it. Sir Charles Barry design the building in an Italian

## Background Information and Data

Historic environment

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Palazzo style, showing the influence of the palaces of Rome and Florence.

The Italian Palazzo style of architecture is evident in Charlotte Street, where most of the warehouses on one side of the street were designed by architect Edward Walters in the mid-19th century. Late-19th century buildings are visible on Princess Street, where the tall chimneys along the frontage reflect the insurance requirements at the time, (which demanded that open fires be located at the front of buildings). Near the junction of Portland and Princess Streets, some of the small-scale Georgian buildings still survive, many of them accommodating small shops and public houses." [1]

### Setting description:

The George Street Conservation Area is located in the heart of Manchester city centre and is bounded by Mosley Street, Charlotte Street, Portland Street, Oxford Street, George Street and Dickinson Street. This conservation area effectively consolidates several conservation areas by linking those of Whitworth Street (MA08\_0711), St Peter's Square (MA08\_0703), Albert Square (MA08\_0695) and Upper King Street (MA08\_0705). The asset's setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The conservation area derives its value from its historic and architectural interest. This is due to the Georgian origins of the current street pattern, important civic buildings including art galleries, commercial buildings, Palazzo style warehouses and the impressive Chinese Imperial Arch (the largest of its kind outside of China).

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1048/george\\_street\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1048/george_street_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0699**

**Asset name: Shudehill Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 384225 398863

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### Asset class/type and dates

Monument class/type: Commercial  
Shopping precinct

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |                               |
|-----------|-------------------------------|
| MA08_0070 | Cooperative Wholesale Society |
|-----------|-------------------------------|

|           |   |
|-----------|---|
| MA08_0076 | Cooperative Wholesale Society Building to North of Junction with Hanover Street |
|-----------|---|

|           |                              |
|-----------|------------------------------|
| MA08_0165 | Cooperative Society Building |
|-----------|------------------------------|

|           |                    |
|-----------|--------------------|
| MA08_0203 | Victoria Buildings |
|-----------|--------------------|

|           |                |
|-----------|----------------|
| MA08_0347 | 29, Shude Hill |
|-----------|----------------|

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### Description and sources

#### Full asset description:

Shudehill Conservation Area was designated in January 1987. The conservation area is bounded by Hanover Street, Riga Street, Mayes Street, Shudehill, Withy Grove and Corporation Street. Shudehill and Withy Grove rise up the incline of one of the Irwell river terraces.

Until the mid-18th century, the Shudehill area had been semi-rural with limited residential development, but by 1793 the whole of Shudehill was built up and included commercial property.

In the medieval period, Manchester's growth was centred on the convergence of the Rivers Irwell and Irk, around the Parish Church (now Manchester Cathedral). When the town expanded beyond its original boundary of Hanging Ditch and Todd Street, the Medieval street pattern surrounding the Cathedral area, extended up to Shudehill. Although the street pattern is still evident, the construction of Corporation Street in 1848 cut directly through it, making access to Ducie Bridge and the north easier. The earliest recorded mention of Shudehill was in 1554 but it is likely older. The name of the street may derive from the word 'Shude' which means husks of oats, but this is uncertain.

Early development on Shudehill and Withy Grove was small scale with narrow frontages. By the 20th century large scale property was being developed along Corporation Street. First the headquarters of the Co-operative Wholesale Society, then the buildings on the corner of Withy Grove and Corporation Street to accommodate national newspaper publishers. The west side of the Conservation Area is composed of large buildings constructed during the 20th century. These line the east side of Corporation Street and turn the corner up Withy Grove. The older, 18th century, smaller scale properties which survive today are situated to

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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the east side of the conservation area. Buildings of interest include, Number 29 Shudehill and the Co-operative Wholesale Society Buildings. The main building lies on Corporation Street between Balloon Street and Hanover Street and was designed by F. E. L. Harris. The CIS building (one of the tallest buildings in Manchester) is immediately outside and adjacent to the conservation area.

Many older buildings have been demolished due to low occupancy levels, neglect and lack of investment. Others have been affected by the construction of the Metrolink system which follows the line of Balloon Street and the former Snow Hill.

Springs in the Shudehill area were once Manchester's principal water supply, hence the names Well Street and Spring Alley. Pits which are now filled in, were used as water storage until Holt Town Reservoir was built in 1808. The Shudehill source ceased permanently when Gorton Reservoir was opened in 1826.

In 1881 Queen Victoria approved a scheme to re-settle the foundation so that new grammar schools could be built in Manchester, Oldham and Bury, and a hall of residence attached to Owens College (now Manchester University).

In 1621, one of the Corporation officers (Edward Mayes) died and left money to purchase land in support of the poor. Almshouses were built in 1680 on Miller Lane (now Miller Street). In 1794, an Act of Parliament allowed the almshouses to be demolished and in 1808 the land was sold for warehousing. Mayes Street behind the almshouses was named to commemorate Edward Mayes. [1]

### Setting description:

Shudehill Conservation Area is set directly north of the Arndale shopping centre and south-east of Manchester Victoria train station. A large amount of activity is derived from the Metrolink, which cuts through the area, along Balloon Street. The immediate area outside the conservation area is bustling with activity from pedestrians walking from the train station to the shopping centres. The conservation area is slightly quieter as this activity takes place outside of it. The asset's setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The conservation area derives its value from the archaeological and historic interest of the medieval origins of the area. Its medieval origin is still evident in the street pattern particularly towards the cathedral. It also has architectural interest due to an important group of buildings associated with the Co-operative Wholesale Society.

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1110/shudehill\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1110/shudehill_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0700**

**Asset name: Smithfield Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 384537 398766

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### Asset class/type and dates

Monument class/type: Commercial  
Market

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0071 | Workshops, Shop and Warehouse                          |
| MA08_0144 | 75 and 77, High Street                                 |
| MA08_0145 | 1, Kelvin Street                                       |
| MA08_0222 | 104 and 106, High Street                               |
| MA08_0239 | Rylands Building (Debenhams)                           |
| MA08_0262 | 105, Oldham Street                                     |
| MA08_0277 | 1, Piccadilly  |
| MA08_0357 | Smithfield Market Hall                                 |
| MA08_0361 | 49-53, Tib Street                                      |
| MA08_0379 | 10-20, Thomas Street                                   |
| MA08_0382 | 29, Swan Street  |
| MA08_0384 | 31-35, Thomas Street                                   |
| MA08_0431 | 15 and 17, Piccadilly                                  |
| MA08_0445 | The City Public House                                  |
| MA08_0472 | Former Wholesale Fish Market                           |
| MA08_0508 | 7, Kelvin Street                                       |
| MA08_0526 | Hare and Hounds  |
| MA08_0555 | 36-38, Back Turner Street                              |
| MA08_0556 | Warehouse, Workshop and Shops, 30 and 35 Turner Street |

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## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

## Description and sources

### Full asset description:

Smithfield Conservation Area lies on the north-eastern edge of the city centre of Manchester, within the Northern Quarter. It is one of a group of three in this vicinity designated in February 1987, with Shudehill to the north-west and Stevenson Square to the south-east. The area is bounded by Swan Street, Oldham Street, Market Street, High Street and Shudehill.

Since its establishment in 1821, Smithfield has been known as the centre for Manchester's food markets, where fruit, vegetables, meat and fish have been sold on both a wholesale and retail scale. At its peak around the turn of the century, it was probably the largest market complex in Britain, occupying seven acres. Few food markets are still standing, and those that are have been converted to other uses. Principal amongst them is the retail fish market, the wholesale fish market on High Street and the Smithfield Market Hall.

Notable entrepreneurs in the textile industry, such as John Rylands, John Owens, Robert Affleck and John Brown, all established their businesses in the Smithfield area. The fortunes made by them helped to establish institutions such as the Rylands Library and Owens College (eventually the Victoria University of Manchester). The most recent major development in Smithfield is the housing which occupies part of the covered market site, and the conversion of part of the retail fish market into a Craft Village.

Buildings to the south of the conservation area are larger and of later date than the rest of the area. The contrast is especially noticeable around Turner Street and Back Turner Street, where there are some very small-scale Georgian houses, subsequently converted or used for commercial purposes. [1]

### Setting description:

Smithfield Conservation Area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three conservation areas in this vicinity the others are Shudehill (MA08\_0699) and Stevenson Square (MA08\_0704), which lie to the north-west and south-east respectively. The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area). The setting of the asset is on the north-east edge of the city centre, adjacent to other conservation areas and this contributes positively to its heritage value.

### Asset value assessment:

Smithfield Conservation Area has value due to its historic and architectural interest because of its market character. Its historic interest is because at its peak around the turn of the 19th century, it was probably the largest market complex in Britain, occupying seven acres. Architecturally many of its former covered market buildings are still in good condition and represent good examples of this type of building. In addition there is a group of architecturally important, older Georgian buildings at the south of the conservation area.

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1156/smithfield\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1156/smithfield_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0701**

**Asset name: St Ann's Square Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383795 398406

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### Asset class/type and dates

Monument class/type: Commercial  
Shopping precinct

Period(s): Medieval,  
Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| <b>Asset UID</b> | <b>Asset name</b>   |
|------------------|---|
| MA08_0026        | Bartons Building including Barton Arcade                        |
| MA08_0043        | 25, St Ann Street   |
| MA08_0061        | Church of St Ann  |
| MA08_0077        | Number 54 and Chop House Public House and Thomas's Chop House   |
| MA08_0078        | Anglia House  |
| MA08_0129        | 19, King Street   |
| MA08_0130        | Old Exchange  |
| MA08_0131        | Warehouse Shop  |
| MA08_0132        | Alliance and Leicester Office                                   |
| MA08_0148        | Former Royal Exchange   |
| MA08_0195        | Alliance House  |
| MA08_0196        | Eagle House   |
| MA08_0204        | 4-14, King Street   |
| MA08_0206        | 105-113, Deansgate  |
| MA08_0227        | 62, King Street   |
| MA08_0333        | National House  |
| MA08_0334        | Boardman Monument South of Apse at East End of Church of St Ann |
| MA08_0335        | 18 and 20, St Anns Square                                       |
| MA08_0336        | Dixons Shop   |
| MA08_0337        | Deacon Monument North of Apse at East End of Church of St Ann   |
| MA08_0338        | Mansfield Chambers  |
| MA08_0339        | War Memorial (Boer War)   |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

|           |  |
|-----------|--|
| MA08_0385 | No. 41, South King Street                                    |
| MA08_0394 | Cobdens Statue   |
| MA08_0401 | Winters Buildings  |
| MA08_0402 | Allen Monument South of Apse at East End of Church of St Ann |
| MA08_0403 | High and Mighty Shop   |
| MA08_0466 | Former Jaeger Shop   |
| MA08_0467 | No. 28 King Street   |
| MA08_0468 | National Westminster Bank and Attached Railings              |
| MA08_0469 | 56, King Street  |
| MA08_0506 | 33, King Street  |

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## Description and sources

### Full asset description:

St Ann's Square was the first conservation area to be designated by Manchester City Council, on 29 July 1970. The boundaries are Deansgate, St. Mary's Gate, Market Street, Cross Street and John Dalton Street, some of which are common boundaries with other conservation areas.

The area now occupied by St Ann's Square was once known as Acresfield. Robert Grelly (Greslet) obtained a licence to run an annual fair on the land. Acres Fair grew into an important event and when Manchester began to grow into a town in the 17th century, pressure for development was put on Acres field. In 1708 St Ann's Church was built on the land under the stipulation that a 30-yard-wide space be reserved for the fair. This space then became St Ann's Square. Acres Court (Gates) was a narrow passage leading from Market Street to St. Ann's Square, and was one of the entrances to the fair, where toll gates controlled admission. Acres Fair served the community for 650 years. It was moved in 1820, to Shudehill and then to Campfield, Deansgate until it was abolished in 1876.

Considerable changes have taken place since 1222. The conservation area is now the commercial heart of the city and most of the buildings are shops or offices. The majority of buildings are Victorian with some Edwardian and a few of more recent origin. Few properties remain from the 18th century. St. Ann's Square and along King Street has developed into the most fashionable shopping district in Manchester, maintaining that status to the present day. The Barton Arcade is the City's finest shopping arcade and the only surviving Victorian example in Manchester.

St. Ann's Square Conservation Area has been home to the Manchester Cotton Exchange for over two centuries. The current Royal Exchange building was constructed in 1874. In 1976 the building was adapted to house a theatre. During 20th century refurbishment, a shopping centre was also created in the building. The Royal Exchange and St Ann's Church are the most prominent landmark buildings in the conservation area.

The buildings in the conservation area were constructed in various styles over a long period, creating a rich tapestry of built form. It is the relationship of the buildings to each other as components in the street wall that dominates the area. In particular, King Street has the rich variety that comes with renewal and repair of individual properties over a long period. Most have narrow frontages, so if one is replaced the street still manages to retain its character. John Dalton Street, however, has been subject to more radical redevelopment, and although Victorian frontages remain, few of the buildings have the narrow frontage which characterises other parts of the city centre. [1]

### Setting description:

The conservation area is located within the commercial heart of the city, that mainly comprises of retail spaces and offices. Activity in the area is formed by pedestrians visiting the shops in the area. It comprises an important part of the city centre around St Ann's Square, extending as far south as John Dalton Street. The boundaries are Deansgate, St. Mary's Gate, Market Street, Cross Street and John Dalton Street, some of which are common boundaries with conservation areas designated subsequently. The asset's setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset has heritage value due to its historic and architectural interest. It was the first conservation area to be designated by Manchester City Council and displays a wide number of important commercial buildings of architectural interest. It includes an important group of listed buildings and structures around the Church of St Ann.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/144/st\\_anns\\_square\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/144/st_anns_square_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0702**

**Asset name: St John Street Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383362 397948

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### Asset class/type and dates

Monument class/type: Domestic  
Settlement

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| <b>Asset UID</b> | <b>Asset name</b>                               |
|------------------|---|
| MA08_0038        | Cobden House, 19 Quay Street                    |
| MA08_0105        | Two Bollards at East End of St Johns Passage    |
| MA08_0183        | 15a, Byrom Street                               |
| MA08_0184        | Numbers 25 to 31 and Attached Former Chapel     |
| MA08_0340        | 11-17, St John Street                           |
| MA08_0341        | 12-16, St John Street                           |
| MA08_0342        | 24a and 26, St John Street                      |
| MA08_0344        | Nos. 18 and 20, St John Street                  |
| MA08_0354        | The Tower of HMP Manchester                     |
| MA08_0392        | 24, St John Street                              |
| MA08_0393        | 21-25, St John Street                           |
| MA08_0395        | 8 and 8A, St John Street                        |
| MA08_0396        | 10, St John Street                              |
| MA08_0397        | 19, St John Street                              |
| MA08_0398        | 22, St John Street                              |
| MA08_0480        | 14, Byrom Street                                |
| MA08_0503        | Two Bollards at West End of St Johns<br>Passage |
| MA08_0569        | Manchester and Salford Junction Canal Tunnel    |

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## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

## Description and sources

### Full asset description:

St John Street is the only surviving Georgian terraced street in central Manchester and forms the heart of the conservation area which was designated on 4th November 1970. The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

A Georgian church, St John's, stood on the site of what is now St John's Gardens. The churchyard contains the remains of over 22,000 people, including a remarkable number of people associated with the rise of Manchester as a world industrial city. Trees have now replaced the demolished church terminating the view down the street.

St John Street takes its name from the church and houses were likely built here between 1770 to 1830. Occupancy became almost exclusively connected with the medical and legal professions. Consultants and specialists still comprise the majority of occupants in St. John Street. While the houses fronting the street were built for middle class and professional people, behind them were at least three back streets at right angles where workers lived in very small dwellings. These smaller dwellings were poorly constructed and have long since disappeared. The sites they occupied have become gardens and courtyards to the surviving larger houses.

St John Street has changed in only minor ways since being built. The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial. Looking eastwards there is no evidence to indicate that there has ever been a specific focal point to punctuate the view. Pavements in St John Street are also surfaced with stone flags, but the contrasting textural character of the carriageway has been replaced over the years. In 1972, car parking arrangements were reorganized, allowing cars to park at near right angles to the street. To soften their visual impact, trees were planted and together these items have significantly altered the original concept of the street's urban form. St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens. Richard Cobdens house on St John Street was the largest and has an extensive garden. The garden has since been developed with buildings, which front on to the narrow St. John's Passage. This route provided pedestrian access between Byrom Street and Lower Byrom Street, alongside St. John's Churchyard, vehicles being barred by cast iron bollards at both ends. [1]

### Setting description:

The area is relatively quiet compared to the busy city centre, which provides its setting. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial. The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street. The asset's setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The conservation area holds historic and architectural interest, as the only surviving Georgian terraced street in central Manchester. It also contains the historically important St John Garden's which is a focus for the conservation area, and the former location of the Church of St John.

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/914/st\\_john\\_street\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/914/st_john_street_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0703**

**Asset name: St Peter's Square Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383853 397904

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### Asset class/type and dates

Monument class/type: Civil  
Civic centre

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0007 | Midland Hotel  |
| MA08_0042 | Central Public Library   |
| MA08_0271 | Lancashire House   |
| MA08_0346 | Pair of K6 Telephone Kiosks Near Library   |
| MA08_0389 | Memorial Cross   |
| MA08_0425 | Sculptural Group Adrift to south-west of Central Library, Peter Street, Manchester |
| MA08_0433 | 56-58, Peter Street  |
| MA08_0502 | Friends Meeting House  |
| MA08_0698 | George Street Conservation Area  |

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### Description and sources

#### Full asset description:

St Peter's Square Conservation Area is situated in Manchester city centre. It is an area which contains a mixture of commercial, cultural and civic buildings. The name derives from St Peter's Church, which stood in the centre of St Peter's Square from 1788 to 1907. The Square is overlooked by the Town Hall Extension, Central Library and the Midland Hotel.

Until St Peter's Church was built in 1788, the area consisted of fields. The area is well known as the location of the Peterloo Massacre. On 16 August 1819, at St Peter's Field, Henry Hunt addressed a meeting of 60,000 people to demand radical reform of the House of Commons. The size of the crowd alarmed the City Magistrates and troops were called in to disperse it. Eleven people were reported killed and 140 injured in the resulting chaos.

Towards the end of the 19th century, the area assumed a more commercial character and the resident population declined to a point where St Peter's Church had no congregation and was finally demolished in 1907. The site was marked shortly after by the erection of a memorial cross and later by the enclosure of a small, formal garden to honour the fallen in the First World War.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

### Historic environment baseline report – Part 4 of 5

The road around the Square, encompassing the island site, has remained largely unchanged since 1788. The Square itself was created in 1907. It rapidly became dominated by large buildings as the old houses and converted commercial premises were demolished. First was the Midland Hotel, built 1898- 1903, followed by the YMCA along Peter Street in 1909. The Central Library was built in 1934, the Town Hall Extension in 1938 and finally the buildings on the south-east side of the Square in the 1960s and 1970s. The most significant recent change in the area is the construction of the Metrolink tram system, which was officially opened by the Queen in June 1992.

The main characteristic of St Peter's Square Conservation Area is primarily one of civic grandeur, but it also contains some commercial property. Some buildings of note include the Friends Meeting House, Lancashire House, the former YMCA building, The Midland Hotel and the Central Library. The Midland Hotel is the epitome of the grand style in late Victorian architecture. When opened in 1934 by King George V, the Central Library was the largest public library in the country. The Central Library and the Town Hall Extension were designed at the same time, and together they form a single composition with a walkway between them, thus creating one of the most dramatic urban spaces in the City. [1]

#### Setting description:

St Peter's Square Conservation Area is situated in Manchester city centre. The setting of the conservation area is busy with the Metrolink and the A34 Oxford Street crossing through the area. The boundaries are: Museum Street, Peter Street and Southmill Street ; Central Street and Library Walk; Dickinson Street and George Street; Hall Street, Bale Street, Lower Mosley Street and Windmill Street. The Square is overlooked by the Town Hall Extension, Central Library and the Midland Hotel. The asset's setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

St Peter's Square Conservation Area has heritage value due to its historic interest as the location of the Peterloo Massacre. Its focus is St Peter's Square and many of the buildings have architectural interest as it contains some of Manchester's most recognisable civic and commercial buildings including the Town Hall Extension, Central Library and the Midland Hotel.

**Heritage value:** Moderate

#### Sources:

- 1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/966/st\\_peters\\_square\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/966/st_peters_square_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0704**

**Asset name: Stevenson Square Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-311  
National Grid Reference: 384588 398374

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### Asset class/type and dates

Monument class/type: Commercial  
Warehouse  
Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| <b>Asset UID</b> | <b>Asset name</b>                               |
|------------------|---|
| MA08_0079        | 25 and 27, Dale Street                          |
| MA08_0080        | Bradley House                                   |
| MA08_0081        | Langley Buildings                               |
| MA08_0101        | Numbers 4, 6 and 8 and Attached Screen Walls    |
| MA08_0136        | Former Horrocks, Crewdson and Company Warehouse |
| MA08_0137        | 10, Lever Street                                |
| MA08_0138        | Watts Brothers                                  |
| MA08_0160        | Eleska House                                    |
| MA08_0161        | 64 and 66, Dale Street                          |
| MA08_0164        | Sevendale House                                 |
| MA08_0197        | 3, Dale Street                                  |
| MA08_0198        | Nos. 24, 26 and 28, Dale Street                 |
| MA08_0199        | 29 and 31, Dale Street                          |
| MA08_0200        | 35, Dale Street                                 |
| MA08_0201        | 47, Dale Street                                 |
| MA08_0202        | 56, Dale Street                                 |
| MA08_0224        | 45, 47 and 47a, Hilton Street                   |
| MA08_0230        | 8, Lever Street                                 |
| MA08_0231        | 12 and 14, Lever Street                         |
| MA08_0246        | St Margaret's Chambers                          |
| MA08_0247        | 14 and 16, Newton Street                        |
| MA08_0248        | 17-25, Newton Street                            |
| MA08_0249        | 45 and 47, Newton Street                        |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

|           |   |
|-----------|---|
| MA08_0250 | Former Newton Street Police Station                 |
| MA08_0254 | Dale Street Chambers                                |
| MA08_0255 | Castle Hotel  |
| MA08_0261 | Newton Buildings                                    |
| MA08_0269 | Numbers 13 and 15 and Attached Railings             |
| MA08_0274 | 49, Piccadilly                                      |
| MA08_0275 | Clayton House                                       |
| MA08_0278 | Gardens Hotel and shops                             |
| MA08_0280 | 107, Piccadilly                                     |
| MA08_0420 | 50-62, Port Street                                  |
| MA08_0427 | Halls Buildings                                     |
| MA08_0428 | The Brunswick Hotel                                 |
| MA08_0435 | 19, Paton Street                                    |
| MA08_0436 | 47, Piccadilly                                      |
| MA08_0437 | 77-83, Piccadilly                                   |
| MA08_0441 | 8-12, Newton Street                                 |
| MA08_0443 | 49, Newton Street                                   |
| MA08_0459 | Industry House                                      |
| MA08_0460 | 68, Dale Street                                     |
| MA08_0486 | 22, Dale Street                                     |
| MA08_0487 | 45, Dale Street                                     |
| MA08_0505 | Nos. 69-77, Lever Street and No. 10, Bradley Street |
| MA08_0514 | 49 and 51, Dale Street                              |
| MA08_0528 | Fourways House                                      |

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## Description and sources

### Full asset description:

Stevenson Square Conservation Area lies on the north-eastern edge of Manchester city centre and was designated in February 1987.

In the mid-18th century, the land lying between Ancoats Lane and the old daub holes (where mud for wattle and daub walls was extracted) was owned by Sir Ashton Lever. The area was intended to become another residential area which would rival the serenity of St. Ann's Square. Instead, the area became largely commercially oriented.

