

High Speed Rail (Crewe – Manchester)

Background information and data

Historic environment

BID HE-001-0MA08_Part 1

MA08: Manchester Piccadilly Station

Historic environment baseline report -

Part 1 of 5

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Department for Transport

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1 Introduction

1.1 Purpose of this report

- 1.1.1 This report presents a summary of the baseline data relating to the historic environment.
- 1.1.2 Baseline data has been collected for the Proposed Scheme in relation to the Manchester Piccadilly Station area (MA08), which lies within the district of Manchester and Salford, within Greater Manchester.
- 1.1.3 The purpose of this report is:
- to provide a contextual background narrative for the historic environment, including buried archaeological remains, built heritage and the historic landscape, and to place these in a geological and topographical context;
 - to support the reporting of the predicted effects on historic environment in the Environmental Statement¹; and
 - to present identified research priorities for the historic environment.
- 1.1.4 All identified heritage assets discussed in this report are shown in the Environmental Statement, Volume 5 Map Book, Map Series HE-01 (heritage assets within the 500m study area²), HE-02 (designated assets within the 2km study area).
- 1.1.5 The Environmental Statement should be referred to for details of the historic environment impact assessment¹.
- 1.1.6 The detailed gazetteer in Appendix A sets out Unique gazetteer identifier (UID) codes for the heritage assets considered in the impact assessment (e.g. MA08_0001); these UID are used for reference across all the historic environment reports and maps.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Volume 2 and Volume 5*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Volume 5 Historic environment Map Book*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

1.2 Data sources

1.2.1 As set out in the Environmental Impact Assessment, Scope and Methodology Report (SMR)³ data reported in this report was obtained from several sources, the main sources comprised:

- The National Heritage List for England (NHLE) for details of designated sites held by Historic England;
- local authority conservation area appraisal and management documents and their mapping;
- historic landscape characterisation (HLC) mapping undertaken by local planning authorities;
- national historic landscape characterisation (NHLC) mapping and data held by the Archaeology Data Service (ADS);
- Historic Environment Record (HER) data, held by local planning authorities or their regional advisory bodies;
- National Record of the Historic Environment (NRHE) held by Historic England;
- historical geological mapping and borehole information as held by the British Geological Survey;
- documentary, cartographic and other resources as deposited within local studies libraries, county and national records libraries and archives, including historic Ordnance Survey maps, tithe, estate and other maps, and other relevant primary sources;
- readily available published and unpublished sources, building surveys and gazetteers;
- data sets held by other bodies, such as Canal & River Trust and the National Trust who have specific data on the assets for which they have a responsibility;
- local authority or ecclesiastic sources such as faculties, historic maps and documentary sources for burial grounds; and
- urban characterisation reports, extensive urban surveys (EUS) and urban archaeological databases (UADs) held by Historic England and local planning authorities.
- data from preliminary works such as boreholes or test pits;
- data from previous intrusive studies, for example coring, trial trenching and building survey;
- data in respect of the zone of theoretical visibility (ZTV) as identified by the landscape and visual assessment, where this is available; and
- data obtained through field visits from Public Rights of Way (PRoW), or from private land where access has been previously arranged and approved.

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Environmental Impact Assessment, Scope and Methodology Report, Volume 5, Appendix CT-001-00001*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

1.3 Study area

1.3.1 Detail regarding study areas used for the identification of baseline conditions are set out in the SMR; these comprise:

- the land required for construction of the Proposed Scheme;
- 500m either side of this land (reduced to 250m in urban areas and 100m in areas of bored or mined tunnels) for all heritage assets (designated and non-designated); and
- 2km either side of this land (reduced to 100m in areas of bored or mined tunnels) for all designated heritage assets.

1.4 Surveys undertaken

1.4.1 No additional surveys have been undertaken for the Manchester Piccadilly area.

2 Geology, topography and landform

2.1 Geology

- 2.1.1 This section provides a summary of the geology (superficial and bedrock units) as identified on the British Geological Survey (BGS⁴) within the MA08 area. Further detail on the geology of the Manchester Piccadilly Station area can be found in Volume 2, Community Area report: Manchester Piccadilly Station (MA08) Section 10¹.
- 2.1.2 The bedrock geology of the study area are sandstones, part of the Sherwood Sandstone Group, and Manchester Marls. Sandstone is commonly used as a building material and the Manchester Marls were utilised for brick making (see Section 5).
- 2.1.3 The bedrock for the majority of the area is overlain by superficial deposits of glacial till (Devensian) which consists of sandy silty clay with gravel. This is found from the A665 Midland Street to the western end of Manchester Piccadilly Station. Alluvium⁵ is present in the study area around the River Medlock and consists of clay, silt, sand and gravel.
- 2.1.4 No superficial deposits have been recorded at Ancoats Bridge, west of Ancoats Bridge, and west of where the River Medlock meets North Western Street to the A6 London Road and the A57(M) Mancunian Way. These areas have no superficial deposits due to the natural bedrock being visible or due to the deposits being removed by modern development and replaced by made ground.

2.2 Topography and landform

- 2.2.1 The topography of the study area slopes gently down from the east towards the low point at the junction of St Andrews Street and Sheffield Street. It then rises again towards the point where Sheffield Street becomes Boad Street and levels off to the north. This dip in topography corresponds to the course of the River Medlock. Although open in the east part of the study area, the Medlock is partially culverted under roads, viaducts and buildings as it crosses the study area running north-west to south-east then west to east on a meandering course.
- 2.2.2 The area is bisected by the Manchester Inner Ring Road, consisting of A665 Great Ancoats Street, Pin Mill Brow and A57/A635 Mancunian Way. The Inner Ring Road starts in the north of the area, runs south-east to the major junction with Fairfield Street and from there south-west out of the area. Ashton Old Road enters the area in the east, becoming Fairfield Street at the junction noted above and running across the south of the area. The A6 Stockport Road cuts north to south across the west of the study area. The railway hub of Manchester

⁴ British Geological Survey (2021), *Geology of Britain*. Available online at: <https://www.bgs.ac.uk/>.

⁵ Also referred to as alluvial deposits.

Piccadilly Station is at the south of the area, with viaducts from the station crossing out of the area to the south-east and south-west.

2.3 Geoarchaeological and palaeoenvironmental background

- 2.3.1 Geoarchaeology is the study of the formation of the physical landscape through analysis of soils and other materials such as weathered rock. This is complemented by the analysis of floral and faunal remains that indicate environmental conditions and provide a picture of previous environments known as palaeoenvironments.
- 2.3.2 This section presents the known geoarchaeological and palaeoenvironmental baseline resource as identified through a range of sources from historic ground investigation data, such as boreholes, to the results of archaeological surveys and evaluations.
- 2.3.3 As noted above (see Section 2.1) the Manchester Piccadilly Station area is largely underlain by glacial till. There are also river terrace deposits and alluvium along the River Medlock. These deposits all predominantly overlie sandstone and mudstone bedrock.
- 2.3.4 These superficial geological deposits date from the end of the Pleistocene⁶ during the Devensian glaciation⁷. Ice moving from the Lake District and Western Pennines interacted with an ice stream in the Irish Sea basin along the western and southern fringes of the region, including Cheshire and Greater Manchester.
- 2.3.5 Till is widely represented in the lowlands of Northern England, including large areas of Manchester City Centre. As ice sheets melted, this left thick covers of glacial tills and glaciofluvial sands and gravel. Any physical evidence of human activity discarded within the limits of the glacier would have become incorporated into the till and glaciofluvial deposits left behind. However, physical evidence of human activity from tills is scarce⁸. Evidence of prehistoric activity is uncommon in Manchester city centre and is limited to findspots.
- 2.3.6 The start of the geological epoch of the Holocene⁹ broadly corresponds with the archaeological periods from the Mesolithic to the present day. Geological deposits from this epoch include alluvium and river terrace deposits from Greater Manchester's river systems.
- 2.3.7 Alluvium is present along the River Medlock. These watercourses began to erode the till and sands and gravel deposited at the end of the last ice age. Alluvium was deposited as a result

⁶ The Pleistocene is the first epoch of the Quaternary period (from 2.5 million years ago to the end of the last glacial period 11,700 years ago). This is related closely to the archaeological Palaeolithic period.

⁷ Usai, M. R. (2005), *Geoarchaeology in Northern England, The Landscape and Geography of Northern England*, Centre for Archaeology, Report 54/2005.

⁸ Wymer, J. (1999), *The Lower Palaeolithic Occupation of Britain, Volume 1*, Wessex Archaeology and English Heritage. Available online at: <https://www.wessexarch.co.uk/our-work/lower-palaeolithic-occupation-britain>.

⁹ The Holocene is the present epoch of the Quaternary period (11,700 years ago to the present day).

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of processes associated with flowing water. They exist as blankets of floodplain deposits and where they are waterlogged, they provide an environment suitable for the preservation of palaeoenvironmental evidence and other organic materials. River valleys have been attractive locations for human habitation. Alluvium can contain detailed information about past human settlement, climatic variations and land-use practices. On floodplains, archaeological sites, materials and land surfaces are sealed within and beneath the alluvium and preserved through waterlogged conditions¹⁰.

- 2.3.8 The River Medlock was likely to have seen periods of seasonal human activity. Any prehistoric finds within the alluvium of the Medlock are likely to be limited to scattered artefacts. However, they would not necessarily be found within their original context due to the constant activity of the watercourse. Extensive industrial development has occurred in Manchester since the 18th century and within the city centre, this is likely to have removed evidence of human habitation. Starting in the 18th century, the river through the city centre has been straightened and culverted, which has altered the river's hydrology and likely removed evidence for human habitation.

¹⁰ Kibblewhite et al. (2015), *Predicting the Preservation of Cultural Artefacts and Buried Materials in Soil*, Science of the Total Environment 529, P249-263.

3 Historic landscape character

3.1 Introduction

- 3.1.1 The historic environment landscape character assessment is summarised in Environmental Statement, Volume 5, Appendix HE-003-0MA08. This section provides an overview of baseline historic landscape characteristics for the Manchester Piccadilly Station area (MA08).
- 3.1.2 The following historic landscape character areas (HLCA) lie within the Manchester Piccadilly Station area:
- River Medlock (MA08_HLCA01);
 - Manchester Piccadilly (MA08_HLCA02);
 - Central Manchester (MA08_HLCA03); and
 - Universities and Education Area (MA08_HLCA04).
- 3.1.3 The Levenshulme to Didsbury HLCA (MA07_HLCA01) and Beswick HLCA (MA07_HLCA04) continue from the Davenport Green to Ardwick area into the Manchester Piccadilly Station area. They are described in more detail in BID HE-001-0MA07.
- 3.1.4 The historic landscape character of the study area is largely defined by the variety of transport infrastructure, commercial and residential properties within Manchester city centre. The transport and commercial properties make up most of the city centre. Although there are some residential properties with the city centre, many are located to the east and south, on the city outskirts. These include the Levenshulme to Didsbury HLCA (MA07_HLCA01) and Beswick HLCA (MA07_HLCA04) that mainly consist of 19th and 20th century housing developments.
- 3.1.5 The River Medlock HLCA (MA08_HLCA01) is unusual in the Manchester Piccadilly Station area, as it is one of the only pieces of largely undeveloped land. The area once had industrial character and linked the centre with the worker's housing to the east (in what is now Beswick HLCA). The HLCA is now mainly characterised by open green space incorporating trees, shrubbery, grass and the River Medlock. The core of the study area is the Central Manchester HLCA (MA08_HLCA03), which is defined by large commercial offices, warehouses and retail premises. These provide the historic landscape with a predominantly commercial characteristic. The original function of the buildings which form the area has mostly changed; however, the area still retains its character. This is because the original buildings are still extant.
- 3.1.6 Buildings associated with education comprise a large part of the community area. In the south of the study area are various buildings which form the University of Manchester, Manchester Metropolitan University and Manchester College. The Universities and Education Area HLCA (MA08_HLCA04) is located south of the commercial core, and traverses south

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down Oxford Road, in a key location south of Oxford Road railway station. A wide range of buildings contribute to the historic character of the landscape, dating from the late 19th century to the modern day. This is particularly evident in the University of Manchester campus which comprises two Victorian institutes, alongside various modern buildings.

- 3.1.7 The historic landscape has retained an industrial character since the early 19th century when the Rochdale Canal opened in 1804. This industrial characteristic was enhanced when the Liverpool and Manchester railway opened in the 1830s. This enabled Manchester to become a centre of the transport revolutions of the early 19th century. Railway companies invested in tracks, stations, warehouses and goods yards, which are still prominent in the area.
- 3.1.8 There are a variety of both historic and modern transport infrastructure systems across the study area. These include canals, railways and main roads. Manchester Piccadilly HLCA (MA08_HLCA02) is a focal point of the study area. Other important infrastructure in the area includes the Rochdale Canal, the Manchester, South Junction and Altrincham Line railway, Ardwick depot and Manchester Metrolink tram line. The transport and railway infrastructure are important as they connect the landscape and the city of Manchester. The various residential and commercial components within the study area are all connected through transport such as the Metrolink and railway.

4 Archaeological and historic background

4.1 Introduction

- 4.1.1 This section provides a chronological overview of the archaeological and historic context of Manchester Piccadilly Station area (MA08). This context supports an understanding of the relative heritage value of assets within the study area and identifies archaeological characteristic and underlying trends contributing to an understanding of the potential for unknown archaeological remains to be present within the study area.

4.2 Prehistoric (1,000,000 BC – 43 AD)

Palaeolithic (1,000 000 – 10,000 BC)

- 4.2.1 During the Palaeolithic period people would have survived through hunting and gathering of natural resources and living in small, probably familial, groups. For a considerable part of this period the region was inhospitable due to glaciation. The region may have been exploited during the warmer interstadials (and interglacials) by gatherers and hunters¹¹ occupying temporary, seasonal camp sites. Little evidence is apparent in the archaeological record, which emphasises the importance of the material discovered. Items found, such as stone tools, can indicate changes in tool types and technologies.
- 4.2.2 The earliest evidence of human occupation in north-west England dates to the Late Upper Palaeolithic¹² and represents the final stages of the Devensian glaciation. The archaeological evidence is exceptionally sparse but demonstrates the presence of human groups in the region. For this time period, most of the artefactual and faunal evidence in north-west England comes from upland contexts associated with sealed cave deposits, which are not present in the study area.

Mesolithic (10,000 – 4,000 BC)

- 4.2.3 The Mesolithic is generally characterised by nomadic hunter gathers who lived in temporary, seasonal camp sites¹³. Between about 7,000 BC – 6,000 BC several wetland plant species began to spread through the region, either as a response to wetter conditions or as a result

¹¹ Hodgson, J. and Brennand, M. (2006), *North-West Regional Research Framework: The Prehistoric Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

¹² Myers, A. and Stallibrass, S. (2021), *North-West Regional Research Framework: Early Prehistory Resource Assessment Update*. Available online at: <https://researchframeworks.org/nwrf/>.

¹³ Nevell, M. (1997), *The Archaeology of Trafford; A Study of the Origins of Community in North West England before 1900*, Trafford Metropolitan Council.

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of animal or human interference¹⁴. The hunter gatherers of this period could have followed herds of deer and aurochs from their winter pastures to their summer grazing areas¹⁵. This would leave very little evidence in the archaeological record, beyond the scattering of a few stone artefacts¹³.

- 4.2.4 It is likely that there was a Mesolithic presence in Manchester. Flint tools, used for hunting, food preparation and woodworking, from this period have been found within the Castlefield area of Manchester. However, these were not found within the original archaeological location¹⁶ and had been redistributed, most likely by 19th century development.