Ancoats Lane, along the north-east boundary of the conservation area, was originally a cart track leading from Shudehill to the cattle drovers' highway, Ashton Old Road. By 1788 it was re-named Great Ancoats Street, reflecting its increased economic importance. The older streets would originally have been muddy tracks. The most important of these were later cobbled. With the increased transportation demands of commerce in the world's first industrial city, the Victorians paved the streets with durable gritstone setts. In some smaller streets these are still visible, together with cast-iron kerbs which were resistant to damage otherwise caused by the iron rims of cart wheels

Gradually the streets around the Square became lined with private houses and small businesses of an immense variety. During the late 19th century most properties in and around the present day conservation area were replaced by solely commercial buildings. A sudden decline of the shops coincided with the opening of the Manchester Arndale Centre in 1975, which changed the focus of retailing in the city centre. The conservation area still has a high proportion of under-utilised floorspace, reflecting a lack of investment, partly because it is no longer fashionable for shopping.

In the late 19th century, the Square was popular with open-air speakers and became a meeting place and starting point for processions. The most notable of these celebrated the opening of the Town Hall in 1877 and was believed to have engaged 50,000 participants.

The Stevenson Square Conservation Area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. Very few buildings from the 18th century are still standing in the

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

conservation area. The earliest include a few groups of houses and two public houses. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. Wealth produced by the cotton industry can be seen reflected in the buildings, either stone or brick with stone dressings, many of which are elaborately decorated. The most significant street redeveloped for textile uses during the Victorian and Edwardian periods is Dale Street. [1]

### Setting description:

Stevenson Square is the most easterly of the city centre conservation areas, activity within the area derives from pedestrians using the conservation area to commute to their places of work. The original area is bounded by Oldham Street, a common boundary with the Smithfield conservation area (MA08\_0700), Great Ancoats Street, also a common boundary with the Ancoats Conservation Area (MA08\_0696), Spear Street, Faraday Street, brewer Street, China Lane, Hilton Street, the rear of Back China Lane, Dale Street, Lena Street and Piccadilly. The areas surrounding are areas of 19th century warehouses, Mills and other industrial buildings. Its setting includes the adjacent Smithfield Conservation Area and the Rochdale Canal which contribute positively to its heritage value. The streetscape of modern buildings towards Manchester Piccadilly Station contribute neutrally to its heritage value.

### Asset value assessment:

Stevenson Square Conservation Area has heritage value due to its historic and architectural interest. The majority of Victorian buildings remain intact, many of which are listed for their special architectural or historic interest. They are predominantly related to the cotton industry and are an important part of the history of Manchester.

**Heritage value:** Moderate

### Sources:

- 1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1208/stevenson\\_square\\_conservation\\_a  
rea](https://secure.manchester.gov.uk/info/511/conservation_areas/1208/stevenson_square_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0705**

**Asset name: Upper King Street Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 384028 398269

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### Asset class/type and dates

Monument class/type: Commercial  
Bank (financial)

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0010 | Estate Exchange (46, Fountain Street)                                      |
| MA08_0032 | Manchester Law Library   |
| MA08_0033 | Former Midland Bank  |
| MA08_0035 | Royal Bank of Scotland (38 and 42 Mosley Street)                           |
| MA08_0040 | Former National Westminster Bank on Corner at Junction with Spring Gardens |
| MA08_0045 | Former Reform Club Manchester Club   |
| MA08_0068 | Bank of England  |
| MA08_0103 | Chancery Chambers  |
| MA08_0124 | 12, Mosley Street  |
| MA08_0125 | Colwyn Chambers  |
| MA08_0133 | No. 74, King Street  |
| MA08_0134 | Nos. 84 and 86 King Street, Nos. 27 and 29 Pall Mall                       |
| MA08_0135 | Atlas Chambers   |
| MA08_0146 | 10, Kennedy Street   |
| MA08_0179 | Massey Chambers  |
| MA08_0180 | Manchester and Salford Trustee Savings Bank                                |
| MA08_0182 | Lombard Chambers   |
| MA08_0226 | 36, Kennedy Street   |
| MA08_0228 | Prudential Assurance Office  |
| MA08_0229 | Ship Canal House   |
| MA08_0242 | Harvest House  |
| MA08_0251 | Barclays   |
| MA08_0279 | Pall Mall Court, Including Raised Piazza and Podium to the West Side       |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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|           |   |
|-----------|---|
| MA08_0350 | 43 and 45, Spring Gardens   |
| MA08_0355 | 47, Spring Gardens  |
| MA08_0381 | 60 and 62, Spring Gardens (See details for further address information) |
| MA08_0387 | 41, Spring Gardens  |
| MA08_0391 | 49, Spring Gardens  |
| MA08_0416 | 73 and 75, Princess Street  |
| MA08_0440 | Northern Stock Exchange   |
| MA08_0456 | 66 and 68, Fountain Street  |
| MA08_0489 | Princes Chambers  |
| MA08_0496 | 1, Booth Street   |
| MA08_0500 | Waldorf House   |
| MA08_0507 | Lloyds Bank   |
| MA08_0698 | George Street Conservation Area   |

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## Description and sources

### Full asset description:

The Upper King Street Conservation Area lies in the heart of the city centre and was designated on the 4th November 1970. It comprises the central financial district around the eastern portion of King Street. The area was extended in June 1985, to include properties up to Market Street and Mosley Street.

In medieval times this part of Manchester was open fields. There were springs here which provided a supply of water (hence the names Fountain Street and Spring Gardens). In 1557 a pipe was laid to carry the water to the market place near the present location of the Old Shambles. This was the principal water supply for the town for over 200 years.

It was not until the late 17th century that building development started in the area. One of the first substantial buildings was Cross Street Chapel, completed in 1694 and known as the Dissenters Meeting House.

Early 18th century development of the area took the form of fashionable residences to rival the Hanoverian houses in St Ann's Square. Originally known as St James's Square, the name was changed to King Street after the Jacobite defeat of 1745. Between 1775 and 1777, two important buildings were erected at the top of the hill. One was Manchester's first purpose-built theatre, the first Theatre Royal, the other being a concert hall. These formed the centre of Manchester's musical and theatrical life until the mid 19th century. Concert Lane at the upper end of King Street, is the last reminder of this era.

With the rapid growth of the town, residences were demolished to make way for more commercially oriented buildings. The first Town Hall was completed in 1825, on the corner of King Street and Cross Street. It survived until 1911, the Town Council having moved to the present Town Hall in 1877. By 1825, most houses in King Street had become business houses or professional offices. In 1845, the Bank of England opened its new branch at number 82, starting a trend, leading to the concentration of the city's financial institutions in this area. The extension of the conservation area in 1985 brought within its boundaries commercial properties up to the west side of Mosley Street and the shops on the south side of Market street. Mosley Street was laid out nearly a century later than King Street and is a natural extension of the central financial district. Market Street is one of the oldest streets in Manchester and although originally built up with houses, shops have predominated since medieval times.

King Street is on a gentle slope, enhancing the grandeur of its buildings. There is a rich variety, from the intricately detailed Gothic tracery of the Manchester Club to the stark mechanical precision of Pall Mall Court. Some new buildings are of very high quality and are satisfactory neighbours to the richly-detailed stonework of earlier times. Some of the oldest buildings in the conservation area are the warehouses on Mosley Street in the Italian Palazzo style.

The upper part of King Street is a wider and more majestic continuation of the earlier portion to the west. Although almost all properties in the street have been re-developed at some time, the west retains the small-scale property boundaries, typical of the Georgian period. The buildings are large and create a harmonious street scene. The view looking up the street is terminated by a group of buildings with an interesting skyline of pediments, cupolas and chimneys in the Baroque style. These buildings are not exceptionally tall, though there is a general increase of height and mass towards the top of King Street. All are dwarfed, however, by the tower of the Piccadilly Plaza, which can be seen in the distance. On the south side of the conservation area at Kennedy Street, the small-scale Georgian property boundaries are still evident, though most buildings were reconstructed in the 19th century. [1]

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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### Setting description:

King Street Conservation Area setting is the central financial district within the city centre, around the eastern portion of King Street. The atmosphere of the area reflects the predominantly commercial function, as pedestrians commute to places of work. Its setting is the surrounding conservation areas and shopping districts of central Manchester, and contributes positively to its heritage value.

### Asset value assessment:

The conservation area has heritage value due to its architectural and historic interest. The area historically is contained springs and was the principal water supply for the town for over 200 years. Its development in the Georgian period does not reflect the surviving architecture but is visible in the narrow plots and grain of the property boundaries. Its architectural interest is predominately due to the financial district, commercial buildings and warehouses which are still present on Mosley Street.

**Heritage value:** Low

### Sources:

- 1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/916/upper\\_king\\_street\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/916/upper_king_street_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0706**

**Asset name: Adelphi/Bexley Square Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 382682 398615

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### Asset class/type and dates

Monument class/type: Civil  
Town quarter

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |   |
|-----------|---|
| MA08_0053 | Cathedral of St John and Attached Cathedral House             |
| MA08_0530 | Town Hall   |
| MA08_0531 | Wall, archways and gates to courtyard of Town Hall            |
| MA08_0543 | Railings, Walls, Gate Piers and Gates to Cathedral of St John |
| MA08_0548 | Salford Education Offices                                     |

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### Description and sources

#### Full asset description:

The Adelphi/Bexley Square Conservation Area lies on the A6 corridor close to the city of Manchester. The conservation area is centred around St Philip's Church and is bounded by Adelphi Street, Clemminson Street, East Market Street and Chapel Street. The area is located within Central Salford, within the City's historic core. On the northern side of Chapel Street is the original administrative centre of the City of Salford. The Adelphi Bexley Square Conservation Area has its own distinct character, with a number of listed buildings including St Philip's Church, St John's Cathedral and the former Education Offices. To the east is Manchester City Centre, with its high-density development and intense commercial activity.

This section of Chapel Street is characterised by once having been a major commercial and retail core for Salford. The buildings tend to be adjacent to the pavement edge, not set back and mainly two to three storeys high. The streets surrounding the conservation area tend to be residential in nature having been redeveloped from the 1960s onwards.

Whilst the original settlement at Salford was contained within the triangle bounded by the River Irwell, Chapel Street, Gravel Lane and Greengate, the area rapidly became built up with new housing and industry, the latter being concentrated towards the river. As the results of the industrial revolution became more apparent, entrepreneurs and businessmen began to build town houses such as those in Encombe Place and The Crescent. A growing population meant that there was also an increased demand for public building and better administration. New churches were built in the late 18th century, several of which were in close proximity to Sacred Trinity Church. Only St Philip's now survives, as 19th century redevelopment saw the

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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replacement of domestic living accommodation by factories, offices and warehouses.

In recent years, the conservation area has been improved considerably by the combined demolition of redundant dwellings and other buildings. This was part of enhancement schemes that have given unrestricted access to the extensive walkway areas to the rear of the Salford Cathedral. The open space created by the walkways has also improved the setting of St Philip's Church, St John's Cathedral, Cathedral House and the former Salford Town Hall. This pedestrian route provides an attractive linear link from St Philip's Church through an area of new housing and on to Ford Street. The architectural design, layout and density of this landscape has added to the overall quality of the area to the rear of St John's Cathedral. To the west of St John's Cathedral, new private gardens have been created of a contemporary style, which embrace the historic importance and grandeur of this building. Whilst the new landscape creates a setting for the cathedral, the area also adds to the quality of the surrounding spaces through the high standard of boundary treatment and attention to detail.

Another main area of open space is Bexley Square to the front of the former Town Hall. This area was pedestrianised in the mid 1980s and refurbished recently in a style that respects the heritage qualities of the surrounding buildings. The space incorporates mature trees, a central seating area and is paved using quality Yorkstone slabs and stone setts.

To the west of the conservation area lie the remaining buildings which once formed the Salford Royal Hospital complex. A large portion has been demolished and that which remains is undergoing conversion to luxury apartments. The former county court building in Encombe Place has recently been converted into similar apartments. [1]

### Setting description:

The conservation area is located directly north of the A6 Chapel Street. The street is busy with a large amount of traffic using the road. The streets surrounding the conservation area are residential in nature having been redeveloped from the 1960s onwards. The setting contributes neutrally to the value of the heritage asset.

### Asset value assessment:

The conservation area has historic and architectural interest, as part of the historic core of Salford, and several fine listed buildings. These include St Philip's Church and St John's Cathedral, as well as important civic spaces including Bexley Square which reflects the historic space around the former Town Hall.

**Heritage value:** Moderate

### Sources:

- 1 <https://www.salford.gov.uk/planning-building-and-regeneration/conservation-and-listed-buildings/salfords-heritage-assets/conservation-areas/adelphibexley-square/>

**Unique Gazetteer ID (UID): MA08\_0707**

**Asset name: Flat Iron Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-311  
National Grid Reference: 383522 398672

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### Asset class/type and dates

Monument class/type: Civil  
Civic centre  
Period(s): Medieval,  
Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name                           |
|-----------|--------------------------------------|
| MA08_0054 | Church of the Sacred Trinity         |
| MA08_0535 | 10 and 12, Blackfriars Street        |
| MA08_0536 | 14 and 16, Blackfriars Street        |
| MA08_0537 | The Crown Tavern                     |
| MA08_0542 | The Punch Bowl Public House          |
| MA08_0571 | Sacred Trinity, Salford War Memorial |

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### Description and sources

#### Full asset description:

The Flat Iron Conservation Area is centred around Sacred Trinity Church on the A6, close to the boundary with the city of Manchester. It is bounded by Blackfriars Road, Blackfriars Street, Booth Street, Bury Street, the River Irwell to the south and the main railway line from Manchester to the north. The Flat Iron Conservation Area derives its name from the triangular shaped plot of land which contained both Trinity Church and the market itself. This resembled the shape of a flat, hot coal heated iron once used for ironing clothes.

The original town of Salford was contained within the triangle of land bounded by the River Irwell, Chapel Street, Gravel Lane and Greengate. Salford received had no church of its own until 1635 when Sacred Trinity was erected. At this time it was on the edge of the town and remained so for almost the next 150 years, until the industrial revolution resulted in the rapid expansion of the town.

In the late 18th and early 19th centuries, the areas adjacent to the old town centre developed with housing, industry and public buildings. Originally the surrounding areas were fashionable, but as the 19th century progressed they became increasingly used for commerce and industry. The old houses were replaced by shops and offices and only a limited amount of residential accommodation, often over shops or in the form of caretaker's flats, survived.

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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This process was accelerated in the 1880s by the building of Exchange Station, which resulted in the obliteration of a large part of Sacred Trinity's parish. Since that time the centre of Salford has continued to move further away from the original centre, with the result that the area around Sacred Trinity Church has declined to such an extent that the viability of the church as a parish church has been threatened.

Several schemes have been implemented to improve the environs of the conservation area. Period lamp posts and reinstated footpaths, together with cleaning of walls and the provision of a traffic free pedestrian area have all helped to enhance one of the oldest churches in Salford.

A successful conservation area partnership bid helped to secure the future of the Grade II listed Punch Bowl public house by conversion to offices. Likewise the Conversion of the Grade II Textile Institute building in Blackfriars Street into flats has also brought much needed investment into the area. [1]

### Setting description:

Flat Iron Conservation Area is predominantly comprised red brick buildings, which stand out amongst the tall light buildings surrounding this area. The conservation area is close to the boundary with the city of Manchester. It is bounded by Blackfriars Road and Blackfriars Street on the east, the River Irwell to the south, Booth Street and Bury Street to the west and the railway line to the north. Its setting forms an island around the 18th and 19th century buildings, surrounded by modern roads and infrastructure. The setting contributes neutrally to the value of the heritage asset.

### Asset value assessment:

Flat Iron Conservation Area holds historic and architectural interest largely due to the historic buildings around the Church of the Sacred Trinity which represents part of the historic town of Salford. Civic spaces and buildings have been improved through the successful conversion of many of its historic buildings for modern use.

**Heritage value:** Moderate

### Sources:

- 1 <https://www.salford.gov.uk/planning-building-and-regeneration/conservation-and-listed-buildings/salfords-heritage-assets/conservation-areas/flat-iron/>

**Unique Gazetteer ID (UID): MA08\_0708**

**Asset name: Castlefield Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-311  
National Grid Reference: 382989 397665

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### Asset class/type and dates

Monument class/type: Transport  
Railway  
Period(s): Roman,  
Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| <b>Asset UID</b> | <b>Asset name</b>   |
|------------------|---|
| MA08_0049        | Church of St George   |
| MA08_0062        | Railway Bridge Over River Irwell to Former Liverpool Road Station             |
| MA08_0065        | Old Warehouse to North of Former Liverpool Road Railway Station               |
| MA08_0067        | Former Liverpool Road Railway Station and Stationmaster's House               |
| MA08_0086        | Merchants Warehouse   |
| MA08_0094        | Churchyard Walls, Gate Piers and Gates at Church of St George                 |
| MA08_0117        | Former Market Hall  |
| MA08_0139        | 123, Liverpool Road   |
| MA08_0140        | Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot               |
| MA08_0141        | Former St Matthews Sunday School  |
| MA08_0142        | Museum of Science and Industry, Air and Space Museum                          |
| MA08_0155        | Manchester South Junction and Altrincham Railway Viaduct                      |
| MA08_0168        | Castlefield Information Centre  |
| MA08_0171        | Former Canal Flour Mills  |
| MA08_0192        | Middle Warehouse, at former Castle Field Goods Yard                           |
| MA08_0232        | 29-41, Liverpool Road   |
| MA08_0233        | Commercial Hotel  |
| MA08_0234        | K6 Telephone Kiosk Beside South West Corner of Number 330 Deansgate           |
| MA08_0290        | Bridgewater Canal Basin at Potato Wharf                                       |
| MA08_0301        | The Giants Basin  |
| MA08_0365        | Railway Viaduct Linking Bridge Over River Irwell To Liverpool Road Station    |
| MA08_0366        | Albert Warehouse. Quay on West Side Fronting River Irwell. Victoria Warehouse |

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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|           |  |
|-----------|--|
| MA08_0367 | Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse      |
| MA08_0408 | Rochdale Canal Lock Number 92 and Castle Street Bridge                         |
| MA08_0457 | St John's College of Further Education   |
| MA08_0474 | Pair of Culvert Arches Over River Medlock and Associated Overflow Channel      |
| MA08_0477 | Manchester Museum of Science and Industry, former Lower Byrom Street warehouse |
| MA08_0504 | Power Hall of Museum of Science and Industry                                   |
| MA08_0512 | Artinstalls Auctioneers  |
| MA08_0513 | Castlefield Railway Viaduct from G-Mex to Dawson Street                        |
| MA08_0569 | Manchester and Salford Junction Canal Tunnel                                   |

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## Description and sources

### Full asset description:

One of the largest conservation areas in Manchester, Castlefield is situated on the south-west side of the city centre. Its focus is the Roman fort from which it derived its name 'castle in the field'. Before designation, the Department of the Environment (now called the Department of Culture, Media and Sport) declared an intention to elevate Castlefield to the status of an outstanding conservation area, which they did in January 1980. Although this status has since been abolished nationally, it is indicative of the area's importance. Roman soldiers, led by General Agricola, marched into the north-west of England in AD 79. For strategic reasons they selected the Castlefield location for a fort, called Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester. The original timber fort was rebuilt, enlarged then later rebuilt in stone. A village (vicus) grew nearby to supply the needs of the soldiers, but after the Romans left (AD 410) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area. The site of the vicus became known as Aldport or The Old Town.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey. In 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. At this point the Roman fort was more like a grass-covered mound than a ruined castle.

In 1804 the first canal was opened and made Castlefield the hub of the canal network which subsequently developed. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

A large number of warehouses were built to supply the needs of the rapidly growing population of Manchester. It soon became apparent that canals could not move goods quickly enough, leading to the construction of railways. The world's first railway station was opened on Liverpool Road in 1830. Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879. Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell. The area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building. During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.

Tourism and leisure have transformed Castlefield from a neglected corner of the city, with buried remains,

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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to a thriving major attraction with frequent popular events. The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure. [1]

### Setting description:

Castlefield is one of the largest conservation areas in Manchester and is situated on the south-west side of the city centre. The conservation area is centred around the canals. The conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The busy predominantly Victorian urban city scape that surrounds the conservation area makes a positive contribution to the heritage value of the area.

### Asset value assessment:

The conservation area has heritage value due to its archaeological interest through the remains of the Roman fort. It has historic interest as it developed as an important area of industry due to the presence of the River Irwell, Bridgewater Canal and later the introduction of the railways. These survive as rail and canal infrastructure and there is a wealth of important 19th industrial buildings that demonstrate the architectural interest of the conservation area.

**Heritage value:** Moderate

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/972/castlefield\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/972/castlefield_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0709**

**Asset name: Cathedral Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383907 398820

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### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Cathedral precinct

Period(s): Medieval,  
Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

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### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |   |
|-----------|---|
| MA08_0060 | Cathedral Church of St Mary   |
| MA08_0066 | Chethams Hospital and Attached Wall   |
| MA08_0087 | Mynshulls House   |
| MA08_0088 | Mitre Hotel   |
| MA08_0120 | Detached Block of Schoolroom Approximately 20 metres south of Chethams Hospital |
| MA08_0121 | South East Wing to Chethams Hospital (Former Manchester Grammar School)         |
| MA08_0235 | Fragment of Hydes Cross approximately 20 metres South of Chethams Hospital      |
| MA08_0351 | Sinclairs Oyster Bar  |
| MA08_0362 | Victoria Bridge (that part in the City of Manchester)                           |
| MA08_0390 | The Old Wellington Inn  |
| MA08_0458 | Former Corn and Produce Exchange  |
| MA08_0527 | City Building   |
| MA08_0546 | Railway Viaduct and Retaining Walls at Junction with Greengate                  |

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### Description and sources

#### Full asset description:

The Cathedral Conservation Area has been the ecclesiastical and scholastic centre of Manchester since the earliest times. Today, the Cathedral and Chetham's Hospital school form the focal point of a wider area notable for the diversity of activities carried on within its bounds. To the south and east the two buildings, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings. These all cluster around the medieval street pattern and are bound on the outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach. The area was designated as a conservation area in April 1972 to

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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preserve and enhance the quality of the setting of the Cathedral and Chetham's Hospital School. As early as Saxon times, a small community existed on both banks of the River Irwell. A wooden bridge on the site of the present Victoria Bridge (constructed in 1839) linked the two halves of the village. A small church, probably on the site of the Cathedral and the Baron of Manchester's Manor House, stood together on high ground above the bridge. The two buildings were bounded on the north by the River Irk which was culverted in the 19th Century to form the present Walker's Croft, and on the south by a ditch (commemorated by the existing Hanging Ditch). The remains of one of the arches of a bridge across the ditch between the Church and the Market Place area may be seen in the Garden of Rest behind Mynshall House.

In medieval times the community prospered as a centre for trade in coarse woollen cloth. Many of the existing streets were already well established. Fennel Street - whose name was probably derived from Vennel, an Anglo-Saxon word for narrow lane, and Long Millgate - a reference to the lord of the Manor's mill on the River Irk - were fashionable residential streets.

During the early stages of the Industrial Revolution, the expansion of the town was extremely rapid. New dwellings to accommodate the rapid rise in population in 1851 were hastily erected with little regard for the sanitary and other needs of their occupants.

The continued prosperity of Manchester's Commercial houses and the growth of the railway network led to a major reconstruction of the area in the mid to late 19th Century. The first Victoria Station, designed by George Stevenson, was opened in 1844 on a former burial ground in Hunt's Bank. By 1901 the Station had grown to its present size and Todd Street had been widened in the meantime to provide a more appropriate approach. Exchange Station (closed in 1969 after severe damage to frontage during the war) was opened in 1884. It was physically linked to Victoria Station by what was claimed to have been the longest platform in the world. The area still retains much of its Victorian character.