Neolithic (4,000 – 2,200 BC)

- 4.2.5 The Neolithic is regarded as marking a phase of intensified settlement, land-use, tool production and the introduction of social hierarchies¹⁷. This process is subject to regional variation across the UK. The end of the early Neolithic is associated with relatively rapid changes towards more unstable weather conditions, with colder winters and wetter summers. These climatic changes are thought to have affected the viability of agriculture and land use, particularly in poorly drained areas, which could include the study area. In turn, this may have led, indirectly, to changes in settlement patterns or the focus of activity in the area¹¹.
- 4.2.6 There are multiple findspots from the Neolithic period within the study area. These include a polished stone axe, two arrow heads, a stone hammer, and two individual flint flake finds, as well as a flint scatter. Many of these were found in the Castlefield area and these finds complement a growing regional body of finds representing prehistoric activity. Neolithic activity is known to be concentrated on well-drained sand and gravel sites in proximity to watercourses and mosslands¹⁸.
- 4.2.7 These finds could be representative of activities such as hunting, woodworking and farming, and demonstrate evidence of semi-permanent settlement in the region at this time. The polished axe head is indicative of wider trade networks and the effort involved in making these tools. This meant they could become invested with social and cosmological significance and were often deposited in special places¹⁹. The majority of the finds pertaining to this period were recorded as a result of antiquarian studies that concentrated only on

¹⁴ Chambers, F. M. and Elliot, L. (1989), *Spread and expansion of Alnus Mill in the British Isles: timing, agencies and possible vectors*, Journal of Biogeography 16, P541-50.

¹⁵ Higham, N. J. (1993), *The Origins of Cheshire*, Manchester University Press, Manchester.

¹⁶ Nevell, M. (2008), *Manchester: The Hidden History*, The History Press.

¹⁷ Bradley, R and Edmonds, M. (1993), *Interpreting Axe Trade: Production and Exchange in Neolithic Britain*, Cambridge University Press.

¹⁸ Brogan, A. (2019), *Pollard Street, Ancoats, Manchester, Desk-based Assessment*, University of Salford.

¹⁹ Cooney, G. (2015), *The Oxford Handbook of Neolithic Europe*, University College Dublin.

certain areas. There is, therefore, a data bias towards these areas and gaps in our understanding of settlement and land use during the Neolithic period²⁰.

Bronze Age (2,600 – 700 BC)

- 4.2.8 The Bronze Age is nationally defined by the introduction of bronze metalwork, changes in pottery style and the increase of single burials. At a regional level, broad changes in religious, agricultural and social practices occurred from 2,600 BC, but there is also evidence for continuity from the Neolithic period²¹. Although new materials such as bronze were available, the evidence suggests people continued to use tools made from worked flints, with bronze artefacts largely reserved as higher status or had a symbolic nature.
- 4.2.9 The woodland clearances that occurred in the Neolithic accelerated in this period, as land was cleared for pastoral farming. In areas of higher rainfall levels and harsher climate such as the Pennine edge, the woodland clearance destabilised the soils. The rapid erosion which occurred resulted in larger numbers of rapid streams. The soils were degraded and became incapable of supporting woodland regeneration¹⁵.
- 4.2.10 Evidence for the Bronze Age within this area is limited to findspots. These include a stone hammer head, a stone implement, a bronze dagger and an axe fragment. The finds, with the exception of the bronze dagger, may have been used for woodworking in the vicinity or clearing woodland. The dagger is a rare find, as there are no tin deposits locally, which was needed to produce bronze. The dagger is indicative of wider trade networks and would have been considered a high-status object. These finds show there was Bronze Age activity within the area and the discovery of a high-status object like the dagger, shows that ritual deposition may have been taking place²².

Iron Age (800 BC – 43 AD)

- 4.2.11 The Iron Age is characterised nationally by the introduction of iron metalwork including swords, horse equipment and decorative items. However, society appears to have largely continued unchanged from the end of the Bronze Age. There is evidence for the first time of a hierarchical society forming with distinct territories of people. The River Mersey potentially formed an Iron Age territorial boundary between the Brigantes²³ to the north and the Cornovii to the south. However, there is limited contemporary evidence for the names of the Iron Age tribes and tribal distribution for north-west England.

²⁰ Greater Manchester Archaeological Unit (2009), *Greater Manchester urban historic landscape characterisation, Manchester district report*, Greater Manchester Archaeological Unit.

²¹ Bradley, R. (2019), *The Prehistory of Britain and Ireland*, Second Edition, Cambridge University Press.

²² Hall et al. (1995), *The Wetlands of Greater Manchester*, Lancaster Imprints 3, Lancaster University Archaeological Unit, Lancaster.

²³ Tribal names were ascribed by the Romans and did not appear until 2nd century AD.

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- 4.2.12 During the Iron Age, the climate became cooler and wetter, and the period saw an expanding population. This necessitated the intensification of agricultural practices, which resulted in the large-scale clearance of marginal land²⁴. The marginal lands at the edge of the Pennines, including Greater Manchester, are likely to have been some of the last to be utilised.
- 4.2.13 Evidence of the Iron Age in Manchester city centre is rare with only occasional finds dating to the period. These include a whole Iron Age ceramic vessel which was located within the Northgate area of the Roman fort at Castlefield. However, it was found within a later, Roman 2nd century AD deposit¹⁶ and could represent the continuation of occupation from the Iron Age into the Roman Period. Any prehistoric remains within Manchester appear to have been displaced by 18th and 19th century industrial development.

4.3 Roman (AD 43 – 410)

- 4.3.1 Located outside the study area, the Roman fortress of Deva Victrix was established at Chester in AD 74 – AD 75 to enable the control of north Wales and north-west England. Shortly after, Mamucium was founded in AD 78, following Gnaeus Julius Agricola's defeat of the Brigantes tribe in AD 75. The Brigantes had controlled the area stretching from the River Mersey to mid-Northumberland. Their defeat created an important centre of activity with new forts and settlements being constructed, including a fort at Manchester which was built as a part of the process of controlling the Pennines²⁵.
- 4.3.2 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 (MA08_0714). The fort was built in a strong defensive position between the confluence of the rivers Irwell and Medlock²⁶, originally built as a square shaped fort with a double-portal northern gate and a small turf rampart²⁷. This fort underwent several phases of rebuilding and expansion before being rebuilt in stone in AD 200²⁰. 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 fragments²⁸.
- 4.3.3 A town adjacent to the fort developed as a linear settlement along the road from the fort's north gate, extending 100m west of the road and eastwards to what is now Deansgate. The southern extent of the settlement was bounded by the River Medlock, with the northern portion reaching Quay Street²⁰. A cemetery was located to the south-east, first evidenced by

²⁴ Leah et al. (1997), *The Wetlands of Cheshire*, Lancaster Imprints 5, Lancaster University Archaeological Unit.

²⁵ Philpott, R. (2006), *North-West Regional Research Framework: Roman Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

²⁶ Jones, G. D. B. (1974), *Roman Manchester*, Manchester University Press, Manchester.

²⁷ Bryant, S., Morris, M. and Walker, J. S. F. (1986), *Roman Manchester: A frontier settlement*, Greater Manchester Archaeological Unit, Manchester.

²⁸ Jones, G. D. B. (1974), *Roman Manchester*, Manchester University Press, Manchester.

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the discovery of two cinerary urns near the eastern boundary of Castlefield²⁸. The settlement around the fort in Roman Manchester seems to have continued the pre-existing form of Iron Age farmsteads. It was based on a pastoral economy, unlike Roman villas with large, managed estates, such as those found in the south of England²⁸.

- 4.3.4 A network of roads spread out across north-west England from Chester. They comprised two main north to south routes, one of which extended from Cheshire to Lancaster (Margary 70a-d²⁹) and the other from Manchester to Carlisle (Margary 71b-e). A series of east to west routes linked the forts across the landscape, in particular the route from Chester to Mamucium (Margary 7a). Mamucium seems to have become a hub of a regional transport network, as numerous Roman roads have been uncovered extending from Manchester to other settlements including Wigan, Chester, Glossop, Buxton, York and Ribchester²⁰. Store Street which runs directly adjacent to Manchester Piccadilly station and its continuation as Old Mill Street, potentially represents the continuation of the Roman road from Manchester to Castleshaw (MA08_0576), although this has still not been confirmed and there is little evidence in the archaeological record to date that can establish this. This network of roads meant that the settlement was well connected in terms of trade¹⁸. These roads were heavily influential on later settlement development and the evolution of later transport routes.

4.4 Early medieval (AD 410 – 1066)

- 4.4.1 After the withdrawal of Roman rule in the 5th century AD, the region fragmented into smaller kingdoms. Increasing influence came from the expansion of the Anglo-Saxon kingdom of Mercia who took control of the region south of the Mersey, and the kingdom of Northumbria who were extending their influence from the north. The Nico Ditch (MA07_0220, see BID HE-0MA07), which runs for six miles in a roughly east-west direction between Ashton Moss and Hough Moss in Chorlton-cum-Hardy, just outside the Manchester Piccadilly Station area, is attributed to the early medieval period and is believed to be Anglo-Saxon in origin. It may have formed part of an ancient linear frontier or boundary, possibly between Mercia and Northumbria²⁰.
- 4.4.2 Although, archaeological evidence from the early medieval period is scarce in the region there is still some occupational evidence, in particular from the reuse of some Roman buildings, especially within forts. Examples of re-use are evident in timber structures which have been built on old stone foundations (such as the Roman granaries at Chester). However, most of these examples come from larger urban sites, such as Chester and Carlisle. This suggests a continuity of land use from the Romano-British to the early medieval period.
- 4.4.3 The evidence of occupation in Manchester between the withdrawal of the Romans and the 10th century is very scant. The only archaeological evidence relates to a possible Anglo-

²⁹ The system of Roman road numbering is based on the work of Ivan Margary in; Margary, I. D. (1973), *Roman Roads in Britain*, John Baker, London, 3rd edition.

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Saxon “Grubenhause” (sunken floored house) excavated beside the north gate of the Roman fort. This suggests a short-lived post-Roman occupation. There was also evidence of possible trade or some form of Mediterranean contact due to an Ostrogothic and two Byzantine coins from the site dating to the 6th to 7th centuries²⁰.

- 4.4.4 During the 9th century the region was politically unstable, with an increased influence from Scandinavians and the Hiberno-Norse particularly those based in Dublin. By the early 10th century, the expanding Kingdom of Wessex fortified Chester and exerted their influence up to the Mersey³⁰. Shires, equivalent to today’s counties, developed in the early medieval period as part of the sub-division of Mercia. They were subsequently sub-divided into administrative regions called hundreds³¹.
- 4.4.5 The Anglo-Saxon Chronicles³² only mention of Manchester comes from a passage from the year 919. King Edward the Elder went with his army to Thelwall, close to Warrington. He ordered the borough to be built, manned and occupied. While he was there, he ordered another army from the people of Mercia to occupy, repair and man Manchester in Northumbria. We can therefore assume that there was a defended settlement at Manchester prior to 919. With the need to defend and repair Manchester it would not be unreasonable to think that the settlement had been taken or attacked by the Hiberno-Norse, based in Dublin. Manchester lay in an isolated location forward of Mercia’s main defensive line from which it was separated by marshland and the River Mersey³³.
- 4.4.6 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 refortification³⁴. However, extensive excavations of the northern defences have failed to locate a Saxon ditch or any post-Roman resurfacing of the Roman road³³. 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.

³⁰ Harris, B. E. and Thacker, A. T. (1987), *The Victoria History of the County of Chester. (Volume 1: Physique, Prehistory, Roman, Anglo-Saxon, and Domesday)*, Oxford: Oxford University Press.

³¹ Gelling, M. (1992), *The West Midlands in the Early Middle Ages*, Leicester University Press. A hundred is an administrative division that is geographically part of a larger region normally referred to as a Shire.

³² The Anglo-Saxon Chronicle is a collection of manuscripts recounting the history of the Anglo-Saxons. The documents were mainly produced in the 9th century.

³³ Morris, M. (1983), *Volume 1: Medieval Manchester*, in Holdsworth, P. (ed), *The Archaeology of Greater Manchester*, Manchester Archaeological Unit.

³⁴ Kennedy, M. (1970), *Portrait of Manchester*, Robert and Hale and Company, London.

- 4.4.7 As with evidence for all the pre-medieval periods within this study area, there is an issue with site visibility. Later medieval and post-medieval settlement activity is likely to have obscured or removed earlier archaeological evidence³⁵.

4.5 Medieval (1066 – 1540)

- 4.5.1 At the start of the medieval period at the Norman conquest in 1066, a new ruling elite replaced the previous Anglo-Saxons lords. The arrival of the Normans marks a change in the political landscape. The region was subject to repression known as the Harrying of the North as recorded in the Domesday Survey³⁶. William I of England attempted to subdue the north, by laying waste to the northern shires. He then relieved the English aristocracy of their positions, and installed Norman lords throughout the region. This resulted in a large redistribution of land holdings. A new class of Norman lords emerged, and the church became an increasingly important landholder.
- 4.5.2 At the time of the Domesday Survey in 1086, Manchester lay within the Hundred of Salford. The Salford Hundred contained all the land between the River Ribble and the River Mersey. It was held by the Norman noble, Roger de Poitou. There are also references to land at Manchester held by St Michael's and St Mary's churches in the Domesday Survey²⁰.
- 4.5.3 A castle at Manchester is first recorded in 1184. It lay on a naturally defensible cliff where the River Irwell met the River Irk, about one mile north of the Roman fort. Surrounding the castle were three concentric ditches. Two were located along the line of Long Millgate and Hanging Ditch, close to the present cathedral. The other one ran through the yard of Chetham's Hospital and attached wall (MA08_0066)³⁷. The castle had been replaced by a manor house by 1282. It was owned by the Grelley family and lay on the site now occupied by Chetham's Hospital. The manor, and therefore the family, had monopolies over fisheries, fulling mills and communal ovens from the late 13th century.
- 4.5.4 Manchester had become a town of regional importance by the medieval period and received its market charter in 1282. This early development focused in the area of the Hanging Ditch, Fennel Street, Deansgate and Market Street. Burgages were noted in Manchester from 1316 along Long Millgate, Shudehill and Deansgate. Burgages were town rental properties, owned by a king or lord. The property usually, and distinctly, consisted of a house on a long and narrow plot of land. Burgages were noted in Manchester from 1316 along Long Millgate, Shudehill and Deansgate. Across the river was the earlier borough of Salford, which was the administrative centre of the Salford Hundred. In 1325, a bridge to Salford was rebuilt in stone and a chancery chapel was erected on one of its piers³³. The parish church was at the

³⁵ Newman, R. (2006), *North-West Regional Research Framework: The Early Medieval Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

³⁶ The Domesday Survey is Britain's earliest public record. It contains the results of a huge survey of land and landholding commissioned by William I in 1086.

³⁷ Hartwell, C. (2001), *Pevsner Architectural Guides; Manchester*, Yale University Press, New Haven and London.

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centre of the medieval core of the city. It became a cathedral in 1847 (MA08_0060). It is discussed in more detail in Section 5.2.

- 4.5.5 During the 14th century, Flemish weavers from France and the Low Countries, present day the Netherlands and Belgium, came to England at the invitation of Edward III. Some of these weavers established themselves in Manchester. These weavers were highly skilled in the production of linen and wool goods. Their important contribution to the development of the cloth industry in the area. This is commemorated in a fresco by Ford Maddox Brown, showing Queen Philippa, the wife of Edward III arriving in Manchester in 1363 to greet the Flemish weavers³⁸.
- 4.5.6 By the 15th century woollen and linen cloth production, with the industries that accompanied them, such as weaving, bleaching and dyeing, had become more widespread. At this point, the textile industry in the region was widespread, as was the population. Spinning and weaving were intrinsically linked to the agricultural industry and undertaken across the community. Rather than being concentrated in centres of population, as seen later in the post-medieval period. The market of Manchester lay at the centre of this fledgling textile trade³⁸. In the 1500s the town's population doubled, and there was expansion of the settlement. This rapid development would be characteristic for the city throughout the post-medieval period³⁹.