The Cathedral, Chetham's Hospital School and the Corn Exchange are prominent buildings within the conservation area. The Cathedral is a notable example of the perpendicular-Gothic style of architecture. The church was extensively reconstructed and further enlarged following the creation of the Diocese of Manchester and its attainment of Cathedral Status in 1847. Chetham's is now a nationally known school of music whose library contains some 70,000 books. The present school, founded in 1656, is constructed as a series of blocks around a large rectangular courtyard. It stands on the site of the Manor House of the Barony of Manchester. From 1421 the Manor House provided accommodation for the warden and fellows of the Collegiate Church. After the dissolution of the College in 1547 it became the home of the Earl of Derby. Thereafter, despite the re-establishment of the college in 1557, the original building fell into serious disrepair until it was purchased by Humphrey Chetham after the civil war. A grocery and provision market has been established on the site of the Corn Exchange since medieval times. A permanent building was first erected in Hanging Ditch in 1837. Construction work on the present building, to meet the growing requirements of the North West's Grocery and Provision Traders, began in 1890 and extended over a period of 13 years. The existing building is noted for its glass and steel roofed internal market hall.

For some years, consideration has been given to improving and enhancing the setting of the Cathedral and Chetham's School and to retaining the essential Victorian character of the remainder of the area. The intention is to restrict traffic movement through the area and to establish a series of landscaped pedestrian walkways in those areas thereby freed. Present proposals envisage the closure of Fennel Street and Victoria Street. The closure of the latter street will provide the opportunity to create a riverside walkway in front of the main entrance to the cathedral. The redevelopment of those outworn portions of the area will present a further opportunity to give a better setting for the cathedral. [1]

### Setting description:

To the south and east of the two buildings, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by a partial ring of Victorian commercial buildings, including the impressive Corn and Produce Exchange. This provides a more peaceful setting, within an otherwise very busy city centre and contributes positively to its heritage value.

### Asset value assessment:

The value of the conservation area is derived from its historic and architectural interest. It contains many of Manchester's surviving medieval buildings centered around the Cathedral Church of St Mary. There are important listed buildings including Chetham's Hospital School and the Corn and Produce Exchange which reflect the medieval and Victorian character of the conservation area. In addition there is later 19th century rail infrastructure.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/964/cathedral\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/964/cathedral_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0710**

**Asset name: Parsonage Gardens Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383617 398427

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### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Public square

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0166 | Part of Kendal Milnes Shop                           |
| MA08_0205 | Haywards Building                                    |
| MA08_0268 | Arkwright House                                      |
| MA08_0343 | National Buildings                                   |
| MA08_0449 | Blackfriars Bridge (that part in City of Manchester) |
| MA08_0470 | 31 and 33, King Street West                          |
| MA08_0482 | St Mary's Parsonage                                  |

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### Description and sources

#### Full asset description:

Parsonage Gardens Conservation Area is based on a square of the same name, a small, tranquil oasis close to the heart of Manchester. The conservation area was designated in June 1985. Its boundaries are Blackfriars Street, Deansgate, Bridge Street and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford.

The first recorded reference to the plot of land now known as Parsonage Gardens was in 1066 when, after the Norman Conquest, William granted tenancies to Albert Greslet, then Baron of Mamecestre. Thomas La Warre succeeded as the twelfth baron in 1398 and later became the parson of St Mary's parish church. The church, subsequently rebuilt, is now Manchester Cathedral. La Warre was responsible for elevating it to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were needed to cater for its pupils and consequently the area now known as Parsonage Gardens was cultivated to provide food. In 1547 the college was dissolved. The wardens were provided with the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens. Kite-shaped in plan, it is easily identified on old maps of Manchester.

During the 18th century the increase in population led to pressure for development, and a new church was built on the site of Parsonage Gardens. This was St Mary's Church, a building which reflected the cultural

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elegance and proportions of the period. During the Victorian era many of the affluent congregation moved away from the city centre. Despite its architectural merit, the church was demolished in 1891 and Parsonage House, the residence of Thomas La Warre, was demolished in 1897. The site then became Parsonage Gardens, which has since changed little.

The names of streets in the immediate locality reflected the ownership of the land by the church: Parsonage Lane, St Mary's Parsonage, College Land and St. Mary's Street linked the church with Deansgate.

The gardens are bordered by large and impressive buildings. Most are in orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. Arkwright House on the south side stands out, as it is clad in white Portland stone. Built in 1929 it is one of the city's most recent constructions to be listed by the Department of the Environment as being of special architectural or historic interest. The Kendal Milne's department store on Deansgate is an even more recent listed building. Built a decade later than Arkwright House, it is a prime example of the Modern Movement in Manchester. Also on Deansgate, at numbers 62-66, is Hayward's Building, dating from 1875. It is probably Manchester's most complete shop of the period, with elliptical arches over the windows and some of the original mahogany fittings and showcases inside.

The conservation area extends as far south as Bridge Street, which is a busy shopping street of small scale Victorian and Edwardian shops, providing a variety of height, material and detail of high architectural and aesthetic quality. Few streets of this kind in Manchester have been preserved in such good condition.

The oldest building remaining in the area was originally built as a pair of three-storey Georgian houses, at numbers 31 and 33 on King Street West. The building was constructed around 1800 and the ground floor has been replaced by modern shopfronts. The present appearance would be enhanced if the building were to be restored to its original state.

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell and including part of the bridge on Blackfriar's Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Since the 1870s the open balustrade above the cornice had been replaced in cast iron, which purposely obscured a view of the river as it was so polluted. In 1991 the parapet was replaced with stone-clad reinforced concrete, which restored the exterior, river face of the bridge, close to its original appearance. [1]

### Setting description:

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell. The conservation area extends as far south as Bridge Street, which is a busy shopping street of small-scale Victorian and Edwardian shops. The river and the streetscape setting that surrounds the conservation area makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The conservation area has heritage value due to its historic interest because of the gardens which are located on the site of the former St Mary's Church. It also has architectural interest due to the important listed buildings which surround the square and contribute to its character. These include St Mary's Parsonage which contribute to the conservation areas name.

**Heritage value:** Moderate

### Sources:

- 1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/1100/parsonage\\_gardens\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/1100/parsonage_gardens_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0711**

**Asset name: Whitworth Street Conservation Area**

Designation and grade: Conservation area

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 384364 397709

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### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0002 | 103, Princess Street (Mechanics Conference Centre)                              |
| MA08_0016 | Asia House  |
| MA08_0020 | India House (including Attached Wrought Iron Gateway Linked to Lancaster House) |
| MA08_0021 | Lancaster House   |
| MA08_0028 | Former Refuge Assurance Company Offices (The Principal Manchester)              |
| MA08_0030 | Police and Fire Station   |
| MA08_0119 | Former Goods Offices to Piccadilly Station                                      |
| MA08_0156 | Orient House  |
| MA08_0159 | 2, Harter Street  |
| MA08_0217 | Granby House  |
| MA08_0221 | 12, Harter Street, 104, Bloom Street  |
| MA08_0260 | 61, Oxford Street   |
| MA08_0266 | St James Buildings  |
| MA08_0286 | Former Pickles Building   |
| MA08_0287 | Basil House   |
| MA08_0288 | 113-119, Portland Street  |
| MA08_0289 | 127-133, Portland Street  |
| MA08_0296 | Eastern House Portland House  |
| MA08_0306 | Langley Buildings   |
| MA08_0307 | Transact House  |
| MA08_0308 | Lionesse House  |
| MA08_0310 | Central House   |
| MA08_0312 | New Union Public House  |

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|           |  |
|-----------|--|
| MA08_0324 | Boundary Wall to Rochdale Canal Between Princess Street and Sackville Street                       |
| MA08_0326 | Rochdale Canal Lock Number 87, to East of Princess Street, with Cast Iron Footbridge Beside Street |
| MA08_0330 | 27, Sackville Street   |
| MA08_0331 | 46, Sackville Street   |
| MA08_0332 | Institute of Science and Technology (University of Manchester Sackville Street Building)           |
| MA08_0368 | Regency House with Barclays Bank   |
| MA08_0371 | Former Electricity Power Station   |
| MA08_0377 | Bridgewater House  |
| MA08_0378 | The Shena Simon 6th Form College   |
| MA08_0400 | 42 and 44, Sackville Street  |
| MA08_0404 | 51 and 53, Richmond Street   |
| MA08_0405 | Rochdale Canal Boundary Wall to Canal Between Sackville Street and Chorlton Street                 |
| MA08_0407 | Rochdale Canal Lock Number 88, To East of Oxford Street  |
| MA08_0411 | Brazil House   |
| MA08_0412 | Manchester House   |
| MA08_0413 | 101, Princess Street   |
| MA08_0415 | Rhodesia House   |
| MA08_0418 | 109, Princess Street   |
| MA08_0424 | 109 and 111, Portland Street   |
| MA08_0434 | The Palace Theatre   |
| MA08_0497 | 3, Brazil Street   |
| MA08_0570 | Former Warehouse   |
| MA08_0698 | George Street Conservation Area  |

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## Description and sources

### Full asset description:

The Whitworth Street/Princess Street Conservation Area is unique in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historic importance of the textile industry in the city. The conservation area was designated in September 1974, and was bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct.

The earliest cotton mills were in Ancoats and the need for warehouses to store their products led to specially designed buildings being built nearer the centre of the city. By the middle of the nineteenth century, Manchester had become the largest textile centre in the world. As a result, the need for warehousing grew and with buildings larger than before, with considerable architectural characteristics that form the Whitworth Street/Princess Street Conservation Area.

The distinctive architecture which arose was both functional and expressive of the wealth of the owners. The front of the warehouses facing the main street was often used for offices, whilst the rear of the building was used for storage space and for the inspection of the cotton goods in natural light. The building style reached its zenith in the early years of the twentieth century, and culminated in the grand Edwardian commercial architecture of Whitworth Street. The architecture of textile marketing remains largely intact in the area around Princess Street and Whitworth Street, though its association with the industry has decreased since the cotton slumps of the 1920s.

The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere. The Princess Street warehouses are relatively early in date, and are relatively plain and simplified developments of the Italian palazzo style. At the industry's height, vast quantities of cotton were being handled, in all its stages from the raw state to the finished product, and transport was of paramount importance. The Rochdale Canal had been planned in 1765 by James Brindley, but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the 1760 built Bridgewater Canal, to the south of the city centre. From then on it was possible to transport coal cheaply along the canal to power mill machinery, a vital influence in the sudden growth of the cotton industry. Once a major commercial

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thoroughfare, the canal is now used only by leisure traffic, although its presence is an important ingredient in the regeneration efforts in this part of the city.

Some of the cotton warehouses have been given a new lease of life by being converted into flats in the 1980s and 90s, providing more opportunity for people to live in the city centre. The development known as Granby Village, in the area of Bombay Street and Granby Row, is a composite of new buildings and converted warehouses. Canal Street and the immediate area is known as 'the Gay Village'. This is now a vibrant area, with many cafe bars, public houses and restaurants bringing former vacant buildings back into active use.

Part of the conservation area lies in the valley of the River Medlock, and this is marked by a distinct southerly slope and by large bends in the course of the river creating contrasting spaces within the overlying street grid system. The Rochdale Canal traverses the area from north-east to south-west, and although not contributing to the slope it nevertheless flows gently downhill through a series of nine locks, two of which are in the conservation area. [1]

#### Setting description:

The conservation area is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. Part of the conservation area lies in the valley of the River Medlock, and this is marked by a distinct southerly slope and by large bends in the course of the river creating contrasting spaces within the overlying street grid system. The setting of the asset includes the city centre and London Road and Manchester Piccadilly Station to the east and this relationship positively contributes to its value. Illustrating the link between the former warehouses and the rail and canal transport networks.

#### Asset value assessment:

The conservation area derives its heritage value from the architectural and historic interest of the textile warehouses. The distinctive architecture and height of the warehouses reflect the historic importance of the textile industry in the city. The warehouses were both functional and expressive of the wealth of the owners with many built in the Italian Palazzo style. The architecture of the commercial textile warehouses remains largely intact in the area around Princess Street and Whitworth Street. The association of the conservation area with this industry has decreased since the cotton slumps of the 1920s. Many warehouses have been subsequently been converted to apartments and offices.

**Heritage value:** Moderate

#### Sources:

1 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/970/whitworth\\_street\\_conservation\\_area](https://secure.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area)

**Unique Gazetteer ID (UID): MA08\_0712**

**Asset name: The Hanging Bridge immediately south of Manchester Cathedral**

Designation and grade: Scheduled monument

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383855 398696

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### Asset class/type and dates

Monument class/type: Monument  
Bridge

Period(s): Medieval

---

### References

References: NHLE: 1020983  
HER: 130.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The Hanging Bridge immediately south of Manchester Cathedral is a rare survival of a medieval structure in the city centre. It is particularly notable for its context, close to the cathedral, and is related by excavation to the Hanging Ditch and the medieval defences of the town. The bridge is documented from the 14th century and the fabric of the present bridge dates from the 15th century although there appear to be two different phases of construction. The remains consist of two arches of red sandstone, the southern arch strengthened by three stone ribs. It measures approximately 3m in width and each arch spans 5.13m. One buttress survives on the eastern side. The arches rise to 3m above the abutments and central pier." [1]

#### Setting description:

The modern retail streetscape setting the asset makes a negative contribution to the heritage value of the asset.

#### Asset value assessment:

The heritage value of the asset is due to its archaeological and historic interest being a rare example of a surviving medieval structure in Manchester.

**Heritage value:** High

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1020983>

**Unique Gazetteer ID (UID): MA08\_0714**

**Asset name: Remains of eastern wall of the Roman fort**

Designation and grade: Scheduled monument

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383268 397584

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### Asset class/type and dates

Monument class/type: Defence  
Fort

Period(s): Roman

---

### References

References: NHLE: 1001953  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The remains of the eastern wall of the Roman Fort at Castlefield. Whilst other elements of the fort have been restored this has been left in situ. [1]

Manchester was the site of the Roman fort of Mamucium, which is situated within the Castlefield area. It survives today as the scheduled remains of the eastern wall of the Roman fort. The fort was built in a strong defensive position between the confluence of the rivers Irwell and Medlock [2], originally built as a square shaped fort with a double-portal northern gate and a small turf rampart [3]. This fort underwent several phases of rebuilding and expansion before being rebuilt in stone in AD 200. Around the area of Castlefield numerous Roman artefacts have been recovered, including an altar, coin hoards, bath buildings, sepulchral urns, Samian ware, inscribed tiles and amphora fragments. [2]

The Roman fort at Castlefield is one possible location for the fortifications mentioned in the Anglo-Saxon Chronicle. Postholes excavated within the fort possibly dated to the 10th century and could be interpreted as evidence of refortification [4]. However, extensive excavations of the northern defences have failed to locate a Saxon ditch or any post-Roman resurfacing of the Roman road. An alternative location for the fortifications could be where Chetham's Hospital is today, as it is from here that the medieval town grew. Such a location may have been preferable to the Romans for a fort, as it is a more imposing site than Castlefield. It was originally bounded north and south by Bunter Sandstone bluffs, and it afforded better views down the rivers Irk and Irwell, which centre on Manchester. By the end of the early medieval period the Manchester Piccadilly Station area had become part of the unified kingdom of England.

#### Setting description:

The reconstruction of the Roman fort has now become part of the setting of the archaeological remains. This makes a positive contribution to the fort's heritage value.

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### Asset value assessment:

The asset's value is derived from its archaeological interest, due to its importance for understanding the Roman period in Manchester.

**Heritage value:** High

### Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1001953>
- 2 Jones, G.D.B. (1974), Roman Manchester, Manchester University Press, Manchester
- 3 Bryant, S. Morris, M. and Walker, J.S.F. (1986), Roman Manchester: A Frontier Settlement, Greater Manchester Archaeological Unit, Manchester
- 4 Morris, M. (1983), Volume 1: Medieval Manchester, in Holdsworth, P. (ed), The Archaeology of Greater Manchester, Manchester Archaeological Unit

**Unique Gazetteer ID (UID): MA08\_0715**

**Asset name: Warehouse and manufactory (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 384711 398340

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### Asset class/type and dates

Monument class/type: Industrial  
Hat factory

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 15860.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"Works, built between 1808 and 1819, two storeys, handmade brick, Flemish and English Garden Wall bond, with hipped roof and rear octagonal brick chimney. The 1888 10' to 1 mile Ordnance Survey map names both the machine manufactory to the east [8 and 10 Brewer Street] and 51 Hilton Street as a cap factory. This common use seems to have extended across the upper floors of these buildings. The 1886-1901 Goad's plan lists these floors as housing a hat block factory, and shows the lower floor of 51 Hilton Street as containing an office and warehouse. Trade directories show that the hat block manufacturing firm of William Plant had moved into the premises by the mid 1890s, and that at this date 51 Hilton Street also contained a firm of drysalters, presumably occupying the ground floor. From the cartographic and documentary evidence, between 1848 and 1888, 51 Hilton Street was incorporated within a works complex which also included the former machine manufactory at 8 and 10 Brewer Street and a new range housing an engine and boiler. The present evidence suggests that this changeover occurred between 1869 and 1874.

The site of the new range was subject to open-area excavation in 2009. Beyond the area of the excavation trench, after demolition of 51 Hilton Street, stone machine beds were observed in situ beneath the demolished building. These could not be cleaned and recorded at the time because the neighbouring structure was unsafe. Also observed within the north-east ground-floor wall of the building, prior to demolition, was a very large cast-iron bearing box." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

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### Asset value assessment:

The asset's value is due to its archaeological interest. It was subject to open area archaeological excavation in 2009. Stone machine beds were observed in situ beneath the demolished building. These could not be cleaned and recorded at the time because the neighbouring structure was unsafe. Also observed within the north-east ground-floor wall of the building, prior to demolition, was a very large cast-iron bearing box.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0716**

**Asset name: Manufactory at 8-10, Brewer Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384724 398346

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### Asset class/type and dates

Monument class/type: Industrial  
Factory

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 13998.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"Rectangular range along Brewer Street built between 1808 and 1819 with yard to the rear. Between 1831 and 1845 replaced by larger range which also occupied the site of its former rear yard, named on the 1848 map as a machine manufactory. A Goad's plan of 1886-1901 shows the building to have been of three storeys. Demolished after 1965. Remains of the exterior walls of this building, of handmade brick, still stand to a height of 1m on Brewer Street and Tariff Street. The wall on Tariff Street includes five stone sills which project beyond the face of the wall, but the windows above these have been blocked by handmade brick. This wall also includes a break for a vehicle entrance, which is not shown on the early mapping and may be of recent date. Although the entrance includes stone jambs, these may be reused. If this entrance is a recent feature, this may originally have been the position of a sixth window. There is a further section of 19th century walling, 1.5m high, to the west on Tariff Street." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its value from its archaeological interest as it has the potential to further our understanding of 19th century industrial building construction.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

## Unique Gazetteer ID (UID): MA08\_0719

### Asset name: Dwellings at 4-6, Brewer Street (site of)

Designation and grade: Non-designated

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384728 398354

---

#### Asset class/type and dates

Monument class/type: Domestic House  
Period(s): Post-medieval

---

#### References

References: NHLE n/a  
HER: 13997.1.0  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

#### Description and sources

##### Full asset description:

A pair of two small buildings, identified on a Goad's plan of 1886-1901 as two-storey dwellings. Built between 1808 and 1819. Still standing in 1931-2, but later mapping suggests these buildings were either replaced or modified by 1965. Site now a car park area. An evaluation trench excavated in 2009 revealed a very roughly built wall footing comprising flat stone slabs set onto the clay surface below, with courses of rough stone blocks and fragments on top of it including several sections of reused stone columns laid on their sides. A flat square stone pad, thought to have originally supported a brick or stone structure rather than a cast iron beam, was also noted. In the centre of the trench the clay surface had been cut by a cellar; handmade brick walls were noted at the south east and north west sides. One of the walls had been repaired with timber and a cast-iron wall tie and had handmade brick blocking or repair at its north east side. The cellar also had a floor of handmade brick. It had been infilled with mixed demolition rubble. The reused columns were indicative of those used in 18th century town house porticos and are likely to have come from 18th century buildings demolished in the immediate area. The footings align well with workers' housing visible on Bancks's map of 1831; it is likely that the remains relate to the housing built here between 1808 and 1819. The cellar is also likely to be part of the workers' housing. Although the buildings on Bancks's map are not shown as cellared, they probably simply did not have cellar lights, as has been seen with cellared dwellings throughout Manchester. It has also been seen that not all buildings in a row of workers' housing are uniformly cellared, with some having basements and others none. Remains relating to the north west of the two houses were also recorded during excavation of a larger area following on from the evaluation. The remains were thought to represent a single house which had had a number of additions. Buttresses and other internal features were much more roughly built than the original external walls and seemed to have been built from reused materials as and when the occupants could find them. Two buttresses within one room may have represented a fireplace inserted when the house was split into two rooms by a wall. [1]

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### Setting description:

Setting does not contribute to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its archaeological interest and potential to reveal the history of Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0721**

**Asset name: Industrial School/Technical School (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385286 398264

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### Asset class/type and dates

Monument class/type: Education  
Industrial school

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16168.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

Site of a former industrial school, converted from an early 19th century mill in the later 19th century. The building is named as an industrial school on 1890s and 1907-10 mapping. On 1920s to 1950s mapping it is annotated as a technical school. The school had been demolished by the late 20th century. The site of the school/former mill lies within a larger area that was investigated in 2005 in advance of development. Some evidence for the apparent removal of internal structures during conversion of the mill in the late 19th century was found. To the east of this area an evaluation trench was excavated across the site of a narrow range of buildings shown on a map of 1831. An early 19th century wall and the possible foundation for a small machine were encountered. Two more walls may have dated to the mid- to late 19th century. An east to west aligned wall of similar fabric may have represented part of an internal structure associated with the industrial school." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0724**

**Asset name: Terraced housing on former Back Mill Street/Bradley Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-328-R1  
National Grid Reference: 3852271 398242

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house  
Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16169.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

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### Description and sources

#### Full asset description:

The site of a former row of houses. Buildings are shown along the northern edge of Bradley Street (later named Bradfield Street) as early as 1794, on Green's map. Bancks and Co's map of 1831 shows a row of terraced houses [described as back-to-backs in the report]. An east to west aligned evaluation trench was excavated across the area in 2005 as part of a wider investigation in advance of redevelopment. Few structural remains of the dwellings survived within the trench, although a single east to west aligned wall along the southern edge may have represented an external boundary wall for the houses. The wall was exposed over a distance of 12m and was butted by another wall parallel to Back Mill Street. Little evidence of the wall's original fabric had survived other than a probable reuse of material. This was demonstrated by the apparent removal of the wall sometime in the late 19th or early 20th century with the insertion of a basement. Evidence of this removal was suggested by a probable rebuild of the wall with the bottom 14 courses comprising brown and red glazed bricks laid above a stone floor, sealed by 16 courses of hand-made bricks that were probably reused from demolished structures. The north face of the wall was split into equidistant bays 1m apart, resembling shower or toilet cubicles. A sandstone flag surface representing a yard or alley behind the structure was also noted, along with a further wall. The east end of the evaluation trench was dominated by a large brick-floored cellar of the early to mid 19th century. Another small cellar or chamber was attached to its western wall. Although the trench contained structural remains that probably dated to the early 19th century, these remains were fragmentary and had been remodelled or partially destroyed during the 19th and 20th centuries. No further archaeological work was recommended in this area. [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

Setting does not contribute to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its archaeological interest. An archaeological evaluation in 2005 saw few structural remains of the dwellings surviving within the trench, but there is some limited potential for further archaeological remains.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0725**

**Asset name: Ashton Canal - sub-branch off Islington Branch (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385338 398273

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16175.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Swire's 1824 map of Manchester shows a secondary arm of the Islington Branch of the Ashton Canal, at right angles to the main branch. The main Islington Branch runs roughly north-west to south-east at this point, with the smaller sub-branch joining the north-east side. The sub-branch is just over 20m long. The sub-branch is shown on Bancks and Co's map of 1831, but was no longer present by 1851." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester and its canal systems.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0726**

**Asset name: Spindle works (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385352 398261

---

### Asset class/type and dates

Monument class/type: Industrial  
Spinning mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16174.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

The site of a former spindle works, shown on 1890s and 1907-10 map editions. The works presumably supplied wooden spindles for cotton spinning machines. There were a number of associated structures, quite possibly including buildings to house the power plant, such as a steam engine house with chimney. The building is named as a 'Toy Balloon Works' on 1920s mapping, a use which continued until at least the 1950s. A chimney is shown at the southern corner of the building. The works had been cleared by about the 1980s." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest, although the survival and extent of any remains is unclear.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0727**

**Asset name: Terraced housing on Vesta Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385339 398297

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16173.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A continuous row of small square buildings aligned north-west to south-east is shown on historic mapping along the western side of what is now Vesta Street. The buildings are first shown on Swire's 1824 map of Manchester; they are not depicted on Johnson's map of 1820. Adshead's map of 1851 indicates that 8 of the buildings were dwellings, with one in commercial use. Vesta Street was named White Street in the 19th century, as shown on Ordnance Survey mapping. The name 'Vesta Street' first appears on the 1907-10 edition. The buildings are shown on 1920s mapping, but by the 1950s the row had been cleared and an engineering works had been built over the site." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester and its canal systems.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0728**

**Asset name: Terraced housing on Old Mill Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385312 398322

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16172.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

The site of a former terrace of houses fronting onto Old Mill Street (formerly Mill Street). The terrace is not shown on Swire's 1824 map of Manchester, but is depicted as a row of five houses on Bancks and Co's map of 1831. The Ordnance Survey 60 inch to 1 mile map of the late 1840s shows the terrace as a row of four houses with a block of narrower buildings adjoining to the rear. These are perhaps associated with the nearby coal wharfs; a weighing machine is situated directly to the south-east (2-3m from the easternmost building). Adshead's map of 1851 indicates that these small structures were in commercial rather than residential use. The terrace was still standing in the 1950s but had been demolished by about the 1980s. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0731**

**Asset name: 11, Pollard Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385409 398168

---

### Asset class/type and dates

Monument class/type: Civil  
Fire station

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11418.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A building on this site is first shown on the 1845 map. The 1849 map names the property as 'Pollard Street Fire Engine Station'. On this map the building appears to be rectangular in plan and of two bays. The 1888-89 map shows a more elongated building running perpendicular to Pollard Street. By the 1915 map this building has been demolished and a smaller building of rectangular plan erected, with a rectangular building to the rear. This third phase of building was still standing in 1993 and consisted of a two-storey house on the right-hand side of the property and lean-to on the left. No longer extant; the site was cleared in the early 21st century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0732**

**Asset name: Soho Foundry and Engineering Works (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385450 398228

---

### Asset class/type and dates

Monument class/type: Industrial  
Engineering workshop

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 1231.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"An engineering works started by David Whitehead soon after 1800 and taken over by George Peel and William Ward Williams in 1810. The works is built around four sides of a rectangular yard with an entrance from Pollard Street and backs on to Ashton Canal. Now an alkali works. Demolished with just part of the canal side wall surviving. The 1831 map shows this site as a quadrangle of buildings surrounding a yard and named as 'Soho Foundry'. The 1849 map names the site as the 'Soho Iron Works'. Still shown on the 1888-89 map, but the 1905 describes the western range as a saw mill, and the eastern part of the complex as a chemical works. The 1915 and 1932 maps show that part of the western range had been demolished, and its southern end enlarged; this western part of the original Soho Works was now the Star Iron Works. The eastern part of the site is still identified on those maps as a chemical works. By 1993 the main surviving building comprised a three-storey range of 10 bays on Pollard Street. This has since been demolished, and the only standing remains now visible are two brick walls. One of machine made brick, 3m high, with pilasters, lies on Pollard Street to the west of the bridge for the canal arm. The other wall is adjacent to and runs the length of Lock No. 2. This stands 5m high with 10 arched window openings (now blocked) with stone sills. A stone rusticated band runs above the wall, and originally appears to have been a stringcourse since at the western end there is further brickwork, 1m high, above this. At either end of the wall are quoins of rusticated stonework. This coincides with the line of the north wall of the west range of the Soho Iron Works shown on maps from 1831 onwards, but the date of the surviving fabric is uncertain." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of the iron industry in the development of post-medieval Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0733**

**Asset name: Canal Arm (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385469 398223

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11424.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of an arm off the Ashton Canal shown on 1831 map, running under Pollard Street. Still shown on 1932 map. Later infilled but bridge carrying it over Pollard Street still survives and at street level comprises seven wrought-iron plates on each side. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of the canals in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0734**

**Asset name: New Foundry (site of) 21, Pollard Street**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385474 398247

---

### Asset class/type and dates

Monument class/type: Industrial  
Iron foundry

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11419.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The 1831 map shows this site as a group of three buildings fronting Pollard Street. One of these (the eastern bay) extends back as far as the Ashton Canal, with two buildings with curved sides to the rear, and is described as 'New Foundry'. The 1849 map shows that this site is included in site 43 as forming part of the 'Soho Iron Works'. The 1905 and 1915 maps describe the eastern range as a cotton waste mill and the 1932 map as a bag factory. In 1993 the main building on this site was brick-built, mid to late 19th century in date, of three storeys with five bays with a gabled slate roof; there were also a two-storey and long single-storey building to the rear which appear to have been workshops. All of these buildings have been demolished and the site is now used as a car salvage yard." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

## Unique Gazetteer ID (UID): MA08\_0740

### Asset name: 42, 44 and 46 Thomas Street (including 41, 43 and 45 Back Turner Street)

Designation and grade: Listed building Grade II

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 384376 398610

---

#### Asset class/type and dates

Monument class/type: Domestic  
Textile workers cottage

Period(s): Post-medieval

---

#### References

References: NHLE: 1452606  
HER n/a  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

#### Description and sources

##### Full asset description:

Workshop dwellings, late 18th century, and subsequently altered. From the 18th century the area to the east of Manchester, now known as the Northern Quarter, began to be developed. The characteristic workshop dwellings of the area comprised three storeys and a cellar and were usually two rooms deep. They had a workshop in the attic lit by a long window, and often a workshop in the cellar, many of which were later converted as separate dwellings or rented workshops. An urban refinement of rural Pennine weavers' cottages, these were also used by craftsmen in other trades, although textile manufacturing was the dominant use (both weaving and spinning). The buildings are constructed of hand-made red brick, with concrete-tile roofs. Two terraces of the three back onto each other, with small yards between them which have now been now built on, connecting the two terraces. The houses fronting Thomas Street were of double-depth plan, but those fronting Back Turner Street were of only a single pile. [1]

##### Setting description:

The asset's setting of the surrounding streets, with listed buildings of a similar age and the yards between the buildings makes a positive contribution to the heritage value of the asset.

##### Asset value assessment:

The asset has heritage value due to its architectural interest. The buildings are rare surviving examples of this type of building in Manchester and include single-depth workshops on Back Turner Street. They also have group value with other listed buildings belonging to the same phase of the city's development, in particular on Thomas Street, Back Turner Street and Kelvin Street. They are a substantial group erected with yards between them.

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1452606>

**Unique Gazetteer ID (UID): MA08\_0741**

**Asset name: Electricity Junction Box, Library Walk**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383846 398002

---

### Asset class/type and dates

Monument class/type: Industrial  
Electricity distribution cabinet

Period(s): Modern

---

### References

References: NHLE: 1413565  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                      |
|-----------|---------------------------------|
| MA08_0695 | Albert Square Conservation Area |

---

### Description and sources

#### Full asset description:

"The longer sides of the box are parallel with the south wall of the town hall extension, the front facing south. It has a low pyramidal cap with castellated edges above a moulded cornice, supported at each corner by an inward-scrolled corbel. Each of the two longer sides is a door with a moulded surround, two decorative strap hinges at the right hand side, and a Jacobean-style geometric strapwork relief. On the front this strapwork surrounds a detachable plaque featuring the crest of the City of Manchester, but there is no crest on the rear face. The two short sides are plain with moulded edges. They each have a circular relief reading 'Hardy and Padmore Limited, Worcester' and the east side has a raised banner at the base with the registered design number. The box is painted, black. Consumer electricity arrived in Manchester in 1893 and by 1920 the number of consumers was around 20,000. Distribution and supply infrastructure was needed to transfer current from where it was generated to its point of use. The junction box, or feeder pillar, was designed to control the electrical supply to a number of buildings in the surrounding area. This junction box was produced in the early 20th century at the Worcester foundry of Hardy and Padmore. It is first shown on the 1:1250 Ordnance Survey map of 1948, on the east side of Cooper Street outside the Town Hall, and it is also marked in the same place on the 1:2500 map of 1951. Later maps do not mark these boxes, but by 2013 it was slightly further to the south-east, on the south side of Princess Street. It was relocated to Library Walk in 2015 to allow the relocation of the cenotaph to the north end of St Peter's Square, to accommodate additional tramlines." [1]

#### Setting description:

The streetscape setting of the St Peter's Square Conservation Area makes a positive contribution to the heritage value of the asset.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Asset value assessment:

The value of the asset is derived from its historic interest. They illustrate the development of electricity into a mass-consumed utility and the romance and respect which were accorded to its infrastructure in the early years of the 20th century. It also has architectural interest, for its well-detailed, customised design by a world-renowned company, surviving with relatively little alteration, as well as an increasingly rare example of the type.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1413565>

**Unique Gazetteer ID (UID): MA08\_0742**

**Asset name: Electricity Junction Box, Lincoln Square**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383705 398142

---

### Asset class/type and dates

Monument class/type: Industrial  
Electricity distribution cabinet

Period(s): Modern

---

### References

References: NHLE: 1449639  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                      |
|-----------|---------------------------------|
| MA08_0695 | Albert Square Conservation Area |

---

### Description and sources

#### Full asset description:

An electricity junction box. Consumer electricity arrived in Manchester in 1893 and by 1920 the number of consumers was around 20,000. Distribution and supply infrastructure was needed to transfer current from where it was generated to its point of use. The junction box, or feeder pillar, was designed to control the electrical supply to a number of buildings in the surrounding area.

This junction box was produced in the early 20th century at the Worcester foundry of Hardy and Padmore. Although electricity pillars are marked nearby on the 1:1250 Ordnance Survey map of 1948, there is not one marked in this location. This example is therefore thought to have been moved here, probably when Lincoln Square was created by clearance of some properties on the south side of Brazenose Street in the 1960s. [1]

#### Setting description:

The setting of the asset is the streetscape of St Peter's Square Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic interest. They illustrate the development of electricity into a mass-consumed utility, and the romance and respect which were accorded to its infrastructure in the early years of the twentieth century. It is also architectural interest, for its well-detailed, customised design by a world-renowned company, surviving with relatively little alteration, as an increasingly rare example of the type.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

1 1449639

## Unique Gazetteer ID (UID): MA08\_0743

### Asset name: Presbytery of the Roman Catholic Church of St Mary (The Hidden Gem)

Designation and grade: Listed building Grade II

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: -  
National Grid Reference: 383755 398186

---

#### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Roman Catholic church  
Period(s): Post-medieval

---

#### References

References: NHLE: 1457463  
HER: 8496.1.0  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name                      |
|-----------|---------------------------------|
| MA08_0695 | Albert Square Conservation Area |

---

#### Description and sources

##### Full asset description:

"Presbytery, 1870s in Venetian Gothic style. The 1960s extension is not of special interest and is excluded from the listing. It is built from orange brick with sandstone and coloured stone dressings and slate roof. The presbytery is attached to the east side (liturgical south side) of the church with the front elevation facing onto Mulberry Street. It is of three storeys with a basement. A full-height staircase rises through the building, lit by a top lantern, with a doorway off at the first quarter landing level into the oratory in the south aisle of the church. At second-floor level a doorway gives access into the long meeting room inserted above the south aisle of the church.

The present St Mary's was the second Catholic church to be founded in Manchester, being completely rebuilt from the foundations between 1844 and 1848 after the partial collapse of the original church, built in 1794. The new church was designed by Weightman & Hadfield in a Rhenish Romanesque style, including features such as a helm tower, polychromatic stone and brickwork, and a Lombardic frieze. The church was opened on 19 October 1848. It is not known whether the original presbytery remained unaltered. During the 1870s there was a major investment in embellishing the church. Additionally, the adjacent presbytery was built or remodelled with a new Venetian Gothic façade. It is not known who the architect was, but it was a style popular in Manchester during the 1860s and 1870s, used for example by Thomas Worthington for his City Police and Sessions Courts, Minshull Street, of 1867-1873 (now part of the Crown Court), Edward Salomons' Reform Club, King Street, of 1870-1871, and commercial warehouses such as numbers 66-68 Fountain Street of 1868 by Clegg & Knowles. An oratory was formed over the end of the south aisle of the church, which could be reached from the presbytery." [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

The setting of the presbytery is attached to the east side of the church with the front elevation facing onto Mulberry Street. Its setting and association with the church contributes positively to its value.

### Asset value assessment:

The value of the asset is derived from its architectural and historic interest. This is due to its Venetian Gothic style of architecture and its use as a church Presbytery.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1457463>

**Unique Gazetteer ID (UID): MA08\_0744**

**Asset name: Former Grape Street railway bonded warehouse**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383072 397946

---

### Asset class/type and dates

Monument class/type: Commercial  
Railway warehouse

Period(s): Post-medieval

---

### References

References: NHLE: 1457402  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Former railway bonded warehouse, built 1867 to 1868 for the London and North Western Railway. It is built from red brick, with blue engineering brick detailing. This detailing includes banding and quoins. It has a welsh slate roof. It underwent internal modifications in the 20th century and early 21st century. The former Grape Street bonded warehouse was constructed between 1867 and 1868 between Liverpool Road Station and Grape Street (originally known as Charles Street), as part of a complex of goods warehousing associated with the former Liverpool Road Station (listed Grade I). The station was built in 1830 (the oldest surviving terminal railway passenger station in the world) along with a warehouse opposite (the world's first large urban railway warehouse; listed Grade I). In 1844, following the opening of Manchester's Victoria Station, Liverpool Road Station became a goods depot under the ownership of London and North Western Railway. By 1851 two cotton stores had been built to the north-east of the station and in around 1855 a goods shed was built on the corner of Liverpool Road and Lower Byrom Street (listed Grade II). In 1866 a fire destroyed the cotton stores, which were replaced by the former Grape Street bonded railway goods warehouse. A further warehouse was built on Lower Byrom Street in 1888 (listed Grade II). [1]

#### Setting description:

The setting of the asset is industrial and is formed by the Museum of Science and Industry, and other warehouses. It is located alongside the railway viaduct to the east to which it is related. However, modern development of apartments has occurred adjacent to it degrading the quality of the setting. The setting makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic interest. It forms part of the legacy of 19th century large-

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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scale railway warehouses in Manchester and is a good illustration of the transport heritage of one of the country's most important industrial cities.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1457402>

**Unique Gazetteer ID (UID): MA08\_0745**

**Asset name: School House (North Hulme Centre)**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383203 397089

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### Asset class/type and dates

Monument class/type: Education  
School house

Period(s): Modern

---

### References

References: NHLE: 1197761  
HER: 11656.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

A former school, now converted to apartments. Built in 1908 out of red brick with a Welsh slate hipped roof and brick wall stacks in a simple Jacobean style. It is constructed of with various small blocks brought together, of three and four storeys. There is a nine window range across the front, of mullion and transom windows with canted bay in centre and recessed windows to the side. The first floor windows have pediments on consoles. To the sides of the bay, the two window sections are surmounted by gables with corner stacks. This stack feature is repeated elsewhere on the building. The entrances are to the sides. It also has Pavilion roofs, two with miniature lantern louvres. A plaque on the central bay records that this was the 48th municipal school. [1]

#### Setting description:

The asset is set within its own grounds, surrounded by its original wall and metal fencing. The surrounding building although modern are also of red brick and of a similar scale. The adjacent streetscape setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is due to its architectural and historic interest from its Jacobean style and use as a school house.

**Heritage value:** Moderate

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197761>

**Unique Gazetteer ID (UID): MA08\_0746**

**Asset name: Public laundry**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-311-R1  
National Grid Reference: 386295 399762

---

### Asset class/type and dates

Monument class/type: Commercial  
Laundry  
Period(s): Modern

---

### References

References: NHLE: 1247475  
HER: 15484.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A public laundry, built 1900-1910, of red brick and buff terracotta, with a slate and glazed roof. It has a rectangular plan and it constructed in an Art Nouveau style. The long two storey five bay facade is almost symmetrical, with the centre and ends breaking forwards. It has a terracotta plinth and a red brick ground floor with terracotta quoins and cornice. There is terracotta tiled facing to the upper floor. The centre is a three bay composition with a Diocletian window at ground floor flanked by segmental-headed doorways with terracotta surrounds including keystones and segmental cornices. There is also a keyed oculus at 1st floor level under a gabled parapet, flanked by pairs of small segmental-headed windows with keystones and cornices like the doorways. The link to the left has four windows at ground floor, all square-headed with segmental-headed terracotta architraves including keystones and segmental cornices. The wide end bay to the left of this has two pairs of similar windows at ground floor and a lunette at 1st floor with archband and keystone. The link and end bay to the right are similar except that each has an additional opening in the centre. There is also a narrow window in the link, which is now mostly replaced by a 20th century doorway with roller shutter. There is another doorway in the end bay, this and the flanking windows are now furnished with similar shutters. A continuous glazed skylight to roof. The interior has original Art Nouveau tiling in duck-egg blue with bands and friezes of blue and green swags and festoons, with original stained glass in doors. [1]

#### Setting description:

The adjacent streetscape setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest from its Art Nouveau style and

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due to its function as a laundry.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247475>

**Unique Gazetteer ID (UID): MA08\_0747**

**Asset name: Piccadilly Mill (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384570 397980

---

### Asset class/type and dates

Monument class/type: Industrial  
Clothing factory

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11409.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

A rectangular range named as 'Mr Drinkwater's Cotton Works' on 1787-94 map, 'Plants Cotton Mill' on 1831 map, and as 'Piccadilly Mill, cotton' on 1849 map, which also identifies a boiler house on the south side of the building. The 1888-9 map shows the mill to have been extended to the rear. It is still shown on the 1905 map which names this as the Piccadilly Printing Works. By 1932 the mill had been demolished and Aytoun Street extended across its site.

The mill comprised a rectangular range aligned on the south side of Auburn Street, with a central projection against the south elevation. A book of plans of Manchester mills c. 1822 shows the same arrangement and identifies the main range as a factory of five storeys with a loft. The western end contained a house in its lower three storeys with the factory continuing in the two storeys above; the central projection is identified as an engine house and boiler house of a single storey. Photographs show the mill to have been of 4 storeys above a half-basement; at the west end of the north elevation a doorway with a pedimented lintel probably marks the entrance to the house shown on the c. 1822 plan, and the gable at this end also includes a domestic-type chimney stack. The c 1822 plan names the mill as occupied by Peter Appleton and Co. This firm is also listed in contemporary directories as cotton spinners at Piccadilly Mill (Pigot and Dean 1819-20; 1821-2), while in 1814-15 T and R Appleton are named as cotton spinners at Auburn Street (Wardle and Bentham 1814-15). By 1825 the firm had become Appleton and Plant. The 1824 map shows that a wing had been built on the south-east of the factory, extending to Upton Street, and that a separate range had been built on the south-west along Upton Street. These additions are more clearly shown on the 1831 map which names the site as 'Plants Cotton Mill'. The firm of Joseph Plant and Co was listed in 1832 as cotton spinners at Piccadilly Mill (Pigot 1832). The 1849 map, which names the site as 'Piccadilly Mill (Cotton)', again identifies the central projection of the south side of the main range as a boiler house, and shows a chimney here, on the south wall of the main range. Site named on Adshead's map of 1850 as 'Plant and Son, Piccadilly Cotton Mill'. The 1888 map still names the factory as a cotton mill and shows that the central projection had been replaced by two narrower ranges extending almost the full length of the south elevation

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of the main mill. The Upton Street range had been extended on the east, where a chimney is shown, suggesting that this was the site of a new boiler house and possibly engine house. The 1905 map names the site as the Piccadilly Printing Works, and shows that a large range, fronting Upton Street, had been built across the south elevation of the main block, covering the site of the earlier range on that street. The printing works are shown unchanged on the 1915 map. By 1932 the works had been demolished and Aytoun Street extended across the western half of the site, while new building had taken place on the eastern half of the site. The 1969-70 maps show buildings on the Plant Street and Upton Street sides of the eastern half of the site, which from a photograph of 1973 appears to have been a petrol service station. This eastern half of the site is now occupied by Hertz. The buildings by Plant Street and Upton Street have been demolished, and most of the site serves as car parking. There is a petrol pump in the north-east corner and a single-storey building of modern brick in the north-west. The site of the eastern half of the early engine house and boiler house now partly underlies the south end of that building and partly a steep slope which runs across the car park and coincides with the exterior of the main mill range. The site of the western half of the engine house and boiler house is crossed by the Metrolink. [1]

### Setting description:

Setting does not contribute to the heritage value of the asset.

### Asset value assessment:

The asset derives its heritage value from the archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0748**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327

National Grid Reference: 385736 397604

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### Asset class/type and dates

Monument class/type: Domestic  
Back to back terrace

Period(s): Post-medieval

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### References

References: NHLE n/a  
HER: 13805.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

The site of post-medieval housing at the northern end of Higher Ardwick (later renamed Chancery/ Chancellor Lane). A probably post-medieval double depth house with a rear garden is shown on Yates' map of 1770 and Green's map of 1787-94. A late 18th century double depth property with a basement is indicated on the 1849 Ordnance Survey map, but was either extended or replaced by new buildings by 1888-9. The presence of this property has been confirmed by a geotechnical test pit. By 1831 there were a further two blocks of back-to-back houses (described as "Sharpe's Buildings" on 1888-9 Ordnance Survey map) two of which were demolished by 1905. A range of Workers housing (described as "Jeffs Buildings" 1888-9 Ordnance Survey map) were extant until 1932 after which only the properties fronting Chancery lane were present in 1950, all remaining properties were then demolished in the latter half of the 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest they have the potential to illustrate the development of housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0749**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-327  
National Grid Reference: 385719 397521

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back terrace  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13806.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

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### Description and sources

#### Full asset description:

The site of a double depth house plotted on 1787-94 map (Green) it fronted Higher Ardwick (later Chancery/ Chancellor Lane) with an allotment to the rear and two further allotments to the north. By 1818-19 a series of further properties had been constructed adjoining the earlier house to form a range of double depth properties with outshuts and yards to the rear. Swires 1824 map indicates a shared garden area or allotment, which by 1831 had been divided into individual gardens or yards. By 1889 four small buildings had been constructed in this area which may have acted as industrial premises/ workshops. By the time of the 1950 survey only two of the double depth properties were extant, located at the southern end of the original range. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0750**

**Asset name: Buildings on Chancery Lane (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-327  
National Grid Reference: 385728 397431

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13809.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Building depicted on 1787-94 (Green) map of possibly post-medieval date, set slightly back from Higher Ardwick (later re-named Chancery Lane) plotted on 1831 map (Banck) but replaced by time of 1845 Ordnance Survey map with two ranges of double depth properties, fronting Hawthorn and back Hawthorn Street. These were still extant in 1950 but demolished during latter half 20th century. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people, their housing, and public houses as well as industry and transport infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0751**

**Asset name: Chapel Building, Loreto College**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383319 396104

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Roman Catholic chapel

Period(s): Post-medieval

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### References

References: NHLE: 1389525  
HER: 15550.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

"A Roman Catholic chapel, constructed 1874-76, by architect Herbert Edward Tijou and the builder and contractor was James Herd. The sanctuary mosaic is of 1946 by Ludwig Oppenheimer of Old Trafford. The building is in a Victorian Gothic style. It is constructed from grey, orange and red brick in header bond with stretcher decorative bands and panels of diagonal patterned brickwork below the upper windows. There is a painted stone dedication panel at the east end: '+ SSMO / CORDI JESU / DEI PARAE / in / DOMO LAURETANA / ET / BEATO / MICHAELI / ARCHANGELO / DICATA'. The chapel is of two tall storeys and five bays, including the west staircase bay with organ loft above. The north side ground floor is obscured by the college reception area of the 1970's. The chapel is richly decorated throughout with tiling, moulded stone strings, and mosaics. The chapel is associated with the nuns of the Institute of the Blessed Virgin Mary at the Loreto Convent in Dublin. They helped establish schools when Irish Roman Catholic families moved to Hulme in the 1840's." [1]

#### Setting description:

The setting of the asset is within the grounds of Loreto College, Hulme. The grounds are a landscaped park, but there are modern college buildings to the east which are larger in scale than the chapel. The setting within the college grounds makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest. This is due to the asset's association with architect Herbert Edward Tijou, builder James Herd and the nuns of the Institute of the Blessed Virgin Mary at the Loreto Convent in Dublin.