4.6 Post-medieval (1540 – 1901)

- 4.6.1 Commencement of the post-medieval period is often seen as the point following the Reformation, during which many areas of ecclesiastical land were brought into secular ownership. The post-medieval period witnessed the transformation of north-west England from relatively impoverished and sparsely populated, to a key region in the early stages of Britain's industrialisation and globalisation. The dissolution of the monasteries under Henry VIII saw the transfer of land owned by ecclesiastical institutions to private landowners. The monasteries were a reminder of the power of the Catholic Church and the wealthiest institutions in the country. Monasteries owned over a quarter of all the cultivated land in England. By destroying the monastic system Henry VIII could acquire all its wealth and property whilst removing its Papist influence.
- 4.6.2 Manchester came under siege during the English Civil War in 1642 by the Royalist forces, which were eventually repelled. Manchester went on to play a leading role in the war as a Parliamentarian headquarters. Manchester's resistance to the Royalist forces did not go unnoticed by Parliament and out of the turmoil of the English Civil War, Manchester was one of many places which prospered. In 1654 it was rewarded with its first Member of Parliament, Major General Charles Worsley. It also won key contracts for supplying the army

³⁸ Miller et al. (2010), *Piccadilly Place: Uncovering Manchester's industrial past, Greater Manchester's past revealed, 1*, Oxford Archaeology North, Lancaster.

³⁹ Tupling, G. H. (1935), *Old Manchester*, Journal of Manchester Geographical Society, P45-49, Manchester.

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in the Irish campaigns. It continued to be favoured by the government throughout the later 17th century. However, in 1660 on the restoration of Charles II, Manchester was once again deprived of its Member of Parliament and would have to wait almost two further centuries to achieve political representation⁴⁰.

- 4.6.3 These political changes provided the background for the development of the textile industry in Manchester. By the 16th century Manchester had become an important centre of the woollen cloth trade. This is reflected by the fact that the cloth market in London had a separate department called the Manchester Hall. In the early 17th century, production of pure woollens declined in favour of fabrics incorporating linen, known as 'small wares'. Cotton imported from the eastern Mediterranean became increasingly popular for use in mixed cloth. Manchester's damp climate was helpful to production of cotton as it meant the fibres were less likely to snap. It was firmly established as a centre of production by the end of the 17th century³⁷.
- 4.6.4 The growing trade of fustian weaving meant that immigration increased into the city. Fustian was the old name for corduroy, a cloth with a linen warp but a cotton weft. The population of Manchester increased seven-fold between 1664 and 1777. Rapid development would become characteristic for Manchester throughout the post-medieval period, with the textile industry being the main driving force behind the development. At this time works were mainly confined to small individual workshops. The town's commercial core developed west of Deansgate and north of St Mary's Gate. At this time, it was an area of yards, workshop dwellings, inns, warehouses, market squares and merchant houses²⁰. The textile industry continued to be based in small workshops throughout the post-medieval period and into the 19th century⁴¹.
- 4.6.5 By the 18th century the factory-system of mills developed in the silk-weaving industry on the Derwent Valley of Derbyshire had been introduced to Manchester. The first cotton spinning mill in Manchester was Arkwright's on Miller Street, built in 1781-2. By 1800 there were at least 29 purpose-built cotton spinning mills within the boundaries of the old township. Most of these were five or six-storey steam powered factories, a type which now dominates the archaeology of the Lancashire cotton spinning industry. As more raw materials could be brought into the town, larger warehouses needed places to store them. Examples of these warehouses can be found in the archaeological record such as Warehouse (site of) (MA08_0678) and three warehouses (site of) (MA08_0684, MA08_0598, MA08_0597).
- 4.6.6 Mills in the 18th century were reliant on supplies of rapidly flowing water for their power. The development of the Boulton and Watt steam engine in their Soho Manufactory,

⁴⁰ Fagan, J. (2015), *The siege of Manchester*. Available online at: <https://manchesterarchiveplus.wordpress.com/2015/04/23/the-siege-of-manchester/>.

⁴¹ Timmins, G. (2004), *Domestic Weaving Premises in Lancashire*, in Barnwell, et al. *The Vernacular Workshop from craft to industry, 1400-1900*, Council for British Archaeology.

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Birmingham allowed power to be utilised away from rivers and streams⁴². The Ancoats area of Manchester became one of the earliest concentrations of steam-powered machinery anywhere. Prior to the development of the mill complexes the area was largely agricultural land. Development began in the 1780s and within a few decades it had become one of the most intensely developed industrial centres in the world. Transport links became the important factor in the positioning of mills. Development in Manchester centred on the River Medlock. Ancoats was laid out as part of a planned expansion of Manchester in anticipation of the arrival of the Rochdale Canal in 1804. This brought the advantages of infrastructure and access to a pool of labour in Manchester city centre³⁷. Various canal arms off the Rochdale Canal, such as Rochdale Canal arm (MA08_0687), brought the canal right up to individual mill buildings for ease of unloading of the goods. The mill buildings are discussed in greater detail below (see Section 5.3)

- 4.6.7 Much of the industrialisation of Manchester was aided by the development of transport networks, including the introduction of infrastructure in the form of turnpike roads, canals and later railways. The wharfs located around Quay Street were originally built in 1736. The River Irwell and Bridgewater Canal linked Manchester to Liverpool which brought the opportunity of global trade²⁰. The Bridgewater Canal is recognised as a key development in the industrialisation of Manchester; it was the first canal cut without using an existing waterway, representing the potential of a new transport infrastructure in an increasingly industrial and urban economy. It also demonstrated to investors that canals had advantages in creating new markets, as well as improving the efficiency of existing ones. The completion of the Bridgewater Canal in 1765 enabled Manchester to develop as an inland port and allowed for greater access to raw materials and an increased number of outlets for its products. The Rochdale Canal (MA08_610) was completed in 1804, joining the Ashton Canal (MA08_0611), which had been built in 1792, to the north of the city centre. In 1805 it was also joined to the Bridgewater Canal to the south of the city centre⁴³. The canals had a significant impact on the urbanisation of Manchester⁴⁴.
- 4.6.8 The mid-19th century saw a huge period of growth in the development of Manchester's railways and rail stations. Manchester Liverpool Road Station was opened in 1830 and is one of the oldest in the world, forming the terminus of the world's first inter-city railway line. The station closed to passengers in 1844, with Manchester Victoria becoming the main station in the area. Manchester London Road Station, now Manchester Piccadilly Station (including the Grade II listed train shed and undercroft, MA08_0476), continues to serve as the main rail hub for Manchester. Manchester Piccadilly Station officially opened in 1842 on Store Street,

⁴² Roll, E. (1968), *An Early Experiment in Industrial Organization: History of the Firm of Boulton and Watt 1775-1805*, Routledge.

⁴³ Manchester City Council (2020b), *Whitworth Street Conservation Area: History*, Manchester City Council. Available online at: https://secure.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area.

⁴⁴ Miller, I. (2021), *North-West Regional Research Framework: Post-Medieval Resource Assessment Update*. Available online at: <https://researchframeworks.org/nwrf/>.

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originally operated by the Manchester and Birmingham railway who later became the London and North-Western Railway (LNWR). The station was rebuilt in the 1860s and operated by two rail companies: The Manchester, Sheffield and Lincolnshire Railway (MSLR) and the London North-Western Railway. The 1870s and 1880s saw the construction of new platforms by both companies due to the increasing number of passengers. Extensive rebuilding of the station commenced in 1958 and was completed in 1966⁴⁵. Between 1998 and 2002 the main entrance was refurbished and modernised to cope with the increasing flow of traffic.

- 4.6.9 Mayfield Station (MA08_0688) was opened directly to the south of Manchester Piccadilly Station in 1911, serving as an overflow station initially. The station did not see as much passenger and rail traffic as first anticipated and was closed after the refurbishment of Manchester Piccadilly Station⁴⁵. The building still stands and is visible from Manchester Piccadilly Station but is disused.
- 4.6.10 Aided by the good transport links, particularly after the coming of the railway in the 1830s, Manchester shrank as a manufacturing centre as it became a commercial centre for the surrounding towns and villages. Raw cotton was sent out to spinning towns such as Bolton and Oldham, the spun yarn was then dispatched to weaving centres such as Blackburn and Oldham. Manchester then received the finished cloth to store and market⁴⁶. In Manchester city centre factories were replaced by warehousing and banks. The Royal Exchange to the north of Manchester Piccadilly Station became the focus of the city centre. Warehousing provided not just storage for finished textiles, but offices and a space to display goods, while the banks provided loans and credit to produce cotton.
- 4.6.11 The rapid industrialisation of Manchester from the last quarter of the 18th century was accompanied by a rapid explosion in population. In 1774, a local census estimated a population of 22,000 and by 1801 the census were recording over 70,000. The rapid growth placed pressure on the available housing stock. The earliest housing for new workers was built with little legislative control, which led to unregulated and piecemeal expansion. This led to the creation of small alleys and blind courtyards, back-to-back and blind-back houses, often only a single room wide and deep with windows found only on the front walls³⁸. These defined the 19th century character of the area around Manchester Piccadilly Station. Buried archaeological remains survive of terraced and back-to-back houses located alongside public houses, schools, stables and even a piggery. These include archaeological remains in areas such as Munday Street (MA08_0813) Pollard Street (MA08_0731), William Street (MA08_0661), Chancery Lane (MA08_0632) Chancery Lane School (site of) (MA08_0652), Bridge Inn and Bridge Inn Brewery (MA08_0675); and Stores, Stabling & Offices, Aytoun Street (site of) (MA08_591). Domestic housing was built adjacent to the factories and mills where the people worked. Surviving examples include the Grade II listed Crusader Works (MA08_0519). Other examples

⁴⁵ Hooper, J. (1995), *An Illustrated History of a Great Provincial Station: Manchester London Road*, Challenger Publications.

⁴⁶ Taylor, S. and Holder, J. (2008), *Manchester's Northern Quarter; The greatest meer village*, English Heritage.

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only survive as buried archaeological remains including Maskrey's Mill (MA08_0626), Dark Lane Mill (MA08_0659), Pin Mill (MA08_0663), Ardwick Mill (MA08_0670), and the Print Works which were formerly the Bridge Street Mill (MA08_0674).

- 4.6.12 Much of this infrastructure was cleared from the 1930s onwards, when councils were expected to prepare plans to clear slum dwellings. This is the case in areas around Manchester Piccadilly Station. An example of this clearance is the now demolished St Andrew's Church and disused graveyard (MA08_0677). The walls once surrounding the church and cemetery are still in situ. The 19th century mapping of the area shows the church was surrounded by terraced housing and associated infrastructure. Built in 1831, the church was demolished in 1961, by which time the parish that once surrounded it had been removed. The gravestones within the cemetery have been removed and the churchyard capped with concrete. The area is now used as a carpark.
- 4.6.13 Though manufacture continued in areas such as Ancoats, the centre of Manchester was largely rebuilt from the 1820s onwards as commerce rather than industry dominated. In response there was a demand for commercial premises including shops and banks. Many of the residential properties were converted into textile warehouses. As residents gradually moved out to the suburbs the area was progressively taken over by commerce.
- 4.6.14 The rise of industrialisation of Manchester also saw changes to the social fabric of the city. The end of the Napoleonic Wars in 1815 had resulted in periods of famine and chronic unemployment, exacerbated by the introduction of the first of the Corn Laws. By the beginning of 1819, the pressure generated by poor economic conditions, coupled with the relative lack of suffrage in northern England, had enhanced the appeal of political radicalism. Manchester moved to centre stage of the political turmoil when, on 16th August 1819, thousands of people descended on St Peter's Field to hear radical leader Henry Hunt speak. Manchester had never seen a meeting of this size before. The decision was made to arrest Hunt and so the Yeomanry were called. Sabres were drawn and the crowd was quickly and bloodily dispersed. Several were left dead, and hundreds injured. The events of the day became known as the Peterloo Massacre. It became one of the most important events in the history of the struggle for political reform in 19th century England³⁷. St Peter's Field was named after the neoclassical Church of St Peters which stood there at the time. The church was demolished in 1907 and the field is located where the Free Trade Hall (MA08_0037) now stands.
- 4.6.15 In the 1860s the American civil war interrupted bailed cotton imports. Speculators bought up new stock and stored it in the shipping warehouses at the ports of entry. The boom years of 1859 and 1860 had produced more woven cotton than could be sold and a cutback in production was needed. This created what became known as the Lancashire cotton famine (1861 – 1865). The inaccessibility of raw cotton and the difficult trading conditions caused a change in the social circumstances of the Lancashire region's extensive cotton mill workforce. Factory owners no longer bought large quantities of raw cotton to process. Workers in Manchester and the surrounding areas were made unemployed. They went from

being the most prosperous workers in Britain, to the most impoverished. In 1864 cotton imports were restored and the mills were put back into production.

4.7 Modern (1901 – present)

- 4.7.1 The modern period saw the continuation of many of the social and industrial developments that occurred towards the end of the 19th century. Industry and commerce became increasingly mechanised and served global markets. This resulted in changes in where people were employed and where they lived.
- 4.7.2 During the First World War cotton could no longer be exported to foreign markets. As a result, countries nearer to the source of cotton began to produce their own cloth at a much cheaper rate than Britain was able to. This marked the beginning of the end for the cotton industry in Manchester. The industry entered a phase of decline accelerated by a general economic depression and shrinking world markets. Some textile sites were taken over by electrical, chemical and light engineering firms. Other sites were abandoned by industry. The trend of the mid to late 20th century was decentralisation and the development of large-scale, planned, mixed commercial and light industrial estates. Development entailed new builds and conversion of old warehouses and mills on earlier industrial sites. There was some continuation of some heavy industrial sites, particularly engineering²⁰.
- 4.7.3 The 20th century witnessed the widespread adoption of automated processes in large plants on a scale previously not seen. Cars and commercial vehicles were made in north-west England from 1898. Until the Second World War the industry was a significant employer in the region. Car manufacture was closely linked to aircraft production, especially in relation to making engines. The manufacturer A. V. Roe better known as AVRO, was the world's first registered aircraft producer. It was founded in 1910 by Alliott Verdon Roe and originally based in Brownsfield Mill (MA08_0012) on Great Ancoats Street in Manchester. They were responsible for building the Lancaster Bombers, which paid such a vital role in the Second World War. North-west England remains one of the principal centres of the modern British aerospace industry which is still an important regional manufacturing industry⁴⁷.
- 4.7.4 In late autumn 1940, the Blitz spread beyond London to Britain's other major towns and cities. Many were the locations of major war industries. Manchester was hit by three attacks during the main period of the Blitz, including nights of air raids in December 1940 that are often referred to as the 'Christmas Blitz'. An estimated 684 people died during the raids and more than 2,000 were injured. Manchester and the surrounding area were still a major centre of industry during the Second World War. Many large firms were concentrated in the Trafford Park area became important for the manufacture of electronics, aeroplanes, tank

⁴⁷ McNeil, R. and Newman, R. (2006), *North-West Regional Research Framework: The Industrial and Modern Period Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

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and gun parts, making it an important target for German bombers⁴⁸. Several buildings in the centre of Manchester, were severely damaged, some examples are discussed further below (see Section 5.4).

- 4.7.5 On 16th June 1996, the Irish Republican Army detonated a bomb on Corporation Street. It was the largest bomb detonated in Great Britain since the Second World War. The extensive damage caused by the blast was the catalyst for redevelopment in the city centre, including the construction of large department stores to the east of the cathedral. The last two decades of the 20th century and the start of the 21st century have seen major changes within the city centre as formerly run-down industrial buildings have been redeveloped or replaced with high rise offices and hotels, which form a significant part of the Manchester city scape that can be seen today.

⁴⁸ Imperial War Museums (2020), *The Manchester Blitz*. Available online at: <https://www.iwm.org.uk/history/the-manchester-blitz>.

5 Built heritage overview

5.1 Introduction

- 5.1.1 This section provides an overview of the built heritage resource within the Manchester Piccadilly Station area (MA08). This overview is intended to assist in understanding the relative heritage value of assets within the study area, by identifying groups and common themes and types of built heritage assets.
- 5.1.2 The study area predominantly consists of the urban core of the City of Manchester and its inner residential and industrial suburbs. The building stock is an eclectic mix of styles and forms which charts the rise of Manchester from a regionally important market town at the beginning of the 16th century to one of the foremost English industrial cities.