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**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1389525>

**Unique Gazetteer ID (UID): MA08\_0752**

**Asset name: Boundary Wall to Churchyard of Church of St Mary**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383374 396133

---

### Asset class/type and dates

Monument class/type: Monument  
Boundary wall

Period(s): Post-medieval

---

### References

References: NHLE: 1270671  
HER: 8640.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0753 | Moss Side People's Centre   |
| MA08_0754 | St Mary's House   |
| MA08_0755 | St Mary's Junior School   |
| MA08_0756 | Playground Wall of St Mary's Junior School, on West, North and East Sides |
| MA08_0757 | Church of St Mary   |

---

### Description and sources

#### Full asset description:

"Boundary wall surrounding the churchyard, constructed in 1856-8, by J. S. Crowther. The wall is of coursed sandstone rubble and sandstone ashlar, with cast-iron gates at west end. A low wall with chamfered plinth and steeply-pitched weathered coping, curved round the corners of the churchyard. The former railings are missing. There is a pair of small cast-iron gates at west end." [1]

#### Setting description:

The setting of the asset is the on the junction between Chichester Road South and St Mary's Street, Hulme. The low wall forms a boundary around the Church of St Mary, defining the grounds. The setting around the church makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's heritage value its historic interest through its architect J. S. Crowther. It has group value with the Church of St Mary (MA08\_0757).

**Heritage value:** Moderate

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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### Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1270671>

**Unique Gazetteer ID (UID): MA08\_0753**

**Asset name: Moss Side People's Centre**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383435 396062

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### Asset class/type and dates

Monument class/type: Education  
School

Period(s): Post-medieval

---

### References

References: NHLE: 1270695  
HER: 8604.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0752 | Boundary Wall to Churchyard of Church of St Mary                          |
| MA08_0754 | St Mary's House   |
| MA08_0755 | St Mary's Junior School   |
| MA08_0756 | Playground Wall of St Mary's Junior School, on West, North and East Sides |
| MA08_0757 | Church of St Mary   |

---

### Description and sources

#### Full asset description:

"A former school incorporating a teacher's house, dating to 1855-60, now a social centre. The building is of brown brick in header bond (now mostly painted in various colours) with a fishscale slate roof and in a Gothic style. The building is on an irregular plan with the hall range parallel to the street and the domestic wing to the left end. The two crosswings are at the right-hand end, and various wings are to the rear." [1]

#### Setting description:

The setting of the asset is on an island site, directly south of the Church of St Mary. Although there are many modern buildings within this area, the asset forms a group with other buildings of a similar date and style. The setting amongst these buildings of a similar date makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest, due to its Gothic style of architecture and its former use as a school.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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### Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1270695>

**Unique Gazetteer ID (UID): MA08\_0754**

**Asset name: St Mary's House**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383417 396046

---

### Asset class/type and dates

Monument class/type: Domestic  
Manse

Period(s): Post-medieval

---

### References

References: NHLE: 1271229  
HER: 8531.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0752 | Boundary Wall to Churchyard of Church of St Mary                          |
| MA08_0753 | Moss Side People's Centre   |
| MA08_0755 | St Mary's Junior School   |
| MA08_0756 | Playground Wall of St Mary's Junior School, on West, North and East Sides |
| MA08_0757 | Church of St Mary   |

---

### Description and sources

#### Full asset description:

"A former rectory dating to 1855-60, now a manse. The building is of brown brick with sandstone dressings and red tiled roof. The building is in a Vernacular Gothic style, with two storeys and four bays. The centre is as a one-and-a-half storey hall range and the ends as gabled wings. The entrance has a shouldered doorway and double doors with ornamental strap hinges. The windows are mostly stone-mullioned with straight stone lintels and segmental brick relieving arches. The interior has a moulded two-centred arch between the entrance hall and stairwell. The open-well staircase has two brattished rails." [1]

#### Setting description:

The setting of the asset is on an island site, directly south of the Church of St Mary. Although there are many modern buildings within this area, the asset forms a group with other buildings of a similar date and style. The setting amongst these buildings of a similar date makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest, from its Vernacular Gothic style and its former use as a rectory.

## Background Information and Data

Historic environment

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MA08: Manchester Piccadilly Station

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**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271229>

**Unique Gazetteer ID (UID): MA08\_0755**

**Asset name: St Mary's Junior School**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383378 396038

---

### Asset class/type and dates

Monument class/type: Education  
School

Period(s): Post-medieval

---

### References

References: NHLE: 1208702  
HER: 8336.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name  |
|-----------|---|
| MA08_0752 | Boundary Wall to Churchyard of Church of St Mary                          |
| MA08_0753 | Moss Side People's Centre   |
| MA08_0754 | St Mary's House   |
| MA08_0756 | Playground Wall of St Mary's Junior School, on West, North and East Sides |
| MA08_0757 | Church of St Mary   |

---

### Description and sources

#### Full asset description:

"A school, now a Social Services centre, dating to 1855-60. The building is of red brick with blue brick bands and sandstone dressings and a steeply-pitched fishscale slate roof. There is a hall and crosswing plan, with wing at south end. The hall is one-storey, with a two-storey wing of the same height. The gable of the wing has two windows, each of two cusped lights at the ground floor and a large two-centred arched window at the first floor. The north gable wall of the hall is almost completely filled by a very large, two-centred, 14-light window with plate tracery. The rear is similar to the front, but has a projecting gabled porch, now surrounded by 20th century additions which enclose the rear of the wing." [1]

#### Setting description:

The setting of the asset is south of the Church of St Mary (MA08\_0757). Although there are many modern buildings within this area, the asset forms a group with other buildings of a similar date and style. The setting amongst these buildings of a similar date makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic and architectural interest, through its steeply-pitched fishscale roof and its former use as a school.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1208702>

**Unique Gazetteer ID (UID): MA08\_0756**

**Asset name: Playground Wall of St Mary's Junior School, on West, North and East Sides**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: -  
National Grid Reference: 383370 396062

---

### Asset class/type and dates

Monument class/type: Monument  
Wall  
Period(s): Post-medieval

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### References

References: NHLE: 1197792  
HER: 8336.2.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                                       |
|-----------|--|
| MA08_0752 | Boundary Wall to Churchyard of Church of St Mary |
| MA08_0753 | Moss Side People's Centre                        |
| MA08_0754 | St Mary's House                                  |
| MA08_0755 | St Mary's Junior School                          |
| MA08_0757 | Church of St Mary                                |

---

### Description and sources

#### Full asset description:

"A school playground wall, dating to 1855-60. The wall is of brown brick with black brick string, and ashlar coping. There is a gabled arch with a two-centred double-chamfered brick gateway and much black brick and ashlar polychrome ornamental. The cast-iron railings have simple bipod pattern finials." [1]

#### Setting description:

The setting of the asset is south of the Church of St Mary (MA08\_0757), and around the St Mary's Junior school (MA08\_0755). Although there are many modern buildings within this area, the asset forms a group with other buildings of a similar date and style. The setting amongst these assets of a similar date makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset has value due to its historic interest. It has group value with other assets of a similar date and style such as the Church of St Mary (MA08\_0757), and St Mary's Junior School (MA08\_0755) of which it forms a boundary wall.

**Heritage value:** Moderate

## Background Information and Data

Historic environment

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### Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1197792>

**Unique Gazetteer ID (UID): MA08\_0757**

**Asset name: Church of St Mary**

Designation and grade: Listed building Grade II\*

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383396 396089

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Anglican church

Period(s): Post-medieval

---

### References

References: NHLE: 1270659  
HER: 8640.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |  |
|-----------|--|
| MA08_0752 | Boundary Wall to Churchyard of Church of St Mary |
|-----------|--|

|           |                           |
|-----------|---------------------------|
| MA08_0753 | Moss Side People's Centre |
|-----------|---------------------------|

|           |                 |
|-----------|-----------------|
| MA08_0754 | St Mary's House |
|-----------|-----------------|

|           |                         |
|-----------|-------------------------|
| MA08_0755 | St Mary's Junior School |
|-----------|-------------------------|

|           |   |
|-----------|---|
| MA08_0756 | Playground Wall of St Mary's Junior School, on West, North and East Sides |
|-----------|---|

---

### Description and sources

#### Full asset description:

"An Anglican church, now the Shaw Ardell African Methodist Evangelical church. The church dates to 1856-58 and is constructed by J. S. Crowther in an early 14th century Geometrical style. The building is of coursed sandstone rubble with ashlar dressings and a slate roof. There is a large nave and chancel with north and south aisles and very tall north-west steeple. " [1]

#### Setting description:

The setting of the asset is on the junction between Chichester Road South and St Mary's Street, Hulme. A low wall forms a boundary around the church, defining the churchyard. The setting amongst assets of a similar date makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic and architectural interest, through its association with architect J. S. Crowther and its early 14th century Geometrical style.

**Heritage value:** High

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270659>

**Unique Gazetteer ID (UID): MA08\_0758**

**Asset name: Rochdale Canal Road Bridge (Great Ancoats Street)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384940 398430

---

### Asset class/type and dates

Monument class/type: Transport  
Canal bridge

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 6456.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0610 | Rochdale Canal            |
| MA08_0696 | Ancoats Conservation Area |

---

### Description and sources

#### Full asset description:

"A canal road bridge, dating to the early 19th century to mid-late 20th century. The bridge is constructed from brick and iron. There are locks immediately to the east. The bridge says "Radfords & Co. 1838. Manchester" on the east side. The remains of a swing bridge stone plinth are still visible." [1]

#### Setting description:

The setting of the canal bridge is formed by the Rochdale Canal. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history. It has group value with the Rochdale Canal.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0759**

**Asset name: Allum Street Mill (Imperial Mill) (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385090 398500

---

### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12331.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The mill first appears on the 1821 map. A plan of Manchester mills from 1822 shows the asset as comprising a rectangular factory block 5.5 storeys high with a shallow projection at either end of the north elevation. Set against the north gable was a narrow boiler house, three storeys high. The plan names the occupant as Archibald Carruthers, listed in 1819-20 as a cotton spinner at Allum Street and in 1817 at Union Street. The 1831 map shows that the mill had been extended on the north and names the site as 'Slaters' Cotton Mill'. Leigh Slater was listed as a cotton spinner and manufacturer at Allum Street in 1832. On the 1848-9 map, the site is named as 'Allum Street Mill (Cotton)', and a chimney is shown at the north end of the main mill block. The asset is still shown, unnamed, on the 1888-91, 1905 and 1915 maps. On the 1931 map the northern part of the site is shown as part of the adjoining Perseverance Clothing Mill, the remainder being identified as a cardboard box works. The mill is shown on photographs of 1962 as five-storey with an attic, as described in 1822. By 1979 the mill was no longer standing, with its site forming part of an area associated with a newly built primary school (St Jude's C of E) that lay just to the north." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0760**

**Asset name: Albion Buildings (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385070 398530

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16509.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A terrace of small houses. They are probably not shown on a map of 1808 but are shown on Thornton's map of 1824. The asset is named 'Albion Buildings' on the 60" to 1 mile Ordnance Survey map of 1850. They were aligned north-west to south-east, at right-angles to the Rochdale Canal (which lies immediately to the north west). They were no longer shown on mapping by 1891." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0761**

**Asset name: Housing and smithy (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385080 398540

---

### Asset class/type and dates

Monument class/type: Domestic  
House

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16510.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

A former small block of buildings of unknown function is shown on Lewis's map of 1788. Green's map of 1794 may show small yards with outbuildings, suggesting the block is residential. The Rochdale Canal was constructed parallel to the block, a short distance to the north-west. The block of buildings is shown more clearly on Bancks and Co's 1831 map, as a possible terrace of houses with a longer building at the north end. This longer building is named as a smithy on the 1850 Ordnance Survey 60" to 1 mile map. However, Adshead's map of 1851 shows what appears to be a slightly larger block, flush against the edge of the canal, whereas previous mapping shows a gap. Adshead depicts the whole block in yellow, indicating use as a mill or works. By 1891 this area was occupied by a saw mill which took up the canal frontage. The 18th century block appears to have either been cleared or partially subsumed into the later building. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0762**

**Asset name: Oxleys Cotton Mill (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385110 398540

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12335.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The mill was first shown on the 1821 map, between Allum Street and Newton Street. The north end abutted the Pott Street Arm of the Rochdale Canal (MA08\_0763). A plan of Manchester mills from 1822 shows the mill as a rectangular factory, six storeys high with a one storey boiler house to the north end. The occupants are names as Sutcliffe and Oxley. The 1831 map, which names the site as 'Oxleys Cotton Mill', shows that an extension had been added along the east side of the mill. Sutcliffe and Oxley are named as cotton manufacturers in 1829, suggesting that by this date power loom weaving was also taking place at the site. The 1888-91 map and later maps show a chimney on the south side of the mill. This is shown on photographs of the 1960s as a tall polygonal chimney, detached from the main block. The 1891 Ordnance Survey map appears to show the mill connected to a range of buildings to the north west, via a walkway with a glass roof to either side. These buildings are named as a saw mill on 1930s Ordnance Survey mapping. This edition also names the former Oxley's mill building as Perseverance Clothing Mill. By 1979 the mill was no longer standing, its site forming part of the area associated with a newly built school." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0763**

**Asset name: Rochdale Canal, Pott Street Arm (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385170 398540

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12333.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name     |
|-----------|----------------|
| MA08_0610 | Rochdale Canal |

---

### Description and sources

#### Full asset description:

"A T-shaped arm leading from the Rochdale Canal shown on the 1808 map, this section of the canal being itself completed in 1804. Smaller spurs are shown at either end of the arm on the 1824 map. Various maps show that progression of industry, as the area became filled by buildings and mills." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0764**

**Asset name: Salvin's Factory/Shooters Brook Mill (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385260 398520

---

### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12327.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Green's map of 1794 clearly shows Salvin's Factory to have been one of the first mills to have been erected in the area. The factory was opened as a 'room and power' mill, where small firms could rent the space and machinery necessary to spin cotton. In 1793, for instance, the firm of McConnel and Kennedy, in partnership with the Sandford brothers, are known to have rented space in the mill. Originally water-powered but a steam-engine by Manchester engineer Joshua Wrigley was added by 1796. A plan of Manchester mills from 1822 shows that the original factory building was of six storeys with a loft. The site of two small structures, taken down by that date, is indicated against the north-west elevation. One is named as a one-storey building, the other as a chimney. A projection is also shown on this side of the building on the 1787-94 map and appears to coincide best with the chimney, suggesting that the engine was installed during that period, probably in the 1790s. The 1822 plan shows that on the north-east the original mill had been extended with a second factory block. The 1888-91 map, however, shows that the mill buildings had been mostly replaced by new buildings, although the old boiler house may have remained. The old boiler house appears to have been taken down by 1905 and on the 1915 map its site was a yard flanked by low buildings. The whole complex is not named on the 1905 map but on the 1915 and 1931 maps is identified as an engineering works. From the cartographic and photographic evidence the site continued as an engineering works into the 1960s. The site now mainly lies within a recently landscaped area." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0765**

**Asset name: Canal Street Dye Works (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385310 385310

---

### Asset class/type and dates

Monument class/type: Industrial  
Dye works

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12334.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A large former works with a main elevation on Canal Street, and large side ranges flanking a rear yard opening onto the Islington Branch of the Ashton Canal. It is shown unnamed on the 1808 map and on the 1824 map, which shows the eastern side of the yard containing two small reservoirs. The site is named as a dye works on the 1831 map and Horrocks and Tavare are listed as dyers and finishers at 117 Canal Street in a directory of 1825. The 1848-9 map identifies two boiler houses on the east side of the main range with twin chimneys shown to the south of these. The 1888-91 map shows most of the yard occupied by small buildings. On the 1905 map the complex is named as disused. It is still shown, unnamed, on the 1915 map, by which date the yard has been largely cleared of buildings. The addition of two new vehicle entrances on the Canal Street elevation by 1915 suggests that the building had been remodelled or rebuilt since 1905. Photographs of this elevation in 1962 show it to have been of three storeys and about 19 bays, with a central gable and end gables marking the position of the side wings. It is still shown, unnamed, on the 1969 map." [1]

#### Setting description:

The immediate area has been largely redeveloped and the site now lies within a recently landscaped area. This makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0766**

**Asset name: Ashton Canal, Islington Branch (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 384519 397933

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 12330.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A canal arm leading from the Ashton Canal and turning north-eastward to run parallel to Canal Street. Known as the Islington Branch. Only the southern part of this arm is shown on the 1800 map, but the full length of this arm is indicated in 1808. At that date the arm is shown terminating at twin diverging wharves, on the west side of which was an inlet which on the 1848-49 map is identified as a dock. The twin wharves are still shown on the 1824 map, but by 1831 had been replaced by a single, triangular basin. By 1821 a spur had also been added leading from roughly the centre of the arm to Mill Street. The 1888-91 map shows that the triangular basin and dock had been infilled, and their site incorporated within the glass works. The spur to Mill Street may also have gone out of use by this date, although its site was not built upon as late as 1969." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is archaeological and historic, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0767**

**Asset name: York Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385370 398340

---

### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2045.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A former steam-powered mill site. This site consisted of several buildings that were brick built with steel internal structure. The windows generally have brick arch lintels and sills. There was no engine house, but a possible boiler house and a square brick repointed chimney. The mill buildings were replaced in the second half of the 20th century with a rectangular building, marked 'Works' on 2006 mapping. This has since been demolished and the site cleared." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it illustrates the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0768**

**Asset name: Ancoats Lower Branch (Ashton Canal) (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385400 398340

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 12316.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The canal arm is shown on the 1848-9 map leading north-west ward from the Rochdale Canal. On the 1915 map it is named as the 'Ancoats Lower Br.' By 1831 the northern half of the arm had been infilled, with the remainder being infilled by 1969. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0769**

**Asset name: Ashton Canal, Ancoats Higher Branch (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385460 398350

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 12332.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A canal branch shown on the 1800 map leading westward from the Ashton Canal. On the 1831 and later maps the branch is shown as only half the length indicated in 1800-24. On the 1888-91, 1905 & 1915 maps, the adjoining ground is named as a wharf. On the 1915 map the arm is named as the 'Ancoats Higher Br'. The 1931 map shows that the branch had been infilled. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest, serving as a reminder of the history of Manchester's important canal system and its canal-based transportation history.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0770**

**Asset name: Cotton Waste Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385500 398280

---

### Asset class/type and dates

Monument class/type: Industrial  
Iron foundry

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2046.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of Soho Iron Works and a cotton waste mill. The site consisted of one main building. This was brick built and mid to late 19th century. It was of three storeys and 10 x 3 bays. There were tall rectangular windows with stone sills and brick arches. Shorter windows were to the top storey. There were no other related auxiliary buildings on this site and the surviving building has no embellishments whatsoever. The rest of this site was covered by a large 20th century prefabricated structure and car-parking and storage areas. The site was cleared in the early 21st century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of iron and cotton industry in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0772**

**Asset name: Vulcan Works (former)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385530 398210

---

### Asset class/type and dates

Monument class/type: Industrial  
Factory

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11426.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A large unnamed structure is shown on this site on the 1831 map. By 1849 it was the site of the Soho Chemical Works and by 1888-9 had become the Vulcan Works, an iron works. The present buildings on the Pollard Street frontage consist of a large four to five storey, multi-bay brick structure and a two-storey office building. A tall brick chimney is located on the west side of the main structure." [1]

#### Setting description:

The setting of the asset is in New Islington, south of Ashton Canal. The building is a prominent feature in the area due to its size and its distinct chimney. Its setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its historic interest illustrating the importance of industry in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0773**

**Asset name: Dining Rooms, 31–33, Pollard Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385560 398280

---

### Asset class/type and dates

Monument class/type: Domestic  
House

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11427.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A group of five structures, possibly houses, are shown on this site at the corner of Boond Street and Pollard Street on the 1831 map. These are still shown in 1888-89, but by 1905 the site is shown as a square-shaped building. This later building was four and a half storeys, brick-built, with very large multi-pane windows occupying almost all the first floor. There was black and white timber framework effect to the upper floor which had a gable to Pollard Street and two others to Boond Street. This building is believed to have been Heatherington's Dining Rooms, listed in a directory of 1921. The building had been demolished by September 2016." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0774**

**Asset name: Ancoats Glass Works (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385600 398200

---

### Asset class/type and dates

Monument class/type: Industrial  
Glass works

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 12411.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A small glass works approximately 50m by 25m. No detail of the layout of the works is shown on the 1893 map. No structure remains but there is good below-ground potential with half the site under grass and half under car park for adjacent warehouse. There are references in the later directories (1930s) to the production of textile machinery on the same site." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological interest illustrating the importance of industry in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0775**

**Asset name: Foundry (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385880 398020

---

### Asset class/type and dates

Monument class/type: Industrial  
Foundry

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 9676.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A rectangular building on a north to south alignment. The south elevation abutted the north bank of the River Medlock. It was not named on the 1896 map. The foundry still existed in 1922 but appears to have been demolished by time of the 1987 map." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest illustrating the importance of iron industry in the development of post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0776**

**Asset name: The Ardwick Centre (Ardwick Lads' Club)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385910 398060

---

### Asset class/type and dates

Monument class/type: Recreational  
Youth club

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16123.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Ardwick Lads' and Mens' Club was constructed in 1897 to the designs of W. and G. Higginbottom of Manchester. Prior to 1897, the club had been formed in 1889 by Paul Schill and William Melland. Figures linked with the club include Thomas Coglan Horsfall, Sir Alfred Hopkinson and the Right Hon Arthur James Balfour. When the purpose-built building at Palmerston Street was constructed it contained a large gymnasium with a viewing gallery, which was used to stage the 1933 All England Amateur Gymnastics Championships. It also included three fives courts, a billiard room and two skittle alleys, which were later converted into shooting galleries. During the inter-war period the club was Manchester's largest, with 2000 members. The building was most recently used by a boxing club and was known as Ardwick Youth Centre. Until its closure in 2011 the club was said to be one of the earliest lads' clubs still in use." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic and archaeological interest derived from the historic figures associated with the club. Until its closure in 2011 the club was said to be one of the earliest lads' clubs still in use.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0777**

**Asset name: Manufactory (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385990 398310

---

### Asset class/type and dates

Monument class/type: Industrial  
Factory

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11438.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A small, irregularly shaped building named as Power Loom Shuttle Manufactory, was first shown on the 1849 map. It was removed by 1888-91 and housing was built over part of the site. It was still shown on the 1931 map but has since been demolished. The site is now grassed over." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological interest as they illustrate the lives of working-class people and their housing and infrastructure in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0778**

**Asset name: Brick Kiln (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 386080 398360

---

### Asset class/type and dates

Monument class/type: Industrial  
Brick kiln

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11437.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A circular structure named as Fire Brick Kiln was first shown on the 1849 map with a rectangular range to the east by the river. The site was vacant on the 1888-91 map. By 1905 housing had been built on the kiln site, which has since been demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological interest as an example of a 19th century industry in the area.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description:

**Unique Gazetteer ID (UID): MA08\_0779**

**Asset name: Reservoir (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 386010 398440

---

### Asset class/type and dates

Monument class/type: Water supply and drainage  
Reservoir

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11439.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The reservoir is shown between Ashton New Road and the bend in the River Mersey on the 1831 and 1849 maps. It was infilled by 1888-91 when housing is shown on the site, which has since been demolished. Modern housing overlies part of the reservoir site, with the western fringe of the reservoir site now covered with trees." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its value from its archaeological and historic interest having the potential to illustrate the development and provision of utilities in 19th century Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0780**

**Asset name: Mill (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385970 398450

---

### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11436.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"A water mill is shown on the west bank of the River Medlock on a 1786 map. The headrace and weir to the north may have originally been related to this mill site. The 1845 and 1849 maps show the site lay within Manchester Gas Works No. 4, Reserve Station, which comprised two large gasholders. This had been removed by 1888-9. The western part of the gasworks site was occupied by a school, while the eastern half and probable site of the water mill, was occupied by a church. This is shown on the 1969 map as Ancoats Congregational Church. It has since been demolished and the mill site now lies within an area of modern landscaping. Along the river bank, the ground slopes very steeply and has a thick cover of trees and bushes." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

It derives its heritage value from its archaeological and historic interest as it has the potential to illustrate the industrial development of the factory system and post-medieval period Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0781**

**Asset name: St Gregor's Catholic Boys High School (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 385360 397220

---

### Asset class/type and dates

Monument class/type: Education  
School

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11765.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A late 18th to early 19th century building with later alterations. The original wing was on the left hand side only. The building was of red brick, three storeys a basement and an attic. There were five sash windows with flat brick arches and a stone Tuscan pilaster doorcase with open pediment. The building was previously a Grade II Listed Building. The school is no longer extant and the building had been demolished by 1999. The site has since been redeveloped with housing." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest as an illustration of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description:

**Unique Gazetteer ID (UID): MA08\_0782**

**Asset name: Ardwick/Ardwick Green**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 385210 397200

---

### Asset class/type and dates

Monument class/type: Domestic  
Settlement

Period(s): Medieval,  
Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 9165.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name    |
|-----------|---------------|
| MA08_0783 | Ardwick Green |

---

### Description and sources

#### Full asset description:

"Ardwick is shown on Yates's map as a great number of buildings centred on a square green. The place name is said to be derived from the personal name Aeldred or Eadred with wic. The settlement originated in the medieval period or earlier. There was no manor of Ardwick in the medieval period, when it was a hamlet in the demesne of Manchester, the occupants being tenants of the lords of Manchester. In 1537 the estate was given to Thomas de Booth of Barton and in 1636 was sold to Samuel Birch. The manor house, known as Ardwick Hall, was rebuilt in 1728 by Thomas Birch and is now destroyed. It is possible that some of the buildings shown on Yates's map, to the south of Ardwick Green, either contained earlier fabric, or replaced buildings of medieval or post-medieval date. The expansion of Ardwick as a suburb of Manchester in the late 18th and early 19th centuries resulted in the development of middle-class villa-style housing along the A57 Hyde Road, which itself originated as a turnpike road in 1818." [1]

#### Setting description:

The current district of Ardwick is located one mile south east of Manchester city centre. The area mainly comprises modern residential properties, shops and commercial businesses. The setting makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset holds value due to its historic interest as the location of the settlement dating to the medieval period. This asset has potential archaeological interest although its survival is unknown.

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**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

## Unique Gazetteer ID (UID): MA08\_0783

### Asset name: Ardwick Green

Designation and grade: Non-designated

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-328-L1  
National Grid Reference: 385200 397200

---

#### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Public park  
Period(s): Post-medieval, and  
Modern.

---

#### References

References: NHLE n/a  
HER: 9165.2.0  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name            |
|-----------|-----------------------|
| MA08_0782 | Ardwick/Ardwick Green |

---

#### Description and sources

##### Full asset description:

"A public park bounded by Ardwick Green South and Ardwick Green North. The oblong site originally surrounded a piece of water described as a 'canal' on Pigot's map of Manchester of 1819. historically the site is associated with the manor of Ardwick in the possession of the Birch family. In 1825 the inhabitants of Ardwick obtained an Act of Parliament to protect the green which was 'an ornament to the township and the surrounding houses'. In 1848 the Ardwick Committee of the Corporation was petitioned by residents to improve the Green. Improvements included the erection of iron railings and the Committee contributed 50 pounds sterling towards the £1000 costs. The park was originally much larger and used for public gatherings. Ardwick Green first became a public park when taken over by the Corporation in September 1867." [1]

##### Setting description:

The setting of the park is surrounded by modern residential houses, schools and supermarkets. Ardwick Green is located within the district of Ardwick, one mile south east of Manchester city centre. Its setting makes a positive contribution to the heritage value of the asset.

##### Asset value assessment:

The asset's value due to its historic interest as a mid 19th century park, still used by the public.

**Heritage value:** Low

##### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0784**

**Asset name: Houses (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 385090 397200

---

### Asset class/type and dates

Monument class/type: Domestic  
House

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 9165.1.2  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Four large detached houses are shown on Green's map of 1787-94 and on the 1849 Ordnance Survey map. These dwellings were occupied by merchants and manufacturers in the late 18th and early 19th centuries. The buildings are no longer extant." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from its archaeological interest, as it has the potential to illustrate the lives of the middle-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0785**

**Asset name: George and Dragon Public House (former)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 385050 397220

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 9165.1.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A former dwelling, then a public house. The existing building was almost certainly in use as a dwelling on Green's map of 1787-94. The present façade is of machine-made brick, with arched windows and doorway. [1]

#### Setting description:

The setting of the asset is near the junction between the A6 Ardwick Green South and Hamsell Road. Modern residential properties are located east of the building and commercial properties to the west. Ardwick Green Park is located north of the asset. The setting makes a negative contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic and architectural interest as a rare surviving Georgian residential property in the area with the potential to contain original features.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0786**

**Asset name: Terraced houses (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384930 397280

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2096.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A row of terraced houses on the south side of Downing Street. They first appear on Green's map of 1787-94, when known as Ardwick Street. The terrace is still shown on the 1932 Ordnance Survey map. The terrace was cleared by the later 20th century." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from its archaeological interest as it illustrates the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0787**

**Asset name: Rusholme Road Cemetery (former)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384790 397090

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Cemetery

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 8689.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

"The cemetery was formed in 1823 for the use of Protestant Dissenters. It was shown as a long plot of land running north to south and tree-lined. The Ordnance Survey 2nd edition map marks a building as "chapel" at the northern end of the cemetery." [1] The headstones were removed and the area grassed over in the mid 20th century. The area was turned in to a park now known as 'Gartside Gardens'.

#### Setting description:

The setting of the former cemetery is within the grounds of the current Gartside Gardens. Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest as an illustration of varying religious practices and the potential to provide information on 19th century health and burial practices.

**Heritage value:** High

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0788**

**Asset name: Chorlton Hall (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384648 397300

---

### Asset class/type and dates

Monument class/type: Domestic  
Hall house

Period(s): Medieval,  
Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13988.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The site of a former Hall. Lands in Chorlton are mentioned in documents from the 13th century onwards. The hall itself is mentioned in September 1590, when it is mortgaged to Ralph Sorocold. The hall is shown on Laurent's map of 1773. It comprised three ranges at the north-east end of a rectangular plot of formal gardens. To the north of the buildings was a sub-triangular feature enclosed within a boundary wall, possibly a private garden or more likely a terrace for the end of a previous driveway. The access to the hall appeared to be from the south, from Brook Street, where there is a further range of buildings, possibly a farmstead or stables. A further access point appeared on the north side from Greek Street. The hall and its grounds were shown surrounded by a grid of streets which do not respect their alignment. On Green's map of 1794 the arrangement of the formal garden is modified and two of the buildings at the north have been connected by a small range or corridor. By the 1844-9 large-scale survey of Manchester the garden arrangement, including the possible private garden at the north, is not illustrated. The possible farm complex at the south has been demolished and the area redeveloped. Access to Chorlton Hall is now by Rutland Street at the north. St Luke's Church is shown at the north-west, the westerly of the three buildings at the north has been extended and has its own grounds, and the site of the easterly building has been heavily built up. The 1st edition 25" Ordnance Survey map shows that the easterly section has been redeveloped further, building from the earlier maps has probably been demolished. The central building is now annotated as a Rectory, whilst the western building appears to have been demolished and a pair of buildings, one annotated as a school, are shown on the site. This layout persists on the Ordnance Survey mapping until after the Second World War, where the central building, the remaining section of the original hall complex, is not shown. There is the possibility that it was destroyed or damaged during the Blitz. Modern mapping shows that St Luke's and the school complex have been demolished and that the site is partially occupied by late 20th century flats. However, the eastern part of the central building is not covered by the buildings and the sites

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of the other two northern buildings also have areas uncovered by the modern buildings. The estate attached to Chorlton Hall was one of the principal estates developed in Manchester from the late 18th century. It was owned by the Minshulls and comprised land south-east of Piccadilly, with Roger Aytoun laying out and selling land between Piccadilly, Portland Street, Princess Street and the Medlock in the 1770s." [1]

### Setting description:

Setting does not contribute to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its archaeological interest due to its potential to inform late medieval and early post-medieval hall development.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0789**

**Asset name: Wesleyan Chapel (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384820 397350

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Wesleyan Methodist chapel

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 10437.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The site of a large rectangular brick chapel with battlemented parapets, stone pinnacles and four-centred arched windows, built in 1820. In 1824 it became the head of the Manchester south circuit, said at the time to have been the wealthiest circuit in British Methodism. The society was disbanded in 1927 and the chapel has since been in commercial use. It was severely damaged by fire in 1974. It originally had galleries around three sides. The chapel is no longer extant and was presumably demolished in the later 20th century. It was not shown on the map edition of 1984-96." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from the archaeological and historic interest due to the ability to inform on 19th century religious practices.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0790**

**Asset name: Guardian Underground Telephone Exchange – air intake/emergency exit building**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384050 397910

---

### Asset class/type and dates

Monument class/type: Communications  
Telephone exchange

Period(s): Modern

---

### References

References: NHLE n/a  
HER: 16596.1.4  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"A Network of Cold War-era reinforced concrete tunnels beneath Manchester city centre, built in the 1950s and completed in 1958. Conceived during a time of escalating international tensions as a 'hardened' bunker to protect vital national communication links in the event of an atomic bomb attack upon Manchester. The Manchester site was one of three similar city-centre installations, the others being located in central London (codenamed 'Kingsway') and Birmingham ('Anchor'). The Guardian exchange (GUTE) was designed exclusively for the protection of communications equipment and the engineers required to keep it functioning, rather than to provide a nuclear bunker for politicians or public shelter. The main part of the GUTE is estimated to be 34m below ground (actual tunnel depths were deemed a key secret during construction and remain unclear) and comprises a core warren of habitable equipment tunnels under the Chinatown area of Manchester city centre. There are smaller cable tunnels, just over 2m in diameter, that double as emergency escape routes, extending out to two vertical shafts in Salford and one at Ardwick. A scattering of anonymous surface buildings and architecturally unremarkable commercial premises, which provide access via deep shafts, are the only publicly visible evidence of the tunnels' existence." [1]

#### Setting description:

The setting of the asset is in an inconspicuous location across from a block of modern flats. The structure is located behind a metal fence. This setting makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset has value due to its historic interest and association with the Guardian Underground Telephone Exchange.

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**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description:

**Unique Gazetteer ID (UID): MA08\_0791**

**Asset name: Hanover Mill (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-L1

National Grid Reference: 384940 397550

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### Asset class/type and dates

Monument class/type: Industrial  
Mill

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 2080.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"The asset was first shown on the Ordnance Survey 1st edition map as a rectangular building of medium size, on the northern side of the River Medlock. A smaller "Mill" appears on the site by the Ordnance Survey 2nd edition, possibly part of the earlier building. The spinning mill was late 19th century and brick built. It was seven storeys, with square windows and a flat roof. There was a modified water tower, possible internal engine house and a boiler house. There were offices situated in the yard. The main spinning block was severely damaged by fire in December 2001. The mill has since been demolished." [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest as an illustration of spinning mill construction and development.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0792**

**Asset name: Manchester to Buxton Roman Road (Area of Roman Manchester)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-328-L1  
National Grid Reference: 384720 397130

---

### Asset class/type and dates

Monument class/type: Transport Road  
Period(s): Roman

---

### References

References: NHLE n/a  
HER: 28.1.3  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

"Part of the Roman road from Buxton to Manchester. "There seems no doubt that the very direct road through Stockport to Manchester does indeed mark the course." [1]  
This is referred to as Roman road Margary 71b after the classification of Ivan Margary. [2]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest due to the potential for remains related to the roman period and the ability to confirm the route of a Roman road.

**Heritage value:** Low

#### Sources:

- 1 Text adapted from the GMAAS HER description
- 2 Margary, I. (1973) Roman Roads of Britain, 3rd edition.

**Unique Gazetteer ID (UID): MA08\_0796**

**Asset name: Bridgewater Canal**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382946 397565

---

### Asset class/type and dates

Monument class/type: Transport  
Canal

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                                  |
|-----------|---|
| MA08_0086 | Merchants Warehouse                         |
| MA08_0210 | Floodgate on East Side of Knott Mill Bridge |
| MA08_0493 | Bridgewater Canal Offices                   |

---

### Description and sources

#### Full asset description:

The Bridgewater Canal was constructed in 1759 by the famous engineer James Brindley, at the behest of the Duke of Bridgewater in order to transport coal from his mines at Worsley. It was the first canal to be constructed without the presence of a pre-existing water course, signifying that water transport no longer needed to be thought of in terms of improving the navigability of existing rivers. There are a number of associated assets within the conservation area. The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. [1]

It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed. Later on, the Bridgewater Canal started to be fed as well by waste water from the Rochdale Canal, which in turn is linked to the Ashton Canal. [2]

This canal was the catalyst for the construction of other canals across the north.

#### Setting description:

This section of the Bridgewater Canal is the terminus in Castlefield. The canal as a whole passes through a variety of landscapes, both rural and urban. The setting of the canal in this area is the Castlefield Conservation Area and its connection with the Rochdale Canal. Its setting makes a positive contribution to the terminus of the Bridgewater Canal.

#### Asset value assessment:

The asset's value is derived from its historic and architectural interest as the first canal to be built without a

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pre-existing water course. The value of this asset lies within its history, as it is one of the most notable canals in the region and is the first canal to be built without a pre-existing water course. It is also has historic interest as it was built by the famous engineer James Brindley.

**Heritage value:** Moderate

### Sources:

- 1 [www.bridgewatercanal.co.uk](http://www.bridgewatercanal.co.uk)
- 2 [https://secure.manchester.gov.uk/info/511/conservation\\_areas/972/castlefield\\_conservation\\_area/2](https://secure.manchester.gov.uk/info/511/conservation_areas/972/castlefield_conservation_area/2)

**Unique Gazetteer ID (UID): MA08\_0797**

**Asset name: 18, Sparkle Street**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384915 397997

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

Possible former end terraced house, two storeys and constructed of red brick, with a slate roof. The asset has been substantially adapted and is currently used as office space. It is the only original brick built building visible on the 1st edition Ordnance Survey mapping to survive in this area. It is unclear of the buildings original function or why this single building survived the clearance, although it does appear slightly bigger than other housing on mapping. It may have survived due to its larger size, alternatively through some currently unknown function which meant it avoided demolition. [1]

#### Setting description:

The setting of the asset is on Sparkle Street surrounded by recently developed modern buildings. As a result much of the original character of this part of the city has been lost. It is the only survivor of a row of back-to-back housing. The setting makes a negative contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest as the only remaining building of its type in the surrounding area.

**Heritage value:** Low

#### Sources:

- 1 An archaeological Desk based assessment of land between Boad Street and Sparkle Street, Piccadilly Manchester  
Of land between Boad Street and Sparkle

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Street, Piccadilly, Manchester.

**Unique Gazetteer ID (UID): MA08\_0798**

**Asset name: 104 Fairfield Street**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 385330 397671

---

### Asset class/type and dates

Monument class/type: Civil  
Police station

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name              |
|-----------|-------------------------|
| MA08_0030 | Police and Fire Station |

---

### Description and sources

#### Full asset description:

Former police station, two storey in painted brick, with timber cladding to the upper storey. Built in 1875, now in use as offices. Closed as a police station with the opening of the Police and Fire Station opposite Piccadilly train station in 1901.

#### Setting description:

The setting of the asset is on Fairfield Street surrounded by modern development and the building is heavily obscured by advertising boards. It is one of the few remaining 19th century buildings left in the area. It is not possible to understand its original use as a police station from its setting. Therefore its setting makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic and architectural interest from its former use as a police station and as one of the only 19th century buildings of its size and scale surviving in the area.

**Heritage value:** Low

**Sources:** n/a

**Unique Gazetteer ID (UID): MA08\_0799**

**Asset name: 6-12, Encombe Place**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382655 398671

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval

---

### References

References: NHLE: 1386129  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                                  |
|-----------|---|
| MA08_0804 | Court House and attached gates and railings |

---

### Description and sources

#### Full asset description:

A 19th century terrace of four houses now in use as offices. It formed part of a longer terrace, now demolished. They are constructed in brick with low pitched Welsh slate rooves. Each has three storeys, with a combined 12-window range, three windows to each unit. The doorways are to left in the first three houses and to the right in the right-hand unit, all have six panelled doors with overlights. They also have up steps and moulded architraves with Ionic shafts and flat entablatures. The windows are 15-pane sashes to first floor, 12-panes to ground floor, and 9-panes in attic storey, all with flat-arched gauged brick heads. With painted stone plinths and aprons to ground-floor windows and continuous sill-band to first floor. Each has a plain wood eaves cornice. The return elevation to Upper Cleminson Street has two windows, then paired windows in further projecting rear-wing. there are end wall stacks. The interior was not inspected. [1]

#### Setting description:

The setting of the asset on Encombe Place includes other buildings of a similar date in an enclosed and cobbled street. To the south is the Church of St Phillip which is framed by the street. This streetscape setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest as partially surviving Georgian terrace in Manchester.

**Heritage value:** Moderate

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### Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1386129>

**Unique Gazetteer ID (UID): MA08\_0800**

**Asset name: Bandstand**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 383930 400244

---

### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Bandstand

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE: 1197787  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name            |
|-----------|-----------------------|
| MA08_0802 | Cheetham Park shelter |

---

### Description and sources

#### Full asset description:

A bandstand dating to c. 1890-1910, and since restored. Constructed in cast-iron, wrought-iron and wood, with a slate roof. It has an hexagonal plan, a brick plinth, cast-iron columns and wrought-iron railings bowed in profile, with simple Art Nouveau inverted heart-shape panels. There are 20th century steps at north corner, with simple iron brackets to the purlins. The canopy has a wooden ribbed and boarded under surface to a swept slated roof with an apex finial. [1]

#### Setting description:

The asset's setting is in Cheetham Park in which it stands. The asset's setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest due to its simple Art Nouveau inverted heart-shape panels and as a complete surviving late 19th century bandstand.

**Heritage value:** Moderate

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197787>

**Unique Gazetteer ID (UID): MA08\_0801**

**Asset name: Cast iron division post**

Designation and grade: Listed building Grade II

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382840 399246

---

### Asset class/type and dates

Monument class/type: Civil  
Parish boundary

Period(s): Post-medieval

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### References

References: NHLE: 1113274  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A boundary division post dating to the mid 19th century and erected before 1848. It is a low cast-iron column, 800mm high with a downward-angled upper face bearing the inscription 'DIVISION'. The lower front face has the inscription 'BROUGHTON' to the left and 'SALFORD' to the right. [1]

#### Setting description:

The setting of the asset is in a park west of Blackfriar's Road and south of the River Irwell. The setting of the asset positively contributes to its value as it marks the boundary between Broughton and Salford.

#### Asset value assessment:

The value of the asset is derived from its historic interest as a surviving boundary post.

**Heritage value:** Moderate

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1113274>

**Unique Gazetteer ID (UID): MA08\_0802**

**Asset name: Cheetham Park shelter**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: -  
National Grid Reference: 383964 400343

---

### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Park shelter  
Period(s): Post-medieval

---

### References

References: NHLE: 1446330  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| MA08_0800 | Bandstand  |

---

### Description and sources

#### Full asset description:

A park shelter at Cheetham Park, Elizabeth Street, Manchester, built in 1884. The public shelter comprises a hexagonal plan, with a flared conical roof and an apex weather vane, supported on six cast-iron columns. The verge of the roof has timber fascia boards with blind arcaded panels, attached to the rafter ends. The roof is clad in alternate bands of plain-cut and fish-scale Westmorland and Welsh slates. The columns have fluted pedestals, round-profile shafts, bowl-shaped capitals decorated with flower motifs and handle brackets; supporting clamp-plates that carry the purlins and principal rafters. The purlins are staged with a moulded cornice set between the rafters. The rafters rise to a braced hexagonal roof structure with a central drop pendant; each panel of the roof has an exposed canted timber board lining. Like many small urban parks, Cheetham Park has changed over time, many of the smaller buildings have been lost; the lodge having been demolished sometime after 1975, while others have been erected, such as the Cheetham Park Sure Start Children's Centre, which was built over the northern bowling green and opened in 2006. [1]

#### Setting description:

The setting of the asset in Cheetham Park makes a positive contribution to its heritage value.

#### Asset value assessment:

The asset's value is derived from its historic interest as the park shelter can claim a strong social significance being a good representative example of an early park shelter, built in 1884, as a consequence of the public park movement and the Open Spaces Act of 1877, which provided local authorities with a means of improving the health and well-being of the urban working classes. It also has architectural interest as it is built of quality materials and displays good craftsmanship in its construction, and is an integral part of the original designed landscape, situated on the northern golden section of the central axial path of the park.

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As well as these it has group value, as it forms a strong visual and functional group value with the contemporary and similarly designed listed bandstand (MA08\_0800)

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1446330>

## Unique Gazetteer ID (UID): MA08\_0803

### Asset name: Church of St Philip

Designation and grade: Listed building Grade II\*

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-02-311  
National Grid Reference: 382640 398619

---

#### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Anglican church  
Period(s): Post-medieval

---

#### References

References: NHLE: 1386165  
HER n/a  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0805 | Eight Bollards on the west side of St Philips church   |
| MA08_0806 | Eleven Bollards on the south side of St Philips church |

---

#### Description and sources

##### Full asset description:

The asset was formerly known as the Church of St Philip BANK PLACE. It is an Anglican church dating to 1825. It was designed by Sir Robert Smirke in a Neo-classical style, with a undivided plan, with an Ionic portico advanced to south with round bell-tower over. It is expressed as two storeys for the galleried interior. Its symmetrical south front has central projecting bow-fronted porch with Ionic colonnade and balustraded parapet. The central door has a simple Doric architrave flanked by round-arched windows. Above the parapet, the bell-tower rises, with engaged fluted shafts with stripped-down Corinthian capitals that carry the cornice. A narrower upper stage has plain pilasters each side of round-arched openings (alternately blind) and domed stone caps. There are further doors to each side of the portico, then three bays, with upper round-arched windows linked by a continuous string course and sill-band over square lower windows in moulded architraves. The three-bay east end has slightly advanced outer bays housing doorways with round-arched windows over. A tripartite pedimented window is in the central bay. The north wall of nine bays with upper round-arched windows are linked by continuous sill-band and a string course. The west front has advanced central bay with pediment, and three doorways, the central door having entablature carried on console brackets. Three round-arched windows are above and part blind, with round-arched windows in outer bays, over the blind lower windows. The interior was not inspected. The church is a reproduction of Smirke's Church of St Mary, Wyndham Place, London. [1]

##### Setting description:

The setting of the church is its churchyard and the surrounding cobbled streets. There are some contemporary listed buildings to the north. There are later modern buildings around the church. These are of a similar scale to the earlier buildings. Therefore, the adjacent streetscape setting makes a positive contribution to the heritage value of the asset.

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### Asset value assessment:

The asset's value is derived from its architectural interest due to its Neo-classical style of architecture and as a reproduction of Smirke's Church of St Mary, Wyndham Place, London. It has historic interest as a place of worship. It has group value with the associated listed bollards around the church.