5.2 Medieval (1066 – 1540)

- 5.2.1 No extant buildings predating the medieval period are present within the study area. The earliest buildings within the Manchester Piccadilly Station area are all situated within the medieval core of the city (see Section 4.5). They are centred around the Cathedral Church of St Mary (MA08_0060) which was a parish church at this time. The cathedral was made a collegiate, a church which is endowed to become a school, in 1421 and is one of the most lavish collegiate churches in England. The cathedral has an elaborately decorated exterior, with much of the fabric being renewed in 1847, when the church became a cathedral. Because of this renewal, it has become difficult to distinguish the genuinely medieval work.
- 5.2.2 Located near to the cathedral is the priest's college, now Chetham's College and Library (MA08_0066) (listed as Grade I Chetham's Hospital and attached wall). The buildings, dating from 1421 first served as the domestic premises for the collegiate church, they are the best-preserved buildings of their type and date in the country³⁷. Their preservation is predominantly due to the will of wealthy merchant Humphrey Chetham. Written in 1653, the will requested the buildings be used as a free library and bluecoat school. The result is an exceptional town library complete with original furnishings. The buildings are constructed of red sandstone with some, predominantly 19th century, lighter stone dressings and a flagged stone roof.
- 5.2.3 The scheduled monument of Hanging Bridge (MA08_0712) immediately to the south of the Cathedral Church of St Mary (MA08_000) is another rare survival of a medieval structure in the city centre. The bridge historically formed the principal approach from the town to the parish church and spanned the hanging ditch, which is discussed further in the historic background. The present structure probably dates to 1421–1500, the same time the cathedral was built. It consists of two arches with only one now visible. Although, multi-span bridges are numerous throughout England, most have been rebuilt or replaced since the medieval period. Hanging Bridge remains largely unaltered, and as such it is of national

importance. When the town expanded beyond its original boundary of Hanging Ditch and Todd Street, the medieval street pattern, which surrounded the cathedral area, extended up towards Shudehill.

5.3 Post-medieval (1540 – 1901)

- 5.3.1 Few buildings survive from the earliest post-medieval period up until 1750 in Manchester. Most examples from this time were demolished to make way for the later post-medieval industrial development. The interior of Chetham College Library 1645–1648, mentioned above, is one of the few survivors from the 17th century in Manchester. Of the timber framed buildings once occupying the town around the medieval core, only the fragmentary remains of Old Wellington Inn on Cateaton Street survive. The Church of St Ann (MA08_0061) is the only complete surviving building from the early 18th century. The laying out of the church and St Ann’s Square in 1720 was the first planned development outside the medieval town centre.
- 5.3.2 At the end of the 18th century Manchester’s urban and industrial expansion gathered pace. Manchester and south-east Lancashire became one of the earliest industrial economies and societies in the world³⁷. The architecture of the city reflects this. The beginnings of this can be traced to the advent of the canals and later the railways, which enabled raw materials such as cotton to be brought directly into the city. The construction of extensive canal networks in the 18th century enabled Manchester to develop as an inland port. The Rochdale (MA08_0610) and Ashton Canals (MA08_0611) can both still be seen within the study area. They include elements of distinctive architecture such as the Grade II* Store Street Aqueduct (MA08_0001). (see Section 4.6). Within Castlefield is the terminus of the Bridgewater canal, as well as the terminus of the world’s first passenger railway, the Liverpool and Manchester Railway. The former Liverpool Road Railway Station and Stationmaster’s house (MA08_0067) still survive today. These Grade I listed buildings, now part of the Museum of Science and Industry, are testament to the pioneering role Manchester holds in history of railway development. Canals and railways dominate the character and landscape of the Castlefield Conservation Area (MA07_0708) today.
- 5.3.3 Ancoats Conservation Area (MA08_0696) contains an internationally important group of cotton spinning mills. The mill complexes of Ancoats provide illustration of urban industrial architecture in the late 18th and early 19th centuries. It contains a notable grouping of early mill buildings. Mill buildings have a powerful visual effect, which is due partly to their imposing height, and because the buildings are often sited right next to one another. The development of their architecture, design, fireproofing, innovations and improvements in processes span the industrialisation of Manchester⁴⁹.

⁴⁹ McNeil, R. and Newman, R. (2006), *North-West Regional Research Framework: The Industrial and Modern Period Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

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- 5.3.4 The Grade II* listed Old Mill (MA08_0017) is the oldest surviving mill in Manchester, built in 1798, with Decker Mill (MA08_0017) as an extension, following in 1802. Old Mill is thought to be the first cotton-spinning mill ever built to eight storeys, though it has since been reduced to seven storeys, and set the trend for subsequent mills in the area. Its construction required an estimated 400,000 handmade bricks which are believed to have been manufactured on site using the excavated clay⁵⁰. The mills were originally provided with their own canal basin in the yard to the rear, which was linked to the Rochdale Canal by an arched tunnel under the street. Together with the Grade II* listed New Mill (MA08_0009) to the rear, these mills are highly significant as a large early textile working site, developed as a single concern around a courtyard and canal basin. Along with McConnel and Kennedy's Mills, Royal Mill (MA08_0018), Paragon Mill (MA08_0013) Beehive Mill (MA08_0025), all Grade II* listed, they illustrate the development of plan, power systems, cast iron technology and fireproof construction techniques from the 1790s to the early 20th century³⁷. They are the most complete surviving examples of early steam powered factories in one area.
- 5.3.5 The ability to bring raw materials directly into the town and the need to store them led to the development of the warehouse as a building type. Whether finished goods were destined for the home market or export they usually left Manchester by canal or train meaning that warehouses were commonly located adjacent to waterways or railways. Grade II* listed Dale Warehouse (MA08_0011), is the earliest surviving canal warehouse in Manchester, and was built in 1806, by William Crosely. The base of the building incorporates four boat holes which allowed boats to unload their cargoes inside of the warehouse. The warehouse also incorporates a 'subterranean wheel-pit', containing a 16-foot waterwheel used to drive hoists. The Grade I listed, Old Warehouse to the north of former Liverpool Road Railway Station, Liverpool road (MA08_0065) is recognised as the world's first railway warehouse. Completed in 1830, the design is based on canal warehouses as rail wagons could be brought directly into the building from the viaduct, via turntables, to enable goods to be loaded and unloaded.
- 5.3.6 The advantages of having a warehouse near the Cotton Exchange became a trigger for the redevelopment of the centre. This led to the construction of six or seven-storey buildings with opulent and deeply modelled front façades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The large windows aided the inspection of cotton goods in natural light. One of the most important streets redeveloped for textile uses during the Victorian period is Dale Street, set within the Stevenson Square Conservation Area (MA08_0704). The Grade II listed 35, Dale Street (MA08_0200) is a particularly fine example of warehouse architecture, constructed in buff terracotta and orange-red brick, with numerous pinnacles and pediments forming an interesting skyline. Other warehouses of note within the conservation area are the Grade II

⁵⁰ Miller, I and Wild, C. (2007), *A and G Murray and the Cotton Mills of Ancoats*, Oxford Archaeology North, Lancaster.

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listed Halls Buildings (MA08_0427), which are grouped with the Grade II listed 77–83 Piccadilly (MA08_0437).

- 5.3.7 By the end of the 19th century, commercial warehouses became the principal character type of Manchester's commercial core. These warehouses are prestigious buildings of iron and steel, faced with stone, tile and glass and inspired by the medieval merchant houses of Florence and Venice. The front of the warehouses was commonly used as the show rooms and offices, with the rest used as storage⁴³. There are some fine examples of this building type within the Whitworth Street Conservation Area (MA08_0711).
- 5.3.8 The construction of Manchester Piccadilly Station in 1842 swept away many earlier buildings related to the canal system that had previously occupied the site. Symbolic of the eventual dominance that rail transport would gain over the waterways. The Grade II listed train shed and undercroft at Manchester Piccadilly Station (MA08_0476) is a good example of 19th century railway architecture. It is noted for the aesthetic quality of the design of the train sheds and for the extensive brick-vaulted and cast-iron undercroft which survives well below platform level and includes the remains of 19th century sidings and track. Also, part of this complex is the Grade II listed former goods offices to Manchester Piccadilly Station (MA08_0119), which provided the entrance to the basement goods warehouse beneath the station. As one of Manchester's principal railway stations, it illustrates the dual importance of passenger and freight rail transport to the city and its 19th century economic development (see Section 4.6). The Manchester South Junction and Altrincham Railway Viaduct (MA08_0155) was built in 1845 – 1849, It is an expanse of 224 brick arches running between Piccadilly Station and Liverpool road, which follows the approximate route of the River Medlock and forms a visual boundary to the south of the city centre³⁷.
- 5.3.9 The social and economic revolution of the Industrial Age was a key factor in the development of central Manchester. The Grade II* Athenaeum (MA08_0044) within George Street Conservation Area (MA08_0698), was designed by Sir Charles Barry. It was built for the Manchester Athenaeum, a society for the 'advancement and diffusion of knowledge', in 1837. The society promoted 'mental and moral improvement'; a concept especially popular in industrial cities in the Victorian era. The details of the buildings show the Italian influence of the palaces of Rome and Florence. It is one of the earliest buildings designed by Charles Barry and displays the Italianate style, also colloquially referred to as 'Barryesque'. It is the precursor of the Palazzo style in Manchester's architecture, which is prevalent throughout the city but especially in warehouse design. The Palazzo style of architecture is evident in Charlotte Street, where most of the large warehouses on one side of the street were designed by one architect, Edward Walters, in the mid-19th century³⁷; warehouses such as Austin House (MA08_0091) and Charlotte House (MA08_0090).
- 5.3.10 The civic grandeur of the city is visible in the St Peter's Square Conservation Area (MA08_0703) and Albert Square Conservation Area (MA08_0695). The old town hall in King Street soon became inadequate to provide enough space for the administration of such a rapidly expanding city. The City Council held a competition in 1868 to design a new and

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larger town hall. This competition was won by Alfred Waterhouse and the Grade I listed Town Hall (MA08_0058), a Gothic Revival masterpiece, was completed in 1877. Named after the demolished church, (see section 4.6) St Peter's Square itself was created in 1907. It rapidly became dominated by large buildings as the old houses were demolished. The Midland Hotel (MA08_0007), built in 1898 – 1903 and Grade II* listed, is a very prominent building representative of the cosmopolitan wealth and taste of late 19th century Manchester.

- 5.3.11 Edward Walters (discussed above) was also the architect of the Grade II* listed Free Trade Hall (MA08_0037) Built 1853 – 1856, the monumental front facade is an Italianate masterpiece in the Italian Renaissance Revival style with Ionic columns, balustrades and very fine carvings in the arched recesses, and is found within the Deansgate/Peter Street Conservation Area (MA08_0697). Deansgate is one of Manchester's most historic streets. The area is predominantly commercial, but also contains a significant number of places of assembly, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple. Another building of note within the conservation area is The Rylands Library (MA08_0059). It is a landmark building, not only because of its architectural quality in the Decorated Gothic style with Arts and Crafts accents, but also for its important collection of historic books and manuscripts. Recognised as a Grade I listed building, it was designed by Basil Champneys, constructed from 1890, and opened in 1899.
- 5.3.12 The University of Manchester started as Owens College in 1851 and as such was the first, and remains one of the foremost, 'redbrick' Universities. Owens College appointed Alfred Waterhouse as architect in 1869 and the plans for the college were exhibited at the Royal Academy in 1872. Many of the features of the buildings are reminiscent of the town hall, also designed by Waterhouse. The Grade II* listed Victoria University of Manchester buildings including Christie Library, Whitworth Hall (MA08_0003) are arranged around a quadrangle on the west side of Oxford Road. There are other listed and non-listed university buildings within the vicinity, which together form a cohesive townscape with a strong institutional character.
- 5.3.13 By the end of the post-medieval period Manchester had evolved to contain several distinct areas, which can largely be defined by the conservation areas mentioned above. For example, Ancoats was an area of industrial activity. Stevenson Square and Whitworth Street became areas of monumental warehousing, which are described more fully below. The Upper King Street area became the central financial district, where as St Peters Square and Albert Square became the focus for Manchester's civic spaces. In little over 100 years, Manchester had been transformed. It achieved city status in 1853 and by the end of the 19th century it was still basking in a golden age, though with many of its most recognisable and important buildings still to come.

5.4 Modern (1901 – present)

- 5.4.1 At the beginning of the 20th century Manchester was still reaping the benefits of the Manchester Ship Canal which was completed in 1897. This remarkable engineering achievement made Manchester a port of international stature. In some ways it cushioned the city from the worst effects of interwar recession and this success is reflected in the number of commercial buildings of early 20th century date³⁷. The prolific number and the quality of the architecture of some of the warehouse buildings, in the Whitworth Street Conservation Area are examples of this. The Whitworth Street Conservation Area and Princess Street Conservation Area embody the Mancunian character of buildings. Their physical form was established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. Some of the best examples of early 20th century warehouses are still within this area. The Grade II* listed Asia House (MA08_0016), Lancaster House (MA08_0021) and India House (MA08_0020) were all built in an Edwardian Baroque style between 1900 and 1912.
- 5.4.2 Other commercial buildings which reflect the significance of Manchester as the financial centre of the north are banks, which in Manchester outstripped even London for display³⁷. Charles Heathcote was the foremost local practitioner of the Baroque style and the creator of the most opulent of the surviving bank interiors. These include the Grade II* listed Former National Westminster Bank on Corner at Junction with Spring Gardens Street (MA08_0040) in the Upper King Street Conservation area, which was built in 1902.
- 5.4.3 The Baroque style was the favoured style for some of the most prominent municipal buildings from the early 20th century. The Grade II* listed Police and Fire Station (MA08_0030), built 1901 – 1906, is an important example of the municipal building. It once accommodated a complete community of 40 fire-fighters, policemen and their families, with all the necessary facilities for comfortable living and for training. The Baroque style is also visible at the Grade II listed Royal Infirmary (MA08_0263), built in 1905 – 1908.
- 5.4.4 The decline of the cotton industry after the First World War (see Section 4.7) meant fewer new buildings were constructed. The construction of the Manchester Ship Canal managed to cushion the city from the worst effects of this decline and new major civic buildings were undertaken. This included the Central Public Library (MA08_0042) and the Town Hall extension (MA08_0029). Both are Grade II* listed and within the St Peter's Square Conservation Area. Built in 1930 and 1938 respectively. They 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 City⁵¹.

⁵¹ Manchester City Council (2020a), *St Peter's Square Conservation Area: St Peter's Square and its buildings today*, Manchester City Council. Available online at: https://secure.manchester.gov.uk/info/511/conservation_areas/966/st_peters_square_conservation_area/3.

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- 5.4.5 After the Second World War, there was an emphasis on rebuilding war damaged areas, as some of the city's finest buildings had been badly damaged. Of these the Cathedral and the Free Trade Hall were painstakingly rebuilt. The Assize Courts was eventually demolished like several other buildings that were damaged after the Blitz (see Section 4.7).
- 5.4.6 Many of the mid-20th century tower blocks and office buildings which were built in Manchester are undistinguished, never becoming absorbed into the fabric of the city³⁷. An exception to this is the Grade II listed Co-operative Insurance Society (CIS) building (MA08_0376) built in 1959 – 1962. This was built on an area previously cleared of commercial buildings. It has a strikingly elegant and sophisticated design, incorporating state of the art construction techniques and features for its date. It forms a group with Grade II listed New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (MA08_0373). The buildings are designed by the same architects and built as a single scheme for the Co-operative group. Together the buildings share a strong visual, contextual and stylistic relationship with one another and form impressive skyline features within Manchester city centre³⁷.
- 5.4.7 The area around Manchester Piccadilly Station has had little recent regeneration in the present day except for the station itself. Between 1958 and 1966, Manchester Piccadilly Station, then known as London Road Station, underwent a significant phase of rebuilding. The 19th century entrance building was completely replaced at platform level by a new concourse building, as well as a 10-storey tower block which became offices for British Rail. Between 1998 and 2002, and in advance of the 2002 Manchester Commonwealth Games, the station underwent another major redevelopment. The 1960s entrance building was replaced by a new concourse building; a multi-award-winning design by Building Design Partnership which included ticket offices, shops, and a mezzanine restaurant level. The 1960s tower block was clad and refurbished and a new glazed side entrance was built facing Fairfield Street to provide access to a new taxi rank. The area to the south east of the station has large areas that are now featureless land, used as carparks, as well as a modern multistorey carpark and late 20th century office blocks. Much of the 19th century buildings in this area have been demolished, and only survive as below ground archaeology. The 19th century and early 20th century character has been retained to the north and west of the station, in the conservation areas of Stevenson Square and Whitworth Street.
- 5.4.8 During the 1980s and 1990s Manchester became an important centre for popular music and youth culture. It was labelled in the press at the time as 'Madchester'. Its most famous groups include the Stone Roses, Happy Mondays, Inspiral Carpets, the Charlatans and 808 State. Some former warehouse and factory buildings have been repurposed into bars and nightclubs, the large open spaces making them the perfect venues: Grade II* listed Beehive Mill (MA08_0025), in Ancoats, houses the iconic Sankeys nightclub. The popularity of Manchester as a music and entertainment hub, has also been a catalyst for the increasing popularity of the University of Manchester, students choosing Manchester to study, in part because of its vibrant music scene. Purpose-built student halls have since been constructed within the city centre and surrounding areas to accommodate this growing number. It is now

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consistently the most popular university in the country. The huge student population and the LGBTQ community have contributed to the success of the music and entertainment industry, increasing the number of clubs, restaurants and cafés opening in the city centre.

- 5.4.9 The re-purposing of warehouses as residential property started in the early 1980s with the early 20th century warehouses in the Whitworth Street Conservation Area. This gave a new lease of life to many of the city's older buildings, saving many from demolition. The Irish Republican Army terrorist bomb of 1996 (see Section 4.7), was the catalyst of regeneration not just of the damaged buildings, but the whole area with pedestrianised streets and squares, new buildings and refurbishments.
- 5.4.10 Over the past few decades, the regeneration of Manchester has been dramatic. The skyline has undergone striking changes as the development of taller buildings and skyscrapers has become more prevalent. There has been a move towards high-specification apartments with amenities such as concierges and fitness studios which can rival those offered by hotels. This has provided a luxury lifestyle within the city centre, part of a move to reverse the post-industrial decline. The sympathetic conversion of 19th century mills has meant the retention of their outward historic appearance, especially in conservation areas, such as Ancoats. People associate these cotton mills with Manchester living, and therefore they are highly sought after. This has transformed the city centre into a residential area fit for 21st century urban living requirements⁵². Manchester's city core had about 400 people living there in 1996, it now has approximately 35,000.

⁵² Wainwright, O. (2019), *Welcome to Manc-hattan: how the city sold its soul for luxury skyscrapers*, The Guardian.

6 Research potential

6.1 Introduction

- 6.1.1 The North West England Regional Research Framework⁵³ provides an introduction to the key research themes in the region by period. A focus for further research-led investigation in the Manchester Piccadilly Station area (MA08) could be provided by reflecting on the known and potential historic environment interest of the land required for the construction of the Proposed Scheme, and drawing on the general themes identified in the regional research framework.
- 6.1.2 Research themes for further investigation will be set out more fully in a Historic Environment Research and Delivery Strategy (HERDS), which will be produced post-deposition of the hybrid Bill. The HERDS covers all aspects of the historic environment including built heritage, archaeology and the historic landscape.

6.2 General

- 6.2.1 Linear schemes present the opportunity to provide a representative sample of material from a variety of topographic and geographical zones. They also allow techniques of archaeological investigation to be tested over different areas and geological substrates. In the Manchester Piccadilly Station area (MA08), HS2 represents the opportunity to:
- undertake scientific techniques to provide an improved chronology of archaeological remains with a focus on the prehistoric period and the early medieval period where the understanding of settlement in Greater Manchester is poor;
 - investigate the archaeological, geoarchaeological, and palaeoenvironmental research potential of alluvium deposits associated with the River Medway;
 - utilise surviving organic remains including pollen, plant remains, insect remains to help understand the past environment and landscape in Greater Manchester over a long chronological period; and
 - understand and identify changes in the landscape that relate to climate change.

6.3 Prehistoric and Roman

- 6.3.1 There is little prehistoric evidence in Manchester city centre except for chance finds, and there is an absence of evidence for a permanent settlement. The Roman period includes

⁵³ Research Frameworks (2021), *The North West England Regional Research Framework*. Available online at: <https://researchframeworks.org/nwrf/>.

evidence for the fort at Castleshaw and a several Roman roads. HS2 represents the opportunity to investigate:

- how can we best capture data for the palaeoenvironment in prehistory? There may be scope for environmental sampling on some sites, especially in areas with alluvium, which could aid our knowledge of the development of the local environment;
- what can incidental, 'residual' lithics tell us about Prehistoric activity and settlement locations? As there is no natural flint in this area, can these raw materials be traced to a source location or area. The lithics may give us the opportunity to identify possible areas of activity and through the mapping these areas it could provide a regional or even national trade map;
- can we increase our knowledge of settlement and occupation during the Iron Age in Manchester City Centre?; and
- can the position of the Roman Road between Castleshaw and Manchester be better understood and its position located along the line of Store Street?

6.4 Early medieval

6.4.1 Evidence for the early medieval period is confined to documentary sources and there is little archaeological evidence within the Manchester Piccadilly Station area (MA08). HS2 represents the opportunity to investigate:

- could any soil horizons survive under the post-medieval and modern development to further our knowledge of whether this area was occupied or utilised in the early medieval period?; and
- what was the nature of the agricultural economy to the east of Manchester city centre? Before the development of the area, the area around Manchester Piccadilly Station the area was predominantly arable and park land as shown on old maps such as Ropers map of 1807.

6.5 Medieval

6.5.1 During the medieval period, the settlement at Manchester lay within the Hundred of Salford, which was held by the Norman noble Roger de Poitou. HS2 represents the opportunity to investigate:

- can we identify any potential survival of medieval Manchester within the study area? The stratigraphy within urban Manchester has in recent excavations close to the study area proved to be deep, therefore medieval archaeological survival cannot be ruled out;
- could archaeological investigation in the area close to the River Medlock expand our knowledge of how the people of Manchester managed water resources to its advantage? Before the arrival of the railway, waterways had an important effect on the location and development of Manchester;

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- what is our understanding of medieval land reclamation? Was the area around the River Medlock, reclaimed from low-lying land that formerly flooded?;
- what do we know about the nature and development of medieval urban-based industries? The survival of any medieval material within this area, especially industrial remains, due to its position close to the River Medlock, may extend our knowledge of Manchester as an industrial centre;
- how can the analysis of place and street names inform our understanding of urban industries?; and
- can the old street names provide clues to former landscapes? Whole streets, within Manchester city centre, once integral to the landscape, have disappeared from the map, with newer developments covering some of the older street scape such as Tib Street, named after the 'lost' River Tib.

6.6 Post-medieval

6.6.1 Post-medieval Manchester saw the establishment of the city as an important centre of trade and industry. HS2 represents the opportunity to investigate:

- how do the industries associated with north-west England evolve and develop during this period? Early workshops need to be identified and studied especially with respect to their impact on work organisation and social and gender relations, identifying the precise location of the early production centres of Manchester. Were bricks being made on site at several possible locations for clay pits in the vicinity of Manchester Piccadilly Station?;
- how do burial practices evolve during the post-medieval period? And what evidence is there for the impact of Industrialisation on health and diet? This can be assessed by looking at the possible burial grounds and the people who were buried there. Analysis of their bones could give us information about the health and diet of the people of the industrial population of Manchester at this time. A comparison could be made with the burial grounds at St James' Gardens, Euston, London and Park Street, Birmingham (HS2, Phase 1) to understand regional variations in the health and demography of the population;
- are important survivals of horse infrastructure well understood, recorded and protected? Identify extent and record/protect rare or especially significant examples there are extant examples within the study area of stabling associated with industrial buildings, which could be recorded and studied further. Can these also be found in the archaeological record;
- how well do we understand the historic development of urban transport infrastructure? how as the transport infrastructures improved around Manchester Piccadilly Station did this related to the developing of the urban and market hierarchy? How did the canal and rail infrastructure within the study area, effect the development of local industry? What was the impact upon the landscape and settlement? For example, Manchester Piccadilly Station was itself built over an earlier burgeoning industrial landscape. This could be

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extended within the Manchester Piccadilly Station Area to include the road and tram infrastructure; and

- how well studied and understood are the back yards of workers' housing and what is their significance? The HER for the area around Manchester Piccadilly stations, mentions many types of workers houses, any archaeological investigation in this area, could be focused to address this question.

6.7 Modern

6.7.1 Modern Manchester saw the conflict and change as it developed into the city that it is today. HS2 represents the opportunity to investigate:

- what evidence there is for Second World War bomb damage and its impact? With the aid of Manchester's Bomb mapping and the archaeological record, could more evidence be gained of the Manchester Blitz around the study area;
- what the impact of Manchester Piccadilly Station was on the surrounding city as it became a hub for travel and commuters?; and
- how popular culture shaped the city in the modern period and how it has influenced the entertainment, commerce and student sectors, include the renovation of derelict buildings for the music and film industries?

7 List of acronyms

Table 1: List of acronyms

Acronym	Meaning
ACA	Archaeological Character Areas
ADS	Archaeological Data Service
ASZ	Archaeological Sub Zones
BID	Background Information and Data
CA	Community Area
ES	Environmental Statement
EUS	Extensive Urban Survey
GWSI	Generic Written Scheme of Investigation
HER	Historic Environment Record
HERDS	Historic Environment Research and Delivery Strategy
HLC	Historic Landscape Characterisation
HLCA	Historic Landscape Character Areas
LiDAR	Light Detection and Ranging
NHLE	National Heritage List for England
NHLC	National Historic Landscape Character/Characterisation
NGR	National Grid Reference
NRHE	National Record of the Historic Environment
PRoW	Public Right of Way
SMR	Scope and Methodology Report
UAD	Urban Archaeological Database
ZTV	Zone of Theoretical Visibility

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Appendix A: Historic environment detailed gazetteer

Unique Gazetteer ID (UID): MA08_0001

Asset name: Store Street Aqueduct

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: 385009 398116

Asset class/type and dates

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

References

References: NHLE: 1270666
HER: 1387.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0611	Ashton Canal

Description and sources

Full asset description:

A canal aqueduct built in 1794-99 of coursed squared sandstone. It is a straight aqueduct approximately 70m long, crossing Store Street at approximately 45 degree with a skewed semi-elliptical archway (the soffit now rendered). It has six triangular buttresses (like cutwaters with refuges) on the north side, with four on the south side and radiating voussoirs to the arches. There are two bands on the south side and one on the north side, with coped parapets. It is one of the earliest canal aqueducts with a skewed arch. [1]
The aqueduct carries the Ashton Canal over Store Street in central Manchester. This section of the canal, its last half mile, was designed by Benjamin Outram, who also laid out the canal's terminus and local warehousing. Most of the rest of the canal was completed when he came to the project in 1797. The masonry arch carrying the aqueduct is one of the earliest examples of the helicoidal method of coursing in masonry, the courses being at right angles to the faces of the arch. It is the oldest remaining bridge of its type on the canal system. Unfortunately, the coursing is no longer visible under the rendering. The arch has a 7.6m square span and a 10.5m skew span and rises 1.8m from springing set 2.75m above road level. It has large voussoirs, with spandrels and retaining walls of block masonry set in courses.
Two types of stone were used in the structure, which is 7.4m wide excluding the triangular buttresses. The canal is some 4.6m wide and 1.45m deep at the aqueduct. The aqueduct crossed Shooters Brook originally, which was later put into a culvert and Store Street was built over it in 1805. The aqueduct overflies the street at about 45 degrees. [2]

Setting description:

The aqueduct from Store Street is quite a dominant feature of the streetscape setting, the only views to the rest of the street are through the arch, the canal cannot be seen from the road below. Its setting is its city location, the Ashton Canal and its associated assets, as well as Store Street over which it passes. There

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are views towards Piccadilly Station from the canal crossing the aqueduct, but this is partially blocked by modern high rise flats and typical cityscape buildings, the views do not contribute to the heritage value of the asset. The canal and associated assets, 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 one of the earliest canal aqueducts with a skewed arch.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1270666>
- 2 <http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1082>

Unique Gazetteer ID (UID): MA08_0002

Asset name: 103, Princess Street (Mechanics Conference Centre)

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: 384226 397827

Asset class/type and dates

Monument class/type: Education
Mechanics institute

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

References

References: NHLE: 1247391
HER: 1374.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0286	Former Pickles Building
MA08_0413	101, Princess Street
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

"The Mechanics' Institute built in 1854 by J. E. Gregan. The building is constructed in an Italian Palazzo style from red brick in a Flemish bond with sandstone dressings. The building is on an irregular plan within a parallelogram on an island site. There are three storeys, a cellar, an attic and seven symmetrical bays. The building has a central round headed doorway with a moulded stone surround and prominent cornice on consoles. There are tall, four-pane sashed windows to all floors with moulded architraves. The left return wall has one bay in a matching style with a lettered plaque near the front corner. The first Trade Union Congress was held in this building. [1]

Setting description:

The streetscape setting of the Whitworth Street Conservation Area makes a positive contribution to the value of the asset. Number 103 is distinct in the row of textile warehouses along Princess Street due to its differing architecture. The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments also of the Italian Palazzo style.

Asset value assessment:

The asset's value is derived from its architectural and historic interest, gained from its Italian Palazzo style of architecture and as the venue for the first Trade Union Congress.