**Heritage value:** High

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386165>

**Unique Gazetteer ID (UID): MA08\_0804**

**Asset name: Court House and attached gates and railings**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: -  
National Grid Reference: 382623 398676

---

### Asset class/type and dates

Monument class/type: Civil  
Court house  
Period(s): Post-medieval

---

### References

References: NHLE: 1386186  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name          |
|-----------|---------------------|
| MA08_0799 | 6-12, Encombe Place |

---

### Description and sources

#### Full asset description:

A court house, dating to 1860-65. It is brick built with a stone-faced ground storey and dressings, with a low pitched roof. It consists of three storeys and a three window range to Upper Cleminson Street. The rusticated ashlar lower storey, has a central round-arched doorway with paired doors. There are flanking round-arched sash windows with margin lights, all arches have stressed keystones and a cornice over. There are blind windows to first floor, in pedimented cases alternately triangular and segmental and carried on console brackets. It has continuous sill-band to low upper-storey windows in moulded architraves, a small central window, the others are blind. It also has stressed quoins and modillion eaves cornice and two banded stacks with overhanging caps in front wall. It is recessed to the right, with a further bay with paired round-arched sash windows to ground floor and segmentally-arched windows above. A seven window return can be seen on Encombe Place. The doorway is to the left, with a fanlight and a carved keystone to arch. The lower windows all in moulded recesses with two, four pane sash windows with margin lights and flank blind window spaces to first floor. The central window space is flanked by recessed stone panels and alternately triangular and segmental window heads. A painted Royal arms is in free standing relief over window to right. There is a sill-band to low attic storey windows in architraves. The interior was not inspected. The asset also has spearhead cast-iron railings and gates with low stone walls and piers to the Encombe Place elevation. [1]

#### Setting description:

The setting of the asset on Encombe Place includes other buildings of a similar date in an enclosed and cobbled street. To the south is the Church of St Phillip which is framed by the street. This streetscape setting makes a positive contribution to the heritage value of the asset.

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### Asset value assessment:

The asset's value is derived from its historic interest due to its function as a court house. It has architectural interest as a good example of Victorian architecture.

**Heritage value:** Moderate

**Sources:** n/a

**Unique Gazetteer ID (UID): MA08\_0805**

**Asset name: Eight Bollards on the west side of St Philips church**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: -  
National Grid Reference: 382617 398609

---

### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Bollard  
Period(s): Post-medieval

---

### References

References: NHLE: 1386190  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name   |
|-----------|--|
| MA08_0803 | Church of St Philip                                    |
| MA08_0806 | Eleven Bollards on the south side of St Philips church |

---

### Description and sources

#### Full asset description:

The assets are bollards, made in the early 19th century of cast iron. There is a row of eight columnar bollards set along pavement edge, and continuing on return in St Philip's Place. [1]

#### Setting description:

The setting of the bollards is the adjacent streetscape and their position next to the Church of St Philip (MA08\_0803) and the associated bollards (MA08\_0806) make a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset has group value with the Church of St Philip as they retain their original position next to the church.

**Heritage value:** Moderate

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386190>

**Unique Gazetteer ID (UID): MA08\_0806**

**Asset name: Eleven Bollards on the south side of St Philips church**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382627 398599

---

### Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces  
Bollard

Period(s): Post-medieval

---

### References

References: NHLE: 1386166  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |                     |
|-----------|---------------------|
| MA08_0803 | Church of St Philip |
|-----------|---------------------|

|           |  |
|-----------|--|
| MA08_0805 | Eight Bollards on the west side of St Philips church |
|-----------|--|

---

### Description and sources

#### Full asset description:

The assets are bollards, made in the early 19th century of cast iron. They are a row of 11 columnar bollards set along pavement edge, and continuing on return in Wilton Place. [1]

#### Setting description:

The setting of the position is the adjacent streetscape and their position next to the Church of St Philip (MA08\_0803) and the associated bollards (MA08\_0805) make a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset has group value with the Church of St Philip, which they retain their original position next to the church.

**Heritage value:** Moderate

#### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386166>

**Unique Gazetteer ID (UID): MA08\_0807**

**Asset name: Former Victoria Theatre**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382906 399418

---

### Asset class/type and dates

Monument class/type: Recreational  
Theatre

Period(s): Post-medieval

---

### References

References: NHLE: 1386137  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

A former theatre, now bingo hall and social club with shops in lower storey. It was built in 1899, by Bertie Crew. It is constructed in terracotta and red brick above stuccoed ground floor, with a hipped Welsh slate roof. There are five bays defined by two storeyed Ionic pilasters, with two windows to each bay. The windows on the right-hand side have been replaced and have been blocked and rendered over in the left hand side. The remaining six windows are divided into eight square panes, the top two are leaded. The ground floor has been much altered, but the original flattened-arches remain between the pilasters. The entrance has a gabled canopy carried on cast-iron columns. The interior has a large proscenium arch to stage now used for bingo. There are also two tiered, raked and curved balconies with original seating including two levels of boxes. The is carved wood and elaborate gilded plasterwork with Corinthian columns and moulded figures to boxes, with applied balustrading, winged cherubs and festoons in panels. The ceiling has moulded plasterwork including musical instruments. [1]

#### Setting description:

The setting of the asset is on a corner plot between A5066 Clowes Street and Elton Street. It is surrounded by modern housing estates. The adjacent streetscape setting makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest due to its design and use as a former theatre and through its architect Bertie Crew.

**Heritage value:** Moderate

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### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386137>

**Unique Gazetteer ID (UID): MA08\_0808**

**Asset name: Lancashire Fusiliers Memorial**

Designation and grade: Listed building

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 382573 398511

---

### Asset class/type and dates

Monument class/type: Commemorative  
War memorial

Period(s): Modern

---

### References

References: NHLE: 1386163  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

A Boer War Memorial of 1905 and relocated in 1920, by Sir George James Frampton. It comprise a sandstone plinth with bronze inscriptions and a realistically-depicted statue of a soldier in 'review order' uniform. The soldier is in a pose of dignified triumph holding aloft his busby in his right hand and with his left heel slightly raised. At a meeting in 1902 of the Lancashire Fusiliers Compassionate Fund, a memorial for Bury (the regimental headquarters). It was suggested by Colonel Sir Lees Knowles to commemorate those lost in the Second Boer War (1899-1902). A statue was proposed of a Fusilier in review order. The soldier is depicted wearing the regiment's home uniform, rather than the one worn in South Africa, allowing the full regimental honours to be displayed.

The plinth has a moulded, inward-stepping base and an almost imperceptibly-tapering shaft, with overhanging cap. There is a bronze panel fixed to each face with a design in low relief. The upper part of each panel has a stylised Art Nouveau wood of oak trees with a laurel wreath beneath, which is tied by ribbons which run among the trees. Below this is an inscription in artistic lettering with a bead-and-reel border. On the front panel the wreath contains the regimental badge (a flaming grenade with the battle honour 'Egypt' on a sphinx), with a Lancashire rose in front of the tree canopy. This face is inscribed: TO THE GLORIOUS MEMORY/ OF LANCASHIRE FUSILIERS/ LINE, MILITIA AND VOLUNTEER/ WHO GAVE THEIR LIVES FOR/ THEIR SOVEREIGN & COUNTRY/ IN SOUTH AFRICA 1900-2/ THIS MONUMENT IS ERECTED/ BY THEIR COMRADES OF ALL/ RANKS & BY FRIENDS OF/ THE REGIMENT

The sitter was Walter Dyer, who was born in Alcester, Warwickshire, in 1873, who went on to become a Colour Sergeant in the Lancashire Fusiliers based at Wellington Barracks in Bury. He was painted in watercolours by Colin Tucker of Aldershot, as well as being sculpted and cast in bronze by Sir George James Frampton. The memorial was unveiled by the 17th Earl of Derby on 18 March 1905. The statue was originally erected in Market Square in Bury town centre before being moved to its present site in 1920. [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

The setting of the asset is in a modern landscaped plaza on the corner of Gaythorne Street and Chapel Street. Despite its relocation and modern landscaping, the adjacent streetscape setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset is of historic interest as an eloquent witness to the tragic impact of these late 19th century conflicts on the local community and on the surviving comrades of the Fallen. It also has artistic quality, for its distinctively-posed and well-executed statue and highly artistic inscriptions.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1440258>

**Unique Gazetteer ID (UID): MA08\_0809**

**Asset name: Victory Over Blindness Statue**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384739 397919

---

### Asset class/type and dates

Monument class/type: Commemorative  
War memorial (tribute)

Period(s): Modern

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |  |
|-----------|--|
| MA08_0476 | Train shed and undercroft at Manchester Piccadilly Station |
|-----------|--|

---

### Description and sources

#### Full asset description:

A group of seven bronze life sized Blinded Veterans walking together, with a bronze dedication plaque on the 'Piccadilly Gardens' side, and a Braille dedication plaque on the other side of the group, behind them, directly in front of the station entrance doors. [1] Realised by artist and sculptress Johanna Domke-Guyot. [2] Manchester was chosen to host the memorial permanently as it was the disembarking point for many soldiers returning from the war.

#### Setting description:

The setting of the asset is a prominent position within the public plaza to the front of Manchester Piccadilly Station. Manchester was chosen to host the memorial permanently as it was the disembarking point for many soldiers returning from the war and some of them with life changing inflictions. The setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is due to its historic and artistic interest as a symbol of those who lost their sight during the First World War and the aesthetic design of the monument.

**Heritage value:** Low

#### Sources:

- 1 <https://www.iwm.org.uk/memorials/item/memorial/82016>
- 2 <https://www.blindveterans.org.uk/victory-over-blindness/our-statue/>

**Unique Gazetteer ID (UID): MA08\_0810**

**Asset name: Manchester Piccadilly Train Station War Memorial**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 384739 397919

---

### Asset class/type and dates

Monument class/type: Commemorative  
War memorial

Period(s): Modern

---

### References

References: NHLE n/a  
HER n/a  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|           |  |
|-----------|--|
| MA08_0476 | Train shed and undercroft at Manchester Piccadilly Station |
|-----------|--|

---

### Description and sources

#### Full asset description:

A first world war memorial. The asset replaced a bronze plaque removed during 1960s refurbishment of Manchester Piccadilly, May 2016 saw a new war memorial prominently located on the concourse between Platforms 10 and 11. It records the names of 87 men of the London and North-Western Railway (LNWR) who died serving on the British armed forces between 1914 and 1919 (from a total of 580 staff from the station who served). The memorial is composed of grey marble and comprises a flat-topped pillar with a three-stepped base. The front of the memorial looks down the platform towards the main concourse. Either side of the LNWR insignia are the years 1914 and 1919. The front of the memorial looks down the platform towards the main concourse. Either side of the LNWR insignia are the years 1914 and 1919. It is inscribed "TO THE MEMORY OF THE MANCHESTER EMPLOYEES OF THE LONDON & NORTH WESTERN RAILWAY COMPANY WHO SACRIFICED THEIR LIVES IN THE SERVICE OF THEIR COUNTRY DURING THE GREAT WAR AND AS A GRATEFUL TRIBUTE TO ALL THOSE WHO SERVED. [1]

#### Setting description:

The setting of the asset is the concourse within Manchester Piccadilly Station. It has a prominent position on Platforms 10 and 11. Its position within the train station adds to the poignancy of the monument as the men it commemorates were employees on the railway. Its setting contributes to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is due to its historic and artistic interest as a symbol of those lost during the First World War and the aesthetic design of the monument.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Moderate

### Sources:

1 <https://howardwilliamsblog.wordpress.com/2018/08/26/manchester-piccadillys-first-war-memorial/>

**Unique Gazetteer ID (UID): MA08\_0811**

**Asset name: Pollard Inn (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385582 398294

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 11428.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

The asset is a building and beer house shown on historic mapping. Buildings are shown on this site from 1831 onwards, although only the 1969 map describes the property as a beer house. Still standing in 1993 when recorded as two storeys with a slate roof and rendered exterior. Since demolished. Buildings are shown in this area from 1831, which Goad's insurance plan of 1928 denote as a public house of two storeys. Named as the 'Fire Brigade' on 1967 but renamed 'Pollard Inn' by 1987. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from its archaeological and historic interest as its evidence has the potential to illustrate the lives of working-class people, their housing, and public houses in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0812**

**Asset name: Fire Station and Housing (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385567 398298

---

### Asset class/type and dates

Monument class/type: Civil  
Fire station

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11429.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Fire station and firemen's housing built in 1865. Shown on 1888-91 and later maps. It was constructed in rough cast brick with Welsh slate roof. It comprised of an L-shaped arrangement of one and two storeys. The western gable includes a Venetian window, with a dentillated cornice and stone parapet, inscribed 'Fire Station'. The maps also show two rows of housing on the north side of the station, on Munday Street and Bond Street. The ground floor façades of these two houses formed a yard wall to rear of the fire station. Their blocked windows and doors had a striped pattern using red and blue brick, also found in the fire station itself. It was the first purpose-built fire station in Manchester, which retained much of the original 1865 design and was a unique style of building within Manchester. The buildings have now been demolished.

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as the first purpose-built fire station in Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0813**

**Asset name: Back-to-back housing, Munday Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385584 398324

---

### Asset class/type and dates

Monument class/type: Domestic  
Back to back terrace

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16178.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

During an evaluation and subsequent excavation in late 2006, the cellars of six back-to-back workers' houses were recorded. Two were built between 1818 and 1824, and the other four between 1824 and 1831. There was a marked difference between the standard of construction in the two phases of housing, the later houses being of a much poorer standard. The later cellars showed evidence of use as rubbish dumps, possibly after they had been abandoned as dwellings. The houses were demolished in about 1897. Four rows of houses were sandwiched between Beckett Street and Munday Street. Site 3a is first depicted on Swire's 1824 map and comprised six double-depth properties flanking Back Armitage Street. Between 1831 and 1845 further irregular-shaped properties (Site 3f) were constructed immediately to the NE which are referred to as 'Yates' Buildings' on the 1849 Ordnance Survey map and 'Gates' Buildings' on Adshead's map of 1850. The properties were demolished in 1897 and replaced by Granville Place. Sites 3b-d were three rows of back-to-back houses flanking Back Armitage, Armitage and Back Munday Street, which were constructed between 1818 and 1824. Between 1849 and 1888-9 an additional row of double-depth houses had been constructed fronting Back Munday Street, which geotechnical investigation suggests were provisioned with basements. All of the properties flanking Back Armitage, Armitage and Back Munday Street were demolished in 1897 and replaced by Granville Place (MA08\_0814). [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0814**

**Asset name: Granville Place (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385600 398331

---

### Asset class/type and dates

Monument class/type: Domestic  
Tenement block

Period(s): Post-medieval

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### References

References: NHLE n/a  
HER: 16200.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

A five-storey, two-sided tenement of housing which was built 1897 to a design by Spalding & Cross. Brick-built with Diocletian windows at ground floor, with central attic on the Pollard Street frontage, housing communal laundry facilities. Paved rear courtyard with iron balconies. Built to replace the demolished unsanitary terraces between Munday Street and Halton Street. This tenement was still standing in 1969 but had been demolished and the site cleared by 1993. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0815**

**Asset name: Terraced housing, north-west of Pollard Street  
(Site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385624 398351

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 16203.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A range of double-depth houses with yards and outshuts to the rear constructed between 1818 and 1824. A recent geotechnical investigation suggests that these properties were provisioned with basements. A coal yard is denoted on the 1849 Ordnance Survey map at the south-west end of the range, close to Pollard Street. These properties had been demolished by 1908 and replaced by the Victoria Mill extension and Granville Place (MA08\_0814). [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they illustrate the lives of working-class people and their housing in post-medieval Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0816**

**Asset name: 69–85, Great Ancoats Street (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384835 398555

---

### Asset class/type and dates

Monument class/type: Unassigned  
Building

Period(s): Post-medieval

---

### References

References: NHLE n/a  
HER: 6432.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A post- medieval industrial building. However, mapping from 1922, shows it to be a block of smaller properties, potentially a mix of shops and houses, with Public house in the centre of the row facing onto Great Ancoats street.' [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0817**

**Asset name: Kingston Public House**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384349 397880

---

### Asset class/type and dates

Monument class/type: Recreational  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 11752.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A late 18th century public house, with later alterations. It consists of engraved stucco, with three storeys and sash windows in plain surrounds and on the left-hand side are without glazing bars. It has a moulded stucco pilaster doorcase with swagged frieze and a blocked semi-circular fanlight. There is also a late 19th century coloured tile inn front. The buildings is still extant and is now Paddys Goose Public House. [1]

#### Setting description:

The setting of the asset is in Manchester city centre. The asset can still be understood in the context of its adjacent buildings, however, a modern car park has since been constructed opposite to the asset. The setting of the asset has a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic interest as a surviving example of an 18th century public house.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0818**

**Asset name: St Michael's Clergy House (former)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384831 398700

---

### Asset class/type and dates

Monument class/type: Religious, ritual and funerary  
Religious house  
Period(s): Neolithic,  
Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 15814.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'A clergy house fronting George Leigh Street, which abuts St Michael's Roman Catholic School. The clergy house was designed by the architect O.C. Hill and was constructed in 1887. The building is still extant and presently functions as a hostel. The building is square in plan, with three storeys and a basement, and has a yellow sandstone façade, in a Gothic style, with a traceried doorway. The original architect's plans and the 1888 Ordnance Survey map indicate that to the rear of the clergy house was a yard area containing a number of privies. By 1911 these privies had been demolished, during the construction of the school extension.' [1]

#### Setting description:

The setting of the asset is in the Ancoats Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic interest through its association with architect O. C. Hill.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0819**

**Asset name: Buildings at 1 and 1b Stevenson Square**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384566 398493

---

### Asset class/type and dates

Monument class/type: Industrial  
Floorcloth factory  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13865.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'Originally Coach and Horses public house, built in 1821-4 and renamed Royal Olympic Tavern c. 1838 after neighbouring theatre, later Royal Olympic Hotel. Site taken over in 1897-98 by W. H. Bates and Co, floor cloth manufacturer of 5 and 7 Stevenson Square. Shown on Goad's plan of 1927 as including a basement. Ground floor decoration continues the earlier decoration of 3 Stevenson Square. A photograph of 1891 shows the former pub as being of three storeys but markedly lower than the present building, which is also three storeys high, built of brick with three-bay wide frontage to Stevenson Square and three-bay elevation to Spear Street.' [1]

#### Setting description:

The setting of the asset is the streetscape of the Stevenson Square Conservation Area. The streetscape setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest as a good example of, and former use as a public house which was converted to a floor cloth factory.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

## Unique Gazetteer ID (UID): MA08\_0820

### Asset name: Buildings at 5-7, Stevenson Square

Designation and grade: Non-designated

---

#### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384592 398490

---

#### Asset class/type and dates

Monument class/type: Recreational  
Theatre  
Period(s): Post-medieval, and  
Modern.

---

#### References

References: NHLE n/a  
HER: 13867.1.0  
NMR n/a

---

#### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

#### Description and sources

##### Full asset description:

Site first developed in the early 1820s when a rectangular building is shown on its north-east side, along Faraday Street; also shown on the 1831 map with an extension at its south-east corner. The first building here was a temporary meeting house of the Warrenite Methodists, of wood or wood and brick, remodelled as or replaced by a brick-built wagon warehouse. In 1838 the Royal Olympic Theatre was built on the site, but closed in 1842 when the building was converted to a retail and wholesale drapers, named the Bazaar and run by Falkner Brothers. The former theatre building is shown on Ordnance Survey mapping of 1845 onwards. Large-scale maps of 1848, 1888 and 1909 show probable lightwells against the exterior, implying the presence of a basement. Goad's insurance plans of 1921 and 1927 show the front part of the building, 7 Stevenson Square, as three storey and the remainder, 43 and 45 Lever Street, as two-and-a-half storeys. Above the ground floor the elevations to Stevenson Square and Lever Street have been rebuilt in late 20th century brick. Photographs of 1891 and 1960 show the earlier façade as comprising at 1st floor level three tall windows, the central one pedimented, which probably date from the Olympic Theatre. The present ground-floor façade evidently dates from the 1920s bank, since the 1891 photograph shows an earlier arrangement with pilasters, later followed in the two adjacent properties. A tall possibly late 19th century chimney still rises above the Lever Street elevation. The rear, Faraday Street, elevation includes a row of blocked or blind semicircular arched openings above the ground-floor windows. The asset is now a café on the ground floor with a dental practice occupying the upper floors [1]

##### Setting description:

The setting of the asset is the streetscape of the Stevenson Square Conservation Area. The streetscape setting makes a positive contribution to the heritage value of the asset.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Asset value assessment:

The asset's value is derived from its historic interest due to its multiple uses as a Quaker meeting house, theatre, retail drapers and a bank.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0821**

**Asset name: Buildings at 3, Stevenson Square**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384580 398501

---

### Asset class/type and dates

Monument class/type: Commercial  
Post office  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 13866.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

Site originally developed in early 1820s with two ranges of buildings on north-west and south-east sides of a central yard, with north-east range added by 1831. The central yard was partly infilled by 1845. From the mid 1830s to the mid- to late 1860s the site was the premises of a hackney carriage and funeral carriage proprietors. In the late 1870s to early 1880s it was briefly amalgamated with 5 and 7 Stevenson Square, the premises of a drapers, then from the mid-1880s to mid-1890s was a parcels post office. Adshead's map of 1851 shows that the entrance to the yard from Stevenson Square had been built over by this date. Ordnance Survey mapping of 1888-9 shows a continuous covered passage running through the south-east range from Stevenson Square to Faraday Street. This eastern range and the area over the former yard entrance are of 4 storeys with a common façade to Stevenson Square. A photograph of 1891 shows the ground floor of this façade decorated with pilasters; this repeated the earlier decoration of the neighbouring theatre at 5 and 7 Stevenson Square and was later followed by the decoration of 1 Stevenson Square. The rear elevation of the four-storey range on Faraday Street includes the ground-floor blocked vehicle entrance of the former through passage. The floors above include escape fire doors, possibly originally taking-in doors. The NW elevation of the complex, on Spear Street, and north-east elevation, on Faraday Street, are both of two storeys with large, mostly blocked windows to the ground floor, those on Spear Street having segmental arched brick heads. The window arrangement on the Spear Street elevation is more irregular. This elevation also includes two ground-floor doors and a taking-in door to the first floor; there is also a vertical break at ground-floor level towards the west end of the elevation. The central yard area is shown on large-scale Ordnance Survey mapping of 1909 as covered over with a glass roof, while Goad's insurance plans of 1921 and 1927 show a single-storey build here. The standing buildings appear to date mainly from the mid- to-late 19th century, but may possibly include earlier fabric. [1]

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Setting description:

The setting of the asset is the streetscape of the Stevenson Square Conservation Area. In this area it is poorly maintained and does not contribute to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its historic interest due to its previous uses as a carriage proprietors, drapers and post office. It may also have archaeological interest, from previous buildings on the site.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0823**

**Asset name: Marlsbro House**

Designation and grade: Listed building Grade II

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 384685 398406

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### Asset class/type and dates

Monument class/type: Industrial  
Iron works

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE: 1466846  
HER: 13901.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'The building shows similarity to cotton mills from the turn of the 19th century, with the four central bays on Newton Street projecting slightly. This might reflect the earliest known development of the site, with a square building in the centre of the block, which is shown on William Green's map of 1787 to 1794. This was probably the first phase of Samuel Barker's mill (the owner of the first phase building on this site). By approximately 1822, a gazetteer of Manchester mills depicted a cotton-spinning mill spanning between Faraday Street and Hilton Street, of seven storeys plus a loft, with a four-storey rear engine house and a five-storey rear extension over a gateway to the rear. Unfortunately this mill suffered a fire in February 1823, which reportedly left 'the whole building...reduced to a heap of ruins'. This strongly implies that the building was completely rebuilt after the fire.

The engineers Wren and Bennett occupied the building by 1831, when James Nasmyth rented space from them in the adjacent building, (then known as their 'old building', on the site of the present Newton Buildings). They described themselves in 1841 as millwrights, machine makers and engineers, and made components for iron-framed buildings, machinery for cotton mills and steam engines, among other items.