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Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247391>

Unique Gazetteer ID (UID): MA08_0003

**Asset name: Victoria University of Manchester including
Christie Library, Whitworth Hall**

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: 384574 396590

Asset class/type and dates

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

References

References: NHLE: 1271428
HER: 8514.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0257	Manchester Museum Extensions

Description and sources

Full asset description:

A range of University buildings constructed in 1870-98 and originally used by Owens College who moved into the building in 1873. Built in a Gothic style by architect Alfred Waterhouse with Paul Waterhouse who added Whitworth Hall to the south end of the east range from 1895-1902. The range which fronts Oxford Road has an asymmetrical façade with Whitworth Hall to the left, having buttresses and large gabled dormers. Made from sandstone ashlar, red tiled roofs with fish scale bands and has a large and irregular plan round a courtyard which is open at the south-west corner. [1]

Setting description:

The setting of the asset is its position within a group of Manchester University buildings. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, due to its Gothic style of architecture, as well as its architects Alfred Waterhouse and Paul Waterhouse.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271428>

Unique Gazetteer ID (UID): MA08_0004

Asset name: The Pankhurst Centre

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: 384992 396288

Asset class/type and dates

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

References

References: NHLE: 1197896
HER: 8499.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0244	60, Nelson Street

Description and sources

Full asset description:

The house was built in 1870-98 and originally used by Owens College who moved into the building in 1873. Built in a gothic style by architect Alfred Waterhouse with Paul Waterhouse who added Whitworth Hall to the south end of the east range from 1895-1902. The range which fronts Oxford Road has an asymmetrical façade with Whitworth Hall to the left, having buttresses and large gabled dormers. Made from sandstone ashlar, red tiled roofs with fish scale bands and has a large and irregular plan round a courtyard which is open at the south-west corner. [1]

Setting description:

The asset is set back from Nelson Street behind a mature front garden and brick wall with railings. The streetscape is modern, with the exception of the Manchester infirmary buildings to the south, and busy. The setting makes a neutral contribution to the value of the asset

Asset value assessment:

The asset has heritage value due to its historic interest as it was the home of Mrs Emmeline Pankhurst at the time of her initiation of the Suffragette Movement. She was born in Manchester in 1858 and in 1903 she and her daughter, formed the Women's Social Political Union at a meeting in this house. The asset's modern busy streetscape setting makes a neutral contribution to the value of the asset.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197896>

Unique Gazetteer ID (UID): MA08_0007

Asset name: Midland Hotel

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: 383828 397870

Asset class/type and dates

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

References

References: NHLE: 1271154
HER: 8537.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0703	St Peter's Square Conservation Area

Description and sources

Full asset description:

"A classic, 1840 two storey building with a square double-fronted plan and a coach-house attached to the south-west corner. The building has three sash windows in plain reveals. The doorway at the centre has a projected recessed porch raised on a base with columns and pilasters with lotus-leaf capitals. The home of the novelist Mrs Gaskell during the latter part of her life. Her two earlier homes in Manchester in Dover Street and Upper Richmond Street, no longer exist." [1]

Setting description:

The asset's setting in St Peter's Square Conservation Area is primarily one of civic grandeur, but it also contains some commercial property. Its 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 interest due to its elaborate Baroque style. It has historic and artistic interest due to its use as a hotel and its association with the novelist Elizabeth Gaskell.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271154>

Unique Gazetteer ID (UID): MA08_0008

Asset name: Victoria Mill

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: 385909 399261

Asset class/type and dates

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

References

References: NHLE: 1197924
HER: 2061.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A cotton spinning mill, built as a double mill in two phases in 1869 and 1873, now disused. The mill was built for William Holland by architect George Woodhouse. The building has a U-shaped plan formed by two large rectangular spinning mills joined by a central engine house and comprises of red brick with yellow brick dressings. The building is symmetrically planned around a central stair turret which is wrapped around the chimney. The engine (rebuilt in 1902) and boiler (now demolished) houses were located to the rear and in the centre of a narrow courtyard formed by the two mill ranges to either side of the stair tower. A very large double mill for its date, which makes striking use of a distinctive industrial architectural vocabulary (especially in the economical design of the combined stair tower and chimney). An excellent example of the development of industrial architecture and the work of George Woodhouse." [1]

Setting description:

The scale of the asset dominates the setting which is surrounded by smaller predominantly domestic buildings. The asset's streetscape and canal setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its historic interest as an excellent example of the development of industrial architecture within Manchester and the work of George Woodhouse.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197924>

Unique Gazetteer ID (UID): MA08_0009

Asset name: New Mill (Murray's Mills)

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: 385032 398642

Asset class/type and dates

Monument class/type: Industrial
Mill

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

References

References: NHLE: 1200821
HER: 2043.1.2
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0017	Decker Mill and Old Mill
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MA08_0023	Doubling Mill and Fireproof Mill (Waulk Mill)
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MA08_0243	Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill
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MA08_0452	Little Mill
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MA08_0696	Ancoats Conservation Area
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Description and sources

Full asset description:

"A cotton spinning mill, built as a double mill in two phases in 1869 and 1873, now disused. The mill was built for William Holland by architect George Woodhouse. The building has a 'U' shaped plan formed by two large rectangular spinning mills joined by a central engine house and comprises of red brick with yellow brick dressings. The building is symmetrically planned around a central stair turret which is wrapped around the chimney. The engine (rebuilt in 1902) and boiler (now demolished) houses were located to the rear and in the centre of a narrow courtyard formed by the two mill ranges to either side of the stair tower. A very large double mill for its date, which makes striking use of a distinctive industrial architectural vocabulary (especially in the economical design of the combined stair tower and chimney). An excellent example of the development of industrial architecture and the work of George Woodhouse." [1]

Setting description:

The asset's setting is its place within the Murray's Mill complex, which is the oldest textile mill group surviving in Manchester. The streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

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Asset value assessment:

The asset's value is due to its historic and architectural interest. It gains group value from its place within the Murray's Mill complex, which is the oldest textile mill group surviving in Manchester.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200821>

Unique Gazetteer ID (UID): MA08_0010

Asset name: Estate Exchange (46, Fountain 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: HE-02-311

National Grid Reference: 384094 398236

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Ecclesiastical office

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

References

References: NHLE: 1200835
HER: 1380.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0705	Upper King Street Conservation Area
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Description and sources

Full asset description:

"The former Overseer's and Churchwarden's Office built in 1852 by architect Thomas Worthington, now used commercial offices. Built in a renaissance style with red brick with sandstone dressings and a slate roof. The building has three storeys (the top two added in 1858), a four window façade and an attic and basement. There are channelled corner pilasters, a stone basement, sill-bands to all floors, a stone attic storey, a prominent modillioned cornice and a pierced parapet with corner chimneys of brick. The building has a round-headed doorway to the right, with panelled architrave and cornice and a recessed porch with internal steps." [1]

Setting description:

The setting comprises of the central financial district around the eastern portion of King Street. King Street is on a gentle slope, and this enhances 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. The streetscape of the Upper King Street Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural and historic interest from its Renaissance style of architecture and its association with the architect Thomas Worthington.

Heritage value: High

Background Information and Data

Historic environment

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Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1200835>

Unique Gazetteer ID (UID): MA08_0011

Asset name: Dale 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: HE-02-311
National Grid Reference: 384692 398190

Asset class/type and dates

Monument class/type: Transport
Canal warehouse
Period(s): Post-medieval

References

References: NHLE: 1200845
HER: 8370.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0162	Rochdale Canal Company Office
MA08_0163	Entrance Archway and Lodge to Yard of the Rochdale Canal Company

Description and sources

Full asset description:

"A canal warehouse, including a subterranean waterwheel, built in 1806 by architect William Crossley. The building is now used as store and display rooms. The building consists of four storeys, an attic, basement and a coursed freestone (fairly low pitched) slate roof. The basement has an arched entrance to the left and two very wide open arched bays which were formerly over canal arms from the Piccadilly Basin. The waterwheel power system was installed in 1824, with a vertical drive shaft which is powered by both internal and external hoists on the fifth floor and was operated for around 85 years. The building was converted to electric power in the late 19th century to early 20th century. Both of the boat bays fell into disuse and were backfilled in the mid to late 20th century. In the late 20th century the building was used for retail purposes."
[1]

Setting description:

The asset is the earliest surviving canal warehouse in the city. Its original setting is the canal basin, which was once accessible directly from the basement. The canal basin is now filled in and used as a carpark, the asset has therefore lost its immediate connection with the canal. The setting makes a negative contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest gained from being the oldest surviving canal warehouse in the city, and it's associated subterranean water-wheel.

Heritage value: High

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Historic environment

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Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200845>

Unique Gazetteer ID (UID): MA08_0012

Asset name: Brownsfield Mill

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: 384892 398400

Asset class/type and dates

Monument class/type: Industrial
Mill

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

References

References: NHLE: 1207994
HER: 2119.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0317 Rochdale Canal Lock Number 83, to the East of Tariff Street

MA08_0409 Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill

Description and sources

Full asset description:

"A steam powered cotton spinning mill dating to the late 1820s with two wings, timber frame construction and an internal engine house. The eastern wing is the earliest and has seven storeys with a stair tower, privy tower and internal engine house. The later western wing has six storeys. The building is unusual due to the underground boilers and has the earliest surviving stair tower which enclosed the chimney, in Manchester. The power system remains are also quite well preserved with the engine house containing the original engine bed and evidence for two vertical drive shafts. A rare surviving example of a type of construction employing heavy timber and cast iron. A system which provided load-bearing strength (well suited to room-and-power mills in which upper floor would also be used for very heavy machinery) and slow-burn properties. Now in use as cash-and-carry premises." [1]

Setting description:

The asset is set canal side on its eastern face, to the west is a large area of hardstanding for carparking, to the north is the busy A665 Ring Road. The canalside setting makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is derived from its architectural and historic interest, as an early example of fireproof industrial architecture.

Heritage value: High

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Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207994>

Unique Gazetteer ID (UID): MA08_0013

Asset name: Paragon Mill

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: 384961 398591

Asset class/type and dates

Monument class/type: Industrial
Mill

Period(s): Modern

References

References: NHLE: 1219048
HER: 2042.1.2
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0018	Royal Mill
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MA08_0406	Sedgwick Mill (To West of Junction with Murray Street)
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MA08_0696	Ancoats Conservation Area
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MA08_0826	McConnel and Kennedy Mills
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Description and sources

Full asset description:

"An electric powered cotton spinning mill, built from 1911 to 1913 for McConnell Kennedy (one of the largest Manchester textile firms). The building has six storeys with ten bays in a trapeziform plan and is built from brick with white stone and terracotta dressings with a concrete floor. There is a ground floor extension which was designed to house preparation machinery. An external stair tower against the south elevation and external towers which were built to house electric motors. The entrance advanced from the base of the tower which is also linked by a bridge to the adjoining Sedgwick New Mill. There is a single storey extension to the east of the site which intended to house preparation machinery. The mill was built to an advanced design for electrical power using Manchester Corporation mains supply. The mill forms part of the McConnell Kennedy work, together with the earlier Sedgwick Mills and Royal Mill. McConnell Kennedy formed one of the largest of the Manchester textile firms, which combined with the Fine Cotton Spinners and Doublers Association in 1898." [1]

Setting description:

The industrial streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural interest as an example of a mill of one of the largest of the Manchester textile firms. As a group with Royal Mill (MA08_0018), Sedgwick Mill (MA08_0406) and

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Beehive Mill (MA08_0025) they illustrate design and construction techniques from the 1790's to the early 20th century.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1219048>

Unique Gazetteer ID (UID): MA08_0014

Asset name: Hope Mill (Hope Works)

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: 385734 398512

Asset class/type and dates

Monument class/type: Industrial
Textile mill

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

References

References: NHLE: 1246950
HER: 12099.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A steam powered textile factory built in 1824. One of the best-preserved examples of its type in Manchester, which retains extensive evidence for the evolution of successive power systems, and which includes an innovative prefabricated iron roofing system. This important component structure demonstrates an understanding by the designers of the principles of compression and tension acting in roof structures, and is related to similar early iron roof structures in contemporary mill developments in Ancoats. Hope Mill makes a strong contribution to the international value of this part of Manchester as the prototypical industrial suburb. The building is rectangular in plan with an integral engine house, boiler house and chimney. The building has seven floors and 20 bays and comprises red brick with ashlar sandstone dressings, double pitched roofs with Welsh slate coverings. Remains of boiler house attached at north-east corner. [1]

Setting description:

The setting of the asset is an impressive and evocative group of former textiles mills, flanking the banks of the Ashton Canal. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural, as one of the best-preserved examples of its type in Manchester, which retains extensive evidence for the evolution of successive power systems, and which includes an innovative prefabricated iron roofing system. Hope Mill makes a strong contribution to the international value of this part of Manchester as the prototypical industrial suburb.

Heritage value: High

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Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1246950>

Unique Gazetteer ID (UID): MA08_0015

Asset name: Britannia Hotel

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: 384336 398041

Asset class/type and dates

Monument class/type: Commercial
Hotel

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

References

References: NHLE: 1246952
HER: 1382.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Built in 1851 by architects Travis and Mangnall as a warehouse. Formerly know as the Watts Warehouse, this building was considered the largest and most grandiose of the warehouses in Manchester and consist of 23 bays, and is 91m long and 30m high. The building is in a eclectic palazzo style with a large rectangular plan, five storeys, a basement and four rectangular attic blocks. There is a rusticated ground storey with a war memorial, a 1920 bronze sculptural group and inscribed stone tablet. The entrance hall has a spectacular open staircase of cast-iron with flying lateral flights at each floor in the form of a succession of 'Ponte Railtos'. The building is now used as a hotel. [1]

Setting description:

The asset's setting is a busy streetscape, with predominantly modern buildings surrounding it. These are of a similar scale and their differences from the Britannia hotel serve to make it stand out more, which makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to architectural and historic interest. When it was built this building was considered the largest and most grandiose of the warehouses in Manchester. It is also associated with the architects Travis and Mangall.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1246952>

Unique Gazetteer ID (UID): MA08_0016

Asset name: Asia 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: HE-02-311

National Grid Reference: 384288 397624

Asset class/type and dates

Monument class/type: Industrial
Packing house

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

References

References: NHLE: 1247432
HER: 8569.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

"Built in 1900-10 by Harry S. Fairhurst as a packing and shipping warehouse. The building is a Free Baroque style with an irregular trapeziform plan on an island site, six storeys and a basement and attic. The front elevation to Princess Street is built of marble and sandstone in a Baroque style. The side and rear elevations are built in brick with more utilitarian detailing. The interior has an unusually elaborate decoration, including a tiled porch and corridor with Ionic pilasters and Venetian windows of green glazed terracotta, Art Nouveau stained glass, staircase tiling and door furnishings. One of the best examples of this type of warehouse in Manchester." [1]

Setting description:

The setting of the Whitworth Street Conservation Area, with its impressive 19th and early 20th century warehousing, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural interest gained from its unusually elaborate interior decoration. This makes it one of the best examples of this type of warehouse in Manchester.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247432>

Unique Gazetteer ID (UID): MA08_0017

Asset name: Decker Mill and Old Mill

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: 385072 398584

Asset class/type and dates

Monument class/type: Industrial
Mill

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

References

References: NHLE: 1247473
HER: 2043.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0009	New Mill (Murray's Mills)
MA08_0023	Doubling Mill and Fireproof Mill (Waulk Mill)
MA08_0243	Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill
MA08_0452	Little Mill
MA08_0696	Ancoats Conservation Area

Description and sources

Full asset description:

"Old Mill was built in 1798 and Decker Mill was added to the east in 1802, both are part of the Murrays Mills complex. Old and Decker Mills form a single structure, which presently comprises six floors and a basement. The original part of the structure (Old Mill) is rectangular in plan and comprises the western eleven bays of the present building. This was originally known as Union Mill and is thought to have been the first cotton spinning mill ever to have been built to height of eight storeys and set the trend for subsequent mills in the area. Within three years of building Old Mill, the Murrays doubled the size of the building by adding an eight-storey extension to the east (Decker Mill). The mill was accessed by a central, square-plan external stair tower, containing a spiral stair case. The building is a multi-phase structure, with the fabric being altered as technology and demand increased throughout the 19th century. The latter phase demonstrates the decline of the cotton industry from the mid 20th century and the transition of the structure from a working spinning mill into a building containing several small manufacturing companies, and finally to an abandoned structure. The building currently contains apartments." [1]

Setting description:

The asset's setting is Ancoats Conservation Area, an industrial streetscape dominated with large mills. It makes a positive contribution to the value of the asset.

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MA08: Manchester Piccadilly Station

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Asset value assessment:

The asset's value is both architectural and historic, as the first cotton spinning mill ever to have been built to height of eight storeys, which set the trend for subsequent mills in the area.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247473>

Unique Gazetteer ID (UID): MA08_0018

Asset name: Royal Mill

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: 384970 398520

Asset class/type and dates

Monument class/type: Industrial
Mill

Period(s): Modern

References

References: NHLE: 1247474
HER: 2042.1.1
NMR n/a

Associated assets

Asset UID Asset name

MA08_0013 Paragon Mill

MA08_0406 Sedgwick Mill (To West of Junction with Murray Street)

MA08_0696 Ancoats Conservation Area

MA08_0826 McConnel and Kennedy Mills

Description and sources

Full asset description:

"The building consist six storeys in an Edwardian Baroque style with a flat roof. The building was originally known as the New Old Mill as it stood on the site of the McConnel and Kennedy's 1797 mill. The Old Mill was demolished in 1911-12 and was replaced in 1912. It was renamed Royal Mill after the visit of the King and Queen in 1942. Sedgwick Old Mill is joined to Royal Mill by a seven storey link block, built in 1912. There is also an external stair tower topped with a sprinkler tank attached to the north-west corner. At the base of the stair tower is a recess for a bell and stone plaque, commemorating the name of the firm and the royal visit." [1]

Setting description:

The setting of the asset is the canal to the front and the mill buildings that surround it. Sedgwick New Mill (MA08_406) forms parallel range to north of site, and adjoins the west wing of Sedgwick Mill. Together with Royal Mill and Paragon Mill they form an import group which are important as a large early textile working site. This industrial streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural and historic interest. It has group value with Sedgewick Mill (MA08_0406), Paragon Mill (MA08_0013) and Beehive Mill (MA08_0025). Together they illustrate design

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and construction techniques from the 1790s to the early 20th century.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247474>

Unique Gazetteer ID (UID): MA08_0019

Asset name: Former Rochdale Canal Warehouse (Jacksons 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: HE-02-311

National Grid Reference: 384800 398336

Asset class/type and dates

Monument class/type: Industrial
Workshop

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

References

References: NHLE: 1254689
HER: 8636.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0610	Rochdale Canal

Description and sources

Full asset description:

A canal warehouse built in 1836 by the Rochdale Canal Company. The building is brick built with austere facades with semi circular arched windows. There were three tiers of loading doors with arched wooden hoist canopies, hoist system of wheels and axle until 1898 when they were replaced by hydraulic hoists, and then later by electric hoists. There are two arched shipping holes in the southern elevation, along with cathead cranes at the top of the elevation. Some original detailing survived within the structure, including a number of loading openings associated with a surviving hoisting mechanism and line shafting in the roof space. [1]

Setting description:

The setting of the asset is formed by the Rochdale Canal as its associated assets. The area was once busy and industrial in character, however it is now formed by modern residential properties. Although the setting is formed by the canal basin, the asset no longer has a functional relationship with it. Despite this, the setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the building is derived from its architectural interest, due to the original detailing surviving within the structure. This includes a number of loading openings associated with a surviving hoisting mechanism and line shafting in the roof space. It has group value with the Rochdale Canal.

Heritage value: High

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Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1254689>

Unique Gazetteer ID (UID): MA08_0020

Asset name: India House (including Attached Wrought Iron Gateway Linked to Lancaster 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: HE-02-311

National Grid Reference: 384215 397619

Asset class/type and dates

Monument class/type: Industrial
Packing house

Period(s): Modern

References

References: NHLE: 1254836
HER: 8654.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0021	Lancaster House
MA08_0028	Former Refuge Assurance Company Offices (The Principal Manchester)
MA08_0377	Bridgewater House
MA08_0434	The Palace Theatre
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

A packing warehouse built in 1905-12 by architect Harry S. Fairhurst and converted into apartments in 1988-89. The building consist eight storeys, steel framed with cladding of buff terracotta and red brick with buff terracotta dressings. The building has a large rectangular plan and is in an Edwardian Baroque style. There is channelled buff terracotta to the ground and 1st floors, with muted cornice on brackets and a cartouche under this at each corner lettered 'India House'. At the left end and linked with Lancaster House, is a large gateway composed of double gates with ramped tops and semi-circular four-strand overthrow, forming a complete circle from the apex, of which is suspended a slender lamp in Art Nouveau style. [1]

Setting description:

The setting within Whitworth Street Conservation Area, with its impressive 19th and early 20th century warehousing, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Edwardian Baroque style of architecture and its historic association with the architect Harry S. Fairhurst.

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Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

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Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1254836>

Unique Gazetteer ID (UID): MA08_0021

Asset name: Lancaster 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: HE-02-311

National Grid Reference: 384270 397647

Asset class/type and dates

Monument class/type: Industrial
Mill

Period(s): Modern

References

References: NHLE: 1254887
HER: 8653.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0020	India House (including Attached Wrought Iron Gateway Linked to Lancaster House)
MA08_0028	Former Refuge Assurance Company Offices (The Principal Manchester)
MA08_0377	Bridgewater House
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

"A packing and shipping warehouse built between 1905-12 by Lloyds Packing Warehouses Ltd and architect Harry S. Fairhurst. There are two phases to the building. Phase one consists of the western section, built in 1910. Phase two consist of the eastern section, opened in 1916. The building has an Edwardian Baroque style with a steel frame, brown and buff terracotta cladding, red brick, slate roof and a long rectangular plan, in two part, on an island site. The building is now used as apartments and offices." [1]

Setting description:

The setting of the Whitworth Street Conservation Area, with its impressive 19th and early 20th century warehousing, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural, because of its Edwardian Baroque style and steel frame architecture and its association with the architect Harry S. Fairhurst.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1254887>

Unique Gazetteer ID (UID): MA08_0022

Asset name: Goods Station and Attached Carriage Ramp

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-02-310b
National Grid Reference: 383565 397867

Asset class/type and dates

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

References

References: NHLE: 1268529
HER: 8650.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0209	235-291, Deansgate
MA08_0462	Former Entrance to Deansgate Goods Station Including Numbers 223 to 233

Description and sources

Full asset description:

"A goods station, warehouse and attached carriage ramp, built for Great Northern Railway Company in 1896-9 by engineer W. T. Forlee. The building has five storeys and consists a steel framed construction with cladding of red brick with blue brick bands and a slate roof. On all four sides is frieze with lettering in white brick 'Great Northern Railway Company's Goods Warehouse'. The east façade (to Watson Street) has five wide cart entrances at the ground floor with deep iron lintels (similar to the north end). The west and south have similar entrances at the first floor level, two where the carriage ramp enters at the north and three to the south end where the former railway viaduct enters. The west side also had four bays of tiered loading doorways with cast iron surrounds. The interior is of brick jack arch, fire proof construction. To the west side, at its north end, there is a carriage ramp to the upper floor of the goods station, which was completed in 1899. The building is a unique surviving example of a three way railway goods exchange station, serving the railway, canal and road networks of the Manchester region. The building incorporates a complex system of hydraulic haulage between the subterranean canal access to the buildings, the street level access and the other storage levels. Built to be fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country." [1]

Setting description:

The asset is a prominent building in the area due to its size and scale. The lettering in white brick 'Great Northern Railway Company's Goods Warehouse' makes its former use clear. The asset has now lost its association with the railway, which no longer passes the asset. It is now in use as a leisure complex, and the surrounding area mainly consists of commercial buildings. The setting therefore makes a neutral contribution to the value of the asset.

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Asset value assessment:

The value of the asset is due to its historic and architectural interest. The building is a unique surviving example of a three way railway goods exchange station, serving the railway, canal and road networks of the Manchester region. Built to be fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1268529>

Unique Gazetteer ID (UID): MA08_0023

Asset name: Doubling Mill and Fireproof Mill (Waulk Mill)

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: 385106 398622

Asset class/type and dates

Monument class/type: Industrial
Doubling mill

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

References

References: NHLE: 1270855
HER: 12401.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0009	New Mill (Murray's Mills)
MA08_0017	Decker Mill and Old Mill
MA08_0243	Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill
MA08_0452	Little Mill
MA08_0696	Ancoats Conservation Area

Description and sources

Full asset description:

"Waulk Mill forms part of the Murray's Mill complex to the east of Bengal street. This complex encompasses two mid 19th century mills. The earliest is Doubling Mill which was built in 1840-43 and was used for doubling cotton. The building retains its engine houses, circular stair tower and wooden floors, supported by cast-iron columns. The second mill (Fireproof Mill) was built in 1843-48 and has a fireproof structure with brick-barrel vaulting supported by Hodgkinson cast-iron beams and cast-iron columns. There is a cart tunnel and three arched entrances on the ground floor of this mill, indicating that it was likely used for storage. The two mills were originally separate structures, but were linked in the 1880s when a new engine was installed and a new boiler house built between the two structures. The Murray's Mill complex is the oldest textile mill group surviving in Manchester, with mill structures standing from 1798." [1]

Setting description:

The setting of the asset is the Murrays Mills complex, it is a significant component of an important example of a large scale mill development of the early 19th century. The industrial streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

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Asset value assessment:

The asset's value is due to its historic and architectural interest as an important example of mill architecture. It also has group value from its place within the Murray's Mill complex, which is the oldest textile mill group surviving in Manchester.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270855>

Unique Gazetteer ID (UID): MA08_0024

Asset name: Tootal, Broadhurst and Lee Building

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-02-310b
National Grid Reference: 384024 397647

Asset class/type and dates

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

References

References: NHLE: 1271294
HER: 8522.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0218	Lee House

Description and sources

Full asset description:

"Textile warehouses built in 1896 by architect J. Sankey Gibbons. The building has five storeys and is built using alternating bands of red brick and terracotta. Giant Corinthian columns rise over the first, second and third storeys and there is a central arched doorway with banded surround and cartouche dated 1896. The building is now used as offices." [1]

Setting description:

The setting of the asset is a modern commercial streetscape. The flanking buildings, although of similar scale, are experienced as dominating the asset. Therefore, the setting makes a negative contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural as an example of the textile warehouse and its association with the architect J. Sankey Gibbons.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271294>

Unique Gazetteer ID (UID): MA08_0025

Asset name: Beehive Mill

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: 385097 398719

Asset class/type and dates

Monument class/type: Industrial
Textile mill

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

References

References: NHLE: 1291735
HER: 2121.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0696	Ancoats Conservation Area
MA08_0826	McConnel and Kennedy Mills

Description and sources

Full asset description:

"A cotton spinning mill, built as a room and power mill in the early 1820s. The earliest buildings comprise an L shaped block, constructed using brick with a cast iron and timber interior. The curved cast iron roof ribs support the timber principle rafters in the attic which was also originally powered. The engine house and original circular staircase were located towards the north of the building, alongside an enclosed chimney which is now demolished. A range to Jersey Street was built in 1824 for warehousing. The adjacent block to Bengal Street was added in 1848, and partly rebuilt following a fire in 1861. The warehouse range is an important example of early fire-proof construction, an advanced type of construction for its date, which demonstrates an understanding of the different properties of cast and wrought iron. The original building is also a good example of a once common type of early 19th century construction, in which timber floors are constructed without joists (a method which provided a strong structure with slow-burning properties). This method enabled heavy weights to be carried on upper floors, and together with the design of roof adopted in this mill, was appropriate in a room and power mill in which different firms would use different floors. Early use of bolting faces for line shafting cast into cast iron beams is also notable." [1]

Setting description:

The industrial streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural and historic interest. It is an important example of early fire-

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proof construction. It was an advanced type of construction for its date and demonstrates an understanding of the different properties of cast and wrought iron. It is also a good example of a once common type of early 19th century construction, in which timber floors are constructed without joists (a method which provided a strong structure with slow-burning properties).

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1291735>

Unique Gazetteer ID (UID): MA08_0026

Asset name: Bartons Building including Barton Arcade

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: 383750 398469

Asset class/type and dates

Monument class/type: Commercial
Shopping arcade

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

References

References: NHLE: 1200850
HER: 396.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A block of shops and offices which enclose shopping arcades. Known as Barton Arcade or Barton Square. A large, slightly rectangular block, intersected by an east-west arcade and an L shaped arcade to the south of this. Constructed using cast-iron and glass with a facing of sandstone ashlar, slate and glass roof in an eclectic style. There is a long nine bay façade to Deansgate, which is divided in half horizontally by a balustraded balcony. The interior comprises four storeys with balconies on two levels curved round at the corners and intersections. The building is furnished with bracketed ornamental cast-iron balustrades and mahogany handrails with vaulted glazed roof raised to domes over the north and south ends of the axial arcade. A good example of Victorian shop and office arcading." [1]

Setting description:

The commercial streetscape of the St Ann's Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural interest due to its iron frame and glass construction. It is also a good example of a Victorian shop and office arcade.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200850>

Unique Gazetteer ID (UID): MA08_0027

Asset name: Daily Express Building

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: 384745 398693

Asset class/type and dates

Monument class/type: Commercial
Newspaper office
Period(s): Modern

References

References: NHLE: 1218285
HER: 8410.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0696	Ancoats Conservation Area

Description and sources

Full asset description:

"Newspaper offices and print works, built in 1939 by Sir Owen Williams. The building has a steel frame with glazed curtain walling, a rectangular plan, loading bay to the rear and consists six storeys. The building is a good example of the functional style of the period and early use of glazed curtain walling. It also has a counterpart in Fleet Street, London." [1]

Setting description:

The modern streetscape of the Ancoats Conservation Area makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural interest. It is a good example of the functional style of the period and early use of glazed curtain walling. It also has historic interest due to its association with Sir William Owens.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1218285>

Unique Gazetteer ID (UID): MA08_0028

**Asset name: Former Refuge Assurance Company Offices
(The Principal Manchester)**

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: 384145 397533

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1271429
HER: 8524.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0020	India House (including Attached Wrought Iron Gateway Linked to Lancaster House)
MA08_0021	Lancaster House
MA08_0377	Bridgewater House
MA08_0434	The Palace Theatre
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

"Insurance company offices built by Alfred Waterhouse in 1891 and extended by his son Paul Waterhouse in 1910 and 1910 (further extended in the 1930s). The building has a steel frame and is clad in red brick with dressings of deep brown and buff terracotta, with grey Dalbeattie to the base of the tower. The building is set in an irregular plan with a block added to the south in 1910. A tower was constructed in 1912 to link the 1910 block to the main building. The offices are very large and built in an ornate eclectic design with French Renaissance accent and some baroque features." [1]

Setting description:

The setting of the asset in Whitworth Street Conservation Area, with its impressive 19th and early 20th century warehousing, makes a positive contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest. This is from its ornate eclectic design style of architecture and though its association with the architect Alfred Waterhouse.

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Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271429>

Unique Gazetteer ID (UID): MA08_0029

Asset name: Town Hall Extension

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: 383885 398012

Asset class/type and dates

Monument class/type: Civil
Town hall

Period(s): Modern

References

References: NHLE: 1197917
HER: 401.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0042	Central Public Library
MA08_0058	Town Hall
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A 1938 extension to the Town Hall by architect Vincent Harris. The building is in an Eclectic style with gothic accent and consist a steel frame with sandstone ashlar cladding and a steeply pitched slate roof. The building has a large irregular plan with a long concave south side and is link to the Town Hall by bridges. In the facades to Lloyd Street, Mount Street and St Peters Square, the ground floor is treated as a plinth with a continuous arcade of simple round-headed openings and a chambered coping. The gable ends of the Mount Street and St Peter's Square wings have tall stair turrets with giant round-headed arches containing elaborate geometrically traceried windows, over the head of each arch a square-headed niche with a statue, and stepped back top stages with bands. At the rear (towards the circular Library building) the wings are linked by a curved 4-storey range which has widely spaced round-headed arches and small windows." [1]

Setting description:

The setting of the asset in the streetscape of the Albert Square Conservation Area is the focus of Manchester's civic spaces and 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. This is due to its eclectic style of architecture and its association with architect Vincent Harris.

Heritage value: High

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Historic environment

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Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1197917>

Unique Gazetteer ID (UID): MA08_0030

Asset name: Police and Fire Station

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: 384664 397798

Asset class/type and dates

Monument class/type: Civil
Police station

Period(s): Modern

References

References: NHLE: 1197918
HER: 8464.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0711	Whitworth Street Conservation Area
MA08_0798	104 Fairfield Street

Description and sources

Full asset description:

"A police and fire station built in 1901-06 by architects Woodhouse, Willoughby and Langham. The building is built in a Baroque style with red brick and yellow terracotta and has a triangular plan with a large central arched entrance that leads to an open central courtyard. The ground storey is rusticated with sash windows and coupled Ionic pilasters which rise to the second and third storeys. The four-storey main range has a giant round-headed central archway with banded surround and inner lintel lettered "FIRE AND POLICE STATION", large square windows at ground floor, a balustrade parapet with central upstand lettered "ERECTED ANNO DOMINI MDCCCCV", and end turrets finished with Baroque cupolas which have life-sized terracotta statues seated at the corners. An ambitious building with much good detail of the period, in unusually complete condition." [1]

Setting description:

The asset is set centrally in Manchester, close to Piccadilly Train Station. It is a prominent building in the area and part of the Whitworth Street Conservation Area. The streetscape of the conservation area and its central location make a positive contribution to the value of the asset.