Although a drawing by Nasmyth does show a seven-storey structure in the 1830s, this was drawn from memory many years later and cannot be relied on. When the building was advertised for sale by Wren and Bennett in 1850, the details confirm that it was its present height, and its roof appears to be original to the fabric. Several Manchester mills of the period incorporate iron in their roof structure, and some incorporate iron beams, but no others are known with iron ring-beams embedded in the outer walls. The listed contemporary Manchester cotton mills are all between six and eight storeys tall, although shorter examples are known to have existed. It is possible that Marlsbro House was rebuilt as a cotton mill in 1823, and then sold prior to 1831. Fluctuations in cotton prices during the 1820s brought boom and bust conditions and

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could have forced a sale.

After the 1851 sale, some of the original 42-pane cast-iron windows were replaced with timber sash windows, and the main entrance was relocated to Hilton Street, surrounded by a stone façade. The 1888 Goad fire insurance plan shows that the rear outbuildings were cleared by then, except for the chimney, and the building was in use by J Critchley's umbrella factory and HG Forshaw's costume factory, as well as an unnamed shirt factory. The current fire escapes are not marked on that plan. Prior to an aerial photograph of 1932, the Hilton Street gable was built up to create a flat parapet which wrapped around the first bay of the rear wall. The 1931 and 1962 Goad plans confirm a variety of uses including offices, warehouses and clothing manufacture.

Around 1960, the building was altered to its present appearance, as a raincoat factory by the owners AG Garments. A new full-height reinforced-concrete stair and lift core was inserted in the south end and a new level-access entrance created at the south-west corner, sheltered by a wraparound canopy, now removed. Windows were replaced and the building was rendered front and back, with the large arched rear loading entrance filled in. What remained of the chimney was removed, and flat-roofed, rendered brick entrances were built for the rear fire escapes from the basement. The Hilton Street parapet was wrapped around the first bay of the front wall. More recently, internal partitions have created smaller spaces on all the floors except the loft, concealing much of the historic fabric from view.' [1]

### Setting description:

The setting of the asset is the Victorian and early 20th century streetscape of Stevenson Square Conservation Area. This setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset has architectural interest as a rare early example of heavy-timber floor construction. This concept providing both robustness and fire-resistance which appears to have originated in Manchester. It subsequently strongly influenced the mid 19th century design of industrial buildings in the USA, in particular New England. The asset has historic interest as an early 19th century factory in the centre of the world's first industrial city, outside the clusters of mills in the suburbs of Ancoats and Chorlton-on-Medlock.

**Heritage value:** Moderate

### Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1466846>

**Unique Gazetteer ID (UID): MA08\_0824**

**Asset name: Old Mill/Decker Mill Engine House**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 385060 398600

---

### Asset class/type and dates

Monument class/type: Industrial  
Engine house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2043.2.1  
NMR n/a

---

### Associated assets

| Asset UID | Asset name                                      |
|-----------|---|
| MA08_0920 | Old Mill and Decker Mill Engine House (site of) |

---

### Description and sources

#### Full asset description:

'This structure, located within the courtyard to the north of Old and Decker mills, was the latest of a series of steam-power plants that drove the mills. It is not known precisely when this building was erected, although it may be broadly dated to the later 19th century. Whilst the earlier structures have been demolished, significant information about their form and location survives within the existing fabric of both mills and the present engine house. When combined with the results of documentary research and excavation, this allows some description, analysis and phasing of the development of the power source for this area of the Murrays' Mills complex. The engine house survives intact, although heavily remodelled. It incorporates the northern wall of the earlier engine house and is the same length. However, the wall was significantly heightened, by about 14' (4.27m), with the additional wall height being a brick narrower. The fabric of the new engine house was built of mould-thrown red brick with string courses picked out in yellow brick.' [1]

#### Setting description:

The setting of the asset is within the courtyard of the Old and Decker mills, which make a positive contribution to the value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic interest due to its use as an engine house for the Old and Decker mills.

**Heritage value:** Low

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### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0825**

**Asset name: Bank of England Public House**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385709 398426

---

### Asset class/type and dates

Monument class/type: Commercial  
Public house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 16337.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'A structure is shown on this site on the 1831 map. The pub is shown with its present name on the 1849 map. The present two-storey brick building also includes on the north east side a two-storey house. The door to the house has been bricked in, but the two sash windows, one on each floor, have been retained. The pub has been partially rendered and has glazed brickwork on the ground floor. Sash windows to the first floor and a doorway on Carruthers Street with a pediment above. The building may originally have had a corner doorway which has been subsequently blocked.' [1]

#### Setting description:

The setting of the asset is close to a number of high rise buildings and residential dwellings. This setting makes a negative contribution to the value of the asset as it has lost its historic context.

#### Asset value assessment:

This asset derives its heritage value from its historic interest as a former public house.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0826**

**Asset name: McConnel and Kennedy Mills**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 384975 398585

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### Asset class/type and dates

Monument class/type: Industrial  
Textile mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2042.1.0  
NMR n/a

---

### Associated assets

**Asset UID    Asset name**

MA08\_0013    Paragon Mill

MA08\_0018    Royal Mill

MA08\_0025    Beehive Mill

MA08\_0406    Sedgwick Mill (To West of Junction with Murray Street)

---

### Description and sources

#### Full asset description:

'Selected for detailed survey. Marked on map as a cotton mill. The original 'Old Mill' was built in 1798 and in 1801 a new mill of similar dimensions was added on the site immediately to the west of 'Old Mill'. This was doubled in length in 1805 when the whole building was named 'Long Mill'. The next major addition was 'Sedgwick Mill', built in 1818-20 on the site to the east of 'Old Mill'. In 1868 'Sedgwick New Mill' was added to the north of 'Sedgwick Mill'. In 1898 McConnel and Co was amalgamated into the Fine Cotton Spinners and Doublers Association, and in the early 20th century extensive rebuilding was carried out. 'Old Mill' replaced in 1913 by 'Royal Mill', and 'Paragon Mill' was built to the north of 'Sedgwick New Mill'. 'Long Mill' destroyed by fire in 1960. McConnel and Kennedy erected their first purpose-built mill in 1797, on the line of the proposed Rochdale Canal. Over the next century and a quarter other buildings and structures were added to make a complex of mill buildings, all dedicated to the production of fine cotton yarn. Although the earliest structures have gone, what is left is a collection of buildings that date from 1818 to 1912 that represents a unique record of mill development from early fireproof construction to the latest developments of the early 20th century. A watching brief of the complex was required during refurbishment works in the early 21st century; the developers and their architects encouraged as full a record as possible. See individual records for mills in the complex for summaries.' [1]

#### Setting description:

The setting of the asset is the industrial streetscape of the Ancoats Conservation Area. This makes a

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positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset has heritage value due to its architectural and historic interest due to its use as a mill and its early fireproof construction. It also has group value with Royal Mill (MA08\_0018), Sedgewick Mill (MA08\_0406), Paragon Mill (MA08\_0013) and Beehive Mill (MA08\_0025). Together they illustrate design and construction techniques in mills from the 1790s to the early 20th century.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0828**

**Asset name: Beswick Street Mill (originally part of Harbottle's Cotton Mill)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385777 398576

---

### Asset class/type and dates

Monument class/type: Industrial  
Cotton mill

Period(s): Prehistoric,  
Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2049.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

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### Description and sources

#### Full asset description:

Marked on maps as a Silk Mill, a 'Club' and as 'Beswick Street Mill' on map. The mill building dates back to the early 19th century. It has four phases the oldest being brick built with three storeys, 4 x 3 bays and small square windows with stone sills and brick arches. The second phases was mid-19th century, also constructed of brick with four storeys, 4 x 3 bays, similar windows to the older phase. Phase 3 is also brick built, of six storeys and 8 x 6 bays, with rectangular windows with stone sills and brick arches. It has a flat roof and includes offices in one end. Phase 4 included rectangular windows in the end wall and a prominent staircase or lift tower, Stone sills and brick arches. Phases 1-3 are all pebbledashed. There is also a possible boiler house. There is no chimney, engine house or auxiliary buildings. The site is vacant on Johnson's 1819 map. Bancks and Co's 1831 map shows a substantial building named as 'Harbottle's Cotton Mill', which includes the Listed block described. An L-shaped extension had been added to the north east by the time of the 60" to 1 mile ordnance survey map of about 1848. On this map the main block is named 'Beswick Street Mill (Silk)'. However, Adshead's 1851 map shows the mill divided into two separate premises and identifies the south west portion of the block, as 'Thos. Joynson's Silk Mill' and the north east portion, including the new L-shaped block, as 'Fletcher, Woolley and Co Cotton Mill'. Early 20th century mapping identifies the original north east portion as a 'Club'. An advertisement from the Manchester Courier and Lancashire General Advertiser of 23 May 1840 for an auction of the property describes it as follows: "Valuable Freehold Land, Cotton Mill, Loom Shed, Steam Engine, Cottages, By Mr. T. M. FISHER, (by order of the mortgagees, with power of sale,) on Monday, the first day of June next, the Albion Hotel, Piccadilly, in Manchester, five o'clock in the afternoon, subject such conditions as will then and there be produced: All that Fire Proof COTTON MILL eligibly on the bank of the Ashton Canal in or near Ashton-street, Ancoats, in

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Manchester, with the engine-house, sizing-house, extensive loom shed, warehouse, stove, smithy, lodge, and other buildings, yards, appurtenances belonging thereto, occupied therewith, now in the occupation Mr. Thomas Harbottle; together with the steam engine of 26 horses' power, now being in or upon the said mill, with the apparatus thereof; and the millwright work, boilers, pans, drums, shafts, and gearing there to belonging, all in excellent condition."And also all that substantial Messuage or Dwelling-house, situate in the yard of the said mill, suitable for a manager's residence, with the outbuildings thereto belonging, now in the occupation of Henry Broome. And also all those 17 dwelling-houses, situate near the said mill, and fronting to Ashton-Streetaforesaid, now in the respective occupations of Jacob Parker, Richard Sadler, and others, with the weaving shop underneath the same." The site of the above property contains 4331 superficial square yards land or thereabouts, be the same more less, and is bounded on the south-easterly side thereof and including two yards in breadth the whole length thereof into Ashton-Streetaforesaid; and on the north-westerly side thereof by the Manchester, Ashton-under-Lyne, and Oldham Canal. It is freehold of inheritance, and is not subject to any chief rent, or similar charge. The mill is seven stories high, exclusive of the attics." The buildings are in good repair, and to parties wishing to embark on the business of cotton spinning and manufacturing, and to capitalists desirous of investing their money with a prospect of a liberal return, the present affords an opportunity but seldom met with. [1]

### Setting description:

The setting of the asset is the streetscape of Beswick Street beside the Ashton Canal. This setting makes a positive contribution to the heritage value of the asset.

### Asset value assessment:

The asset's value is derived from its historic interest as an example of the 19th century industrial development of Manchester city centre.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0829**

**Asset name: Phoenix Bridge Mill**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328-R1

National Grid Reference: 385739 398593

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### Asset class/type and dates

Monument class/type: Industrial  
Textile mill

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2050.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

A timber yard known as "Phoenix Bridge Cotton and Hemming Mill". The main building on this site is brick-built with timber internal structure. It consists of two storeys and 11 x 2 bays. It has rectangular windows with stone sills and brick-arched windows on the ground floor. A second phase has two storeys and 12 x 2 bays. It is also brick-built with timber internal structure and similar windows to Phase 1. There is an M-shaped gable roof to both phases. The entrance gate to the site has distinctive cast-iron piers. The site is completed by various small sheds and a possible dyehouse. This site is now in multiple occupation. The mill, is still standing and in use. The earlier of the two phases at the site is the 12 x 2 bay structure closest to the Ashton Canal, first shown on 1890s Ordnance Survey mapping. The 11 x 2 bay structure was added by 1910. The site is in good condition and partly occupied. Below ground archaeological potential - medium. Site of demolished buildings has been landscaped. [1]

#### Setting description:

The setting of the asset is the streetscape of Beswick Street and its position next to the Ashton Canal. Its setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic interest as an example of the 19th century industrial development of Manchester city centre. It also has archaeological interest from the potential for the earlier building phases.

**Heritage value:** Low

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### Sources:

- 1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0830**

**Asset name: Buildings at 47 Tib Street**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384552 398637

---

### Asset class/type and dates

Monument class/type: Domestic  
Terrace  
Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2085.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The asset is 47 Tib Street (formerly indexed as 47–53 Tib Street). A terrace of four brick-built houses dating from the late 18th century. Each consists of two storeys, a basement and an attic. The basements provided separate cellar dwellings and attics formed workshops. Numbers 49–53 show two phases, with a third consisting of the addition of 14 Scholes Street to the rear of numbers 53 and 47. It is the surviving half of a pair of houses which, although roughly contemporary with numbers 49–53, form a distinct phase. Numbers 49–53 were considerably altered in the early to mid-20th century. The ground floor was gutted and the rear wall rebuilt at attic level, with number 14, Scholes Street and integrated with Numbers 51 and 53. Recent additions have included removal of spine walls at the basement and ground-level and removal of all stacks above basement level. Latterly all four houses functioned as a pet shop. [1]

#### Setting description:

The setting of the asset is the streetscape of the Smithfield Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest, as examples of industrial domestic dwellings close to the city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0831**

**Asset name: Thompson House Works**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-327-R1

National Grid Reference: 385771 398513

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### Asset class/type and dates

Monument class/type: Industrial  
Printing works

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 2130.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'Marked on the map as 'Medlock Printing Works'. The main building on this site is a brick-built three storey building with 13 x 3 bays. Rectangular windows with stone lintels and sills. Hipped gable slate roof with roof lights. No embellishments. All other auxiliary buildings on this site have been demolished. The above building is now in multiple occupation by a number of individual tenants.' [1]

#### Setting description:

The asset is set within an area of warehouses of similar age and style, which make a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest as an example of the 19th century industrial development of Manchester city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0832**

**Asset name: 10-14 Oldham Road (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384755 398765

---

### Asset class/type and dates

Monument class/type: Commercial  
Shop

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 6406.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of a row of shops. They were brick built and three storey, with ten bays in phases. They possibly date to the mid 19th century. These buildings were demolished in 1993, as they had become unsafe and a hazard to the public. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its architectural and historic interest as an illustration of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0833**

**Asset name: Terraced housing on George Leigh Street**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384849 398738

---

### Asset class/type and dates

Monument class/type: Domestic  
Terraced house

Period(s): Post-medieval, and  
Modern.

---

### References

References: NHLE n/a  
HER: 6411.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

'Three rows of terraced "through" houses. Two and a half storeys. Bays: one per house or unit. One room and vestibule. Sash windows: original. Full brick arches to doors. See also Anita Street [MA08\_0979] – No. 6. Slight architectural differences. Original chimney stacks with replacement pots. Added outshut at rear. An unusually wide street. Only one terrace (Nos. 23 to 57 (odd)) is still extant on George Leigh Street, the remainder having been demolished by the end of the 20th century.' [1]

#### Setting description:

The setting of the asset is the industrial streetscape of the Ancoats Conservation Area which makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0834**

**Asset name: Virginia House**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384695 398695

---

### Asset class/type and dates

Monument class/type: Commercial  
Commercial office

Period(s): Modern

---

### References

References: NHLE n/a  
HER: 6424.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

An early 20th century, terracotta, renovated brick office block. It consisted of four storeys 4 x 4 bays and highly embellished. Constructed in very good terracotta, with double-glazed windows that are possibly original. It also has a Lion "trade mark" statue on top. [1]

#### Setting description:

The setting of the asset is the streetscape of the Ancoats Conservation Area makes a neutral contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its architectural and historic interest due to its surviving exterior of highly embellished terracotta and Lion Trade Mark statue on top.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0835**

**Asset name: The Hudson Buildings**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384765 398635

---

### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Modern

---

### References

References: NHLE n/a  
HER: 6427.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
|-----------|------------|

|     |     |
|-----|-----|
| n/a | n/a |
|-----|-----|

---

### Description and sources

#### Full asset description:

'Built in 1924. Four storey brick building with tiled front and 4 x 3 large bays. Ornate tiled columns to the front.' [1]

#### Setting description:

The setting of the asset is the streetscape of the Ancoats Conservation Area. This makes a positive contribution to the value of the asset.

#### Asset value assessment:

The value of the asset is due to its historic and architectural interest, as an example of the early 20th century development of Manchester city centre and its ornate tiled front.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0836**

**Asset name: Electricity Sub Station (site of)**

Designation and grade: Non-designated

---

### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384790 398600

---

### Asset class/type and dates

Monument class/type: Industrial  
Electricity sub station

Period(s): Modern

---

### References

References: NHLE n/a  
HER: 6429.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

---

### Description and sources

#### Full asset description:

The site of an electricity sub station built in 1927. The sub station is brick built with a red brick gable front and inscribed with "MCED 1927" datestone. The asset is no longer extant, the site is now part of a modern residential development. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its archaeological and historic interest as an illustration of the 20th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0838**

**Asset name: Electricity Sub Station**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384902 398586

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### Asset class/type and dates

Monument class/type: Industrial  
Electricity sub station

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6434.1.0  
NMR n/a

---

### Associated assets

| Asset UID | Asset name               |
|-----------|--------------------------|
| MA08_0839 | 17 and 19, Jersey Street |

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### Description and sources

#### Full asset description:

An early 20th century electricity sub-station of one storey with 5 x 1 bays. Constructed of red brick with light moulded brick embellishment. It is a early distinctive example and called "McConnel's" sub-station. There is an early to mid 20th century, two storey house to east side (MA08\_0839). [1]

#### Setting description:

The setting of the asset is the adjacent streetscape in the Ancoats Conservation Area. Its setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its historic interest as an example of early electricity infrastructure and the early 20th century development of Manchester city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0839**

**Asset name: 17 and 19, Jersey Street**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384915 398595

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### Asset class/type and dates

Monument class/type: Domestic  
Semi detached house

Period(s): Modern

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### References

References: NHLE n/a  
HER: 6435.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0696 | Ancoats Conservation Area |
| MA08_0838 | Electricity Sub Station   |

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### Description and sources

#### Full asset description:

Two late 1920s to 1930s houses with two storeys and 2 x 2 bays. They are brick-built with slate roofs. Next door to an electricity sub-station (MA08\_0838). On the corner of Jersey Street and Henry Street. [1]

#### Setting description:

The setting of the asset is the streetscape of the Ancoats Conservation Area. This setting makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset derives its heritage value from its archaeological and historic interest as an unusual survival of domestic housing from this period in the city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0840**

**Asset name: 16, Blossom Street**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384845 398609

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### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6437.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0696 | Ancoats Conservation Area |

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### Description and sources

#### Full asset description:

A late-19th century, early 20th century, brick-built warehouse/sweatshop. It has four storeys with a semi-basement and 3 x 7 bays. It has an Accrington brick façade, with a good tiled entrance. On its own it is not much – may be seen as part of a story. [1]

#### Setting description:

The setting of the asset is the industrial streetscape of the Ancoats Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological and historic interest, with the potential to enhance our knowledge of the 19th century development of Manchester.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0841**

**Asset name: 11-13, Blossom Street (site of)**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384835 398625

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### Asset class/type and dates

Monument class/type: Industrial  
Industrial site

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6438.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name |
|-----------|------------|
| n/a       | n/a        |

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### Description and sources

#### Full asset description:

A mid to late 19th century or early 20th century industrial building. It was constructed of red brick and mainly one and two storeys with a various number of bays. The Blossom Street façade, was two storeys with an M-shaped roof section on left (4 x 2 bays). The right section was 7 x 2 bays with very small boarded windows. It was an unusual and small scale. The building has since been demolished, with a modern development talking place on the site. [1]

#### Setting description:

Setting does not contribute to the heritage value of the asset.

#### Asset value assessment:

The asset's value is derived from its archaeological interest, with the potential to enhance our knowledge of the 19th century industrial development of Manchester city centre.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0842**

**Asset name: 24-28, George Leigh Street**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384805 398685

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### Asset class/type and dates

Monument class/type: Commercial  
Warehouse

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6440.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0696 | Ancoats Conservation Area |

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### Description and sources

#### Full asset description:

Two attached late 19th or early 20th century and mid-20th century buildings. They are two and three storeys, 3 x 3 bays and 8 x 3 bays and constructed of brick and concrete. They were used for warehousing or by a manufacturer. Currently uses as a clothing manufacturing (Chelsea Fashions). They are of a typical scale for the area and have been recently cleaned and preserved. [1]

#### Setting description:

The setting of the asset is the industrial streetscape of the Ancoats Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

The value of the asset is derived from its historic and archaeological interest, as an example of the 19th century development of Manchester city centre and an example of a building of typical scale for the area.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0843**

**Asset name: The Edinburgh Castle Public House**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station  
Additional community area(s): n/a  
Map book reference: HE-01-329-R1  
National Grid Reference: 384845 398645

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### Asset class/type and dates

Monument class/type: Commercial  
Public house  
Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6441.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0696 | Ancoats Conservation Area |

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### Description and sources

#### Full asset description:

A pub and hotel. Built c. 1900. It is brick built with a slate roof, with three storeys and a cellar. A small house is attached on Blossom Street (Number 17a), which is three storeys with two bays and a cellar. There is a trapdoor to cellar. It has a good facing brick, with poorer quality at rear. There is an added extension to the rear of the pub and an iron fire-escape. Number 17a looks as though it was once part of the whole. [1]

#### Setting description:

The setting of the asset is the industrial streetscape of the Ancoats Conservation Area. This makes a positive contribution to the heritage value of the asset.

#### Asset value assessment:

This asset derives its heritage value from its historic interest as a surviving turn of the 20th century public house.

**Heritage value:** Low

#### Sources:

1 Text adapted from the GMAAS HER description

**Unique Gazetteer ID (UID): MA08\_0845**

**Asset name: St Michael's School**

Designation and grade: Non-designated

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### Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329-R1

National Grid Reference: 384842 398704

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### Asset class/type and dates

Monument class/type: Education  
Church school

Period(s): Post-medieval, and  
Modern.

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### References

References: NHLE n/a  
HER: 6444.1.0  
NMR n/a

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### Associated assets

| Asset UID | Asset name                |
|-----------|---------------------------|
| MA08_0696 | Ancoats Conservation Area |

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### Description and sources

#### Full asset description:

A former church and school, now a hostel. It has a datestone on back of building from 1910. It is three storeys, 4 bays/6 bays and a chapel with Gothic-style arches. Constructed of with stone façade and brick bays. There are two phases of building. The gable end is to the street. The Roman Catholic School is linked to St. Michael's Roman Catholic Church, which fronts George Leigh Street. This school was designed by the architects Corbett, Son and Brooks and was constructed in 1879. The original architect's plans and the 1888 ordnance survey map indicate that this building was designated for 'Boys, Girls & Infants', was of three storeys with a C-shaped plan, and comprised at ground level two separate school rooms and two separate classrooms. The 1879 school building is still extant apart from a classroom situated adjacent to Loom Street which was demolished during the construction of an extension in 1910. The extant school building is a brick and stone built constructing with a yellow sandstone façade, in a 'workaday Gothic style' and is now vacant (2006). In 1887 the school was slightly extended through the construction of series of privies; but by the 1911 ordnance survey, the 1887 privies had been largely demolished, along the south-western corner of the 1879 school house, in order to construct an irregular extension to the school house, which ran along Loom Street. This brick-built extension is still extant and comprises both a three storey block, with an L-shaped plan, and a smaller two storey block with a rectangular plan. A degraded commemorative stone is visible from Loom Street, set within the wall of the three storey extension, suggesting a date of 1910 for the construction of the extension. The inscription reads 'This stone was laid in memory of the very Rev Thomas Canon Byrne rector 1876-1907 R.I.P 11th June 1910'. [1]

#### Setting description:

The setting of the asset in the streetscape of the Ancoats Conservation Area makes a positive contribution to the heritage value of the asset.

## Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 4 of 5

### Asset value assessment:

The asset's value is derived from its architectural and historic interest, due to its surviving Gothic elements and its architects Corbett, Son and Brooks.

**Heritage value:** Low

### Sources:

1 Text adapted from the GMAAS HER description



**High Speed Two (HS2) Limited**

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