Asset value assessment:

This asset's value is derived from its architectural interest. This is due to its size, ambition and the amount of good detail it possess from the period. It is also in an unusually good condition. It also has historic interest due to its association with the architects Woodhouse, Willoughby and Langham.

Heritage value: High

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Historic environment

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Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197918>

Unique Gazetteer ID (UID): MA08_0031

Asset name: The Portico Library and The Bank Public 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: HE-02-311
National Grid Reference: 384143 398139

Asset class/type and dates

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

References

References: NHLE: 1197930
HER: 1383.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A stone building in a classical style, built in 1802-06 by architect Thomas Harrison of Chester. The building was originally founded as a social, literary and philosophical society and the first honorary secretary was peter Mark Roget ('Thesaurus' author). The library appears in De Quincey's 'Confessions of an English Opium Eater', and was the chief circulating library until 1856. There are two storeys with a basement and attic, inserted in the front wall is a VR post box. [1]

Setting description:

The asset's modern streetscape setting makes a negative contribution to the value of the asset. The modern buildings which surround the asset are of a much larger scale which dominate the area, pulling focus from the asset.

Asset value assessment:

The value of the building is due to its historic interest as it was originally founded as a social, literary and philosophical society and the first honorary secretary was peter Mark Roget ('Thesaurus' author). The library appears in De Quincey's 'Confessions of an English Opium Eater', and was the chief circulating library until 1856. It also has architectural and historic interest due to its classical style and association with the architect Thomas Harrison of Chester.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197930>

Unique Gazetteer ID (UID): MA08_0032

Asset name: Manchester Law Library

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: 383919 398165

Asset class/type and dates

Monument class/type: Education
Library

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

References

References: NHLE: 1219102
HER: 403.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0146	10, Kennedy Street
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"Law library built in 1885 by architect Thomas Hontas in a Venetian Gothic style. The building has two storeys with a three bay façade and bands of round headed geometric blind tracery over ground floor openings and a parapet inscribed 'Manchester Law Library'." [1]

Setting description:

The streetscape setting of the central financial district of Upper King Street Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset is due to its Venetian Gothic style of architecture and its historic association with the architect Thomas Hontas. Its setting contributes positively to its value as it is well positioned within the Upper King Street Conservation Area.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1219102>

Unique Gazetteer ID (UID): MA08_0033

Asset name: Former Midland Bank

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: 384017 398235

Asset class/type and dates

Monument class/type: Commercial
Bank (financial)

Period(s): Modern

References

References: NHLE: 1219241
HER: 1377.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"Bank built in 1929 by Sir Edwin Lutyens, with Whinney, Son and Austen Hall. Built in a modernist classical style with a rectangular plan and ten storeys. The ground floor has channelled rustication with three very large round-headed windows to the banking hall with small panes and radiating glazing bars, and at each end a tall round-headed doorway with rusticated architrave, triglyph frieze, and prominent mutated cornice. Over this is an unusual deeply-splayed horizontal embrasure to a small square window, each doorway opening into a corner porch. Most windows have plain reveals and small-pane glazing, those to the 4th floor square, but the attic pavilion (which resembles an 18th century orangery) has Corinthian semi-columns distyle in antis, a large round-headed window in the centre (and in each return wall), storeyed rectangular windows in the outer bays, and cresting over the centre. The rear (to Chancery Lane) differs in having a giant semi-circular arch in the centre and a smaller number of windows (some at the lower levels square), and a five-bay attic pavilion with pedimented outer bays and a three-bay colonnade in the centre. Interior: banking hall with circular colonnade." [1]

Setting description:

The setting of the asset in the central financial district streetscape of the Upper King Street Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest from its modernist classical style of architecture and its association with renowned architect Edwin Lutyens.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1219241>

Unique Gazetteer ID (UID): MA08_0034

Asset name: City Police Courts (The Court 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: HE-02-310b

National Grid Reference: 384504 398008

Asset class/type and dates

Monument class/type: Civil
Court house

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

References

References: NHLE: 1219894
HER: 8478.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0123	Minshull House (Mindel House)
MA08_0178	11, Bloom Street
MA08_0240	8, Minshull Street

Description and sources

Full asset description:

"City police courts, built in 1868-71 by Thomas Worthington. The building consist two and a-half storeys over a basement, with a tower in the north-west corner. The police courts are constructed from red brick with sandstone dressing in an Italian gothic style, with a steeply pitched slate roof. The central two-centred arched doorway has gabled surround, including shafts with carved crocket caps and three arched windows above the doorway. There is another doorway to the right which has slightly different fenestration. There is also a very tall octagonal chimney behind the ridge." [1]

Setting description:

The setting of the asset is Minshulls Street and the surrounding buildings which are predominantly of a similar style, date and scale. The asset's streetscape and canal setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural and historic interest from it flamboyant Flemish Gothic style and from the well preserved internal courtrooms.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1219894>

Unique Gazetteer ID (UID): MA08_0035

Asset name: Royal Bank of Scotland (38 and 42 Mosley 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: HE-02-311

National Grid Reference: 384153 398209

Asset class/type and dates

Monument class/type: Commercial
Bank (financial)

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

References

References: NHLE: 1220165
HER: 1378.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0705 Upper King Street Conservation Area

Description and sources

Full asset description:

"The former Williams Deacon Bank built in 1860-62 by Edward Walters for Manchester and Salford Bank (extended in 1880 by Barker and Ellis). This building is known as Walters last work, and is mention in "The Builder" 1860 and 1861. The 4 storey building is in an Italian Palazzo style with heavily rusticated facades on the ground storey, stepped plinth. There is a modillion cornice at the first floor and giant Ionic pilasters to the sides of the upper stage. The single storey connecting block is flanked by Roman Doric columns, massive consoles supporting the cornice and balustrade with urns. The doorway is now built up in stone." [1]

Setting description:

The central financial district streetscape of the Upper King Street Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is from its history and architecture as the architect Edward Walter's last work and from its Italian Palazzo style.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1220165>

Unique Gazetteer ID (UID): MA08_0036

Asset name: Lawrence Buildings

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: 383802 398016

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1220257
HER: 8495.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0108	St Andrews Chambers
MA08_0522	1-5, Central Street
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"Former Inland Revenue offices, built in 1874 by architects Pennington and Bridgend. The four storey building is constructed in an elaborate Gothic style with mullion windows and traceried heads in pointed arched surrounds with hoodmoulds. The doorway has a gabled canopy on pilaster and the doorway on a south-east angle has a pointed arched head, flanked by carved heraldic beasts. The building is similar to St Andrews Chambers." [1]

Setting description:

The setting of the asset is the streetscape of the Albert Square Conservation Area, which provides the focus of Manchester's civic spaces and makes a positive contribution to the value of the asset. It forms a group with St Andrew's Chambers, to the right, which is built in a similar style.

Asset value assessment:

The value of the asset is architectural and historic, gaining its value from its elaborate Gothic style of architecture, and through its architects Pennington and Bridgend.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1220257>

Unique Gazetteer ID (UID): MA08_0037

Asset name: Free Trade Hall

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: 383683 397930

Asset class/type and dates

Monument class/type: Commercial
Trade hall

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

References

References: NHLE: 1246666
HER: 121.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0697	Deansgate/Peter Street Conservation Area

Description and sources

Full asset description:

"Public assembly hall, now a concert hall, built in 1853-6 by architect Edward Walters. The building is built on land given by Richard Cobden in St Peter's Fields, by the Anti-Corn Law League and replaced a simple brick building (1843), which itself replaced a timber pavilion (1840). Home of the Halle Orchestra from 1858. The building has a classical Italianate style, trapeziform plan. The ground floor has rectangular piers with enriched impostes and moulded round-headed arches with richly carved spandrels, which include shields of the Lancashire towns which took part in the Anti-Corn law movement. A plaque attached at the left end of ground floor recording that this was the site of the "Peterloo" meeting in 1819. The hall was largely reconstructed in 1950-1 following extensive damage from the war." [1]

Setting description:

The Victorian streetscape of the Deansgate Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural and historic, which it gains from its Italian Palazzo style architecture, described by Pevsner as 'the noblest monument in the Cinquecento style in England'. Some of historic interest comes from being built on the site of the Peterloo Massacre of 1819 and from being the home of the Halle Orchestra from 1858. The asset was also bombed and left as an empty shell in the Manchester Blitz of December 1940.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1246666>

Unique Gazetteer ID (UID): MA08_0038

Asset name: Cobden House, 19 Quay 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: HE-02-311

National Grid Reference: 383364 398014

Asset class/type and dates

Monument class/type: Domestic
Town house

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

References

References: NHLE: 1247447
HER: 277.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0480	14, Byrom Street
MA08_0702	St John Street Conservation Area

Description and sources

Full asset description:

"A mid 18th century town house which was the residence of Richard Cobden (politician and reformer). The building later became part of Owen's College (which became the University of Manchester). The building has three storeys, a stucco basement storey and a late 19th century plain classical doorcase (formerly had pedimented doorcase with double flight of steps). The interior has a staircase hall, original staircase, balustrade, plasterwork and Venetian windows." [1]

Setting description:

The modern streetscape makes a negative contribution to the value of the asset, the surrounding buildings dominate it in style and scale.

Asset value assessment:

The value of the asset is architectural and historic, as one of the best-preserved Georgian houses in the centre of Manchester, as well as through its association with former inhabitant Richard Cobden (politician and reformer).

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247447>

Unique Gazetteer ID (UID): MA08_0039

Asset name: Memorial Hall

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: 383765 398041

Asset class/type and dates

Monument class/type: Civil
Memorial hall
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1254637
HER: 8620.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0106	Albert Chambers
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"Built in 1864-6 (by Thomas Worthington) as one of the first buildings to front the new square around the Albert Memorial. It was built to commemorate 2,000 Ministers who in 1662, seceded from the Church of England to form the Unitarian Church. The building is in a trapeziform corner plan with three storeys and is built in a Venetian Gothic style with red brick and sandstone and polychrome dressings. There is a band with raised lettering "Memorial Hall Erected in Commemoration of the Year 1662" on the principle façade to Albert Square. The building formerly housed the Manchester Unitarian Sunday School Union and Home Missionary Board, the Charles Halle Choir, and several societies such as the Statistical, the Photographic, Elocutionist, etc." [1]

Setting description:

The streetscape of the Albert Square Conservation Area, which provides a focus for Manchester's civic spaces, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic as one of the first buildings to front the new square around the Albert Memorial. It was built to commemorate 2,000 Ministers who in 1662, seceded from the Church of England to form the Unitarian Church. The building also gains historic interest as it formerly housed the Manchester Unitarian Sunday School Union, the Home Missionary Board, the Charles Halle Choir, and several societies such as the Statistical, the Photographic and the Elocutionist. This illustrates its importance to the people of Manchester for their entertainment and education.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1254637>

Unique Gazetteer ID (UID): MA08_0040

Asset name: Former National Westminster Bank on Corner at Junction with Spring Gardens

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: 384084 398297

Asset class/type and dates

Monument class/type: Commercial
Bank (financial)

Period(s): Modern

References

References: NHLE: 1255042
HER: MGM9932
NMR: 8684.1.0

Associated assets

Asset UID	Asset name
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"A bank built in 1902 for Parrs Bank, by Charles Heathcote. The building is in an Edwardian Baroque style and has red sandstone a grey granite plinth with a slate roof. The ground floor, which is taller than the next two floors together, has banded rectangular piers supporting coupled Doric columns with shaped entablatures and a large round-headed window filling the width of each bay. The splayed corner to the left has octagonal piers framing a large round-headed doorway with enriched granite surround, and an elaborately detailed two-stage feature above including a curved balcony with elegant Art Nouveau railings."
[1]

Setting description:

The setting is the central financial district streetscape of the Upper King Street Conservation Area which makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest due to its Edwardian Baroque style of architecture, as well as its historic association with the architect Charles Heathcote.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1255042>

Unique Gazetteer ID (UID): MA08_0041

Asset name: G Mex (Manchester Central)

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: 383737 397786

Asset class/type and dates

Monument class/type: Transport
Railway station

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

References

References: NHLE: 1270514
HER: 129.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Built in 1876-9 and designed by Sir John Fowler as a joint railway station terminus for the Midland and Cheshire lines (later used as a goods station). The building has a large single span segmental steel roof, which is 210 feet wide with continuous glazing banks and consist iron and glass on the brick under croft, with brick side walls. The building is a single segmental vaulted vessel of 15 bays. Below the train shed there is a vast under croft of brick vaults and intersecting tunnel-vaults, which is a major example of Victorian engineering. Covering six platforms, the interior was never completely finished. The station closed in 1969 and was used as car park for many years, but now its converted into an exhibition centre (The G-Mex Centre)." [1]

Setting description:

The asset is now in use as a exhibition centre and surrounded by a modern streetscape setting, it has now lost its association with the railway. and therefore the setting makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest as a good example of 19th century rail architecture. It also has historic interest due to its former use as a railway station and its association with architect Sir John Fowler.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270514>

Unique Gazetteer ID (UID): MA08_0042

Asset name: Central Public Library

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: 383865 397942

Asset class/type and dates

Monument class/type: Education
Public library

Period(s): Modern

References

References: NHLE: 1270759
HER: 8605.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0029	Town Hall Extension
MA08_0346	Pair of K6 Telephone Kiosks Near Library
MA08_0703	St Peter's Square Conservation Area

Description and sources

Full asset description:

"Public library built in 1930-4 by Vincent Harris. When opened in 1934 by King George V, the Central Library was the largest public library in the country. It is a Classical-style building in Portland Stone which takes inspiration from the Pantheon in Rome, with its circular plan and the central lantern light at the top of the dome. Its huge portico, supported by six Corinthian columns, emphasises the importance of St. Peter's Square. 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.

Between the Library and the Town Hall extension stands a pair of listed cast-iron K6 telephone kiosks." [1]

Setting description:

The asset's setting and prominent position in the relatively open area St Peters Square a makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is due to its Classical-style architecture in Portland Stone which took its inspiration from the Pantheon in Rome. It also has historic interest due to its use as a Public Library and its association with the architect Vincent Harris.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270759>

Unique Gazetteer ID (UID): MA08_0043

Asset name: 25, St Ann 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: HE-02-311

National Grid Reference: 383822 398379

Asset class/type and dates

Monument class/type: Commercial
Bank (financial)

Period(s): Post-medieval

References

References: NHLE: 1270792
HER: 397.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0338	Mansfield Chambers
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A bank with attached managers house, built in 1848 for Benjamin Heywood's Bank, by J. E. Gregan. Heywood's was one of most prominent of private banks and was absorbed in 1874 by the Manchester & Salford Bank – William's & Glyn's. The building is located on a tripartite plan with the bank on the corner of St Ann's Square, with the entrance bay in the centre and the former managers house to the right. The three storey building is constructed in an Italian Palazzo style from sandstone ashlar with red brick and sandstone dressings. The corner has a carved shield at the ground floor and the entrance bay has a single-storey porch with a round-headed doorway (the lintel lettered "BANK") with emphatic run-out voussoirs, and a balustraded parapet." [1]

Setting description:

The asset is surrounded by buildings of a similar age and scale, and therefore the streetscape of the St Ann's Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic, as Heywood's was one of most prominent private banks in the 19th century. It also has architectural and historic interest due to its Palazzo style and association with the architect J. E. Gregan.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270792>

Unique Gazetteer ID (UID): MA08_0044

Asset name: The Athenaeum

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: 384077 397991

Asset class/type and dates

Monument class/type: Recreational
Club

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

References

References: NHLE: 1270889
HER: 1379.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0064	City Art Gallery
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"The cultural club built in 1837 by Sir Charles Barry, now an annex to the City Art Gallery. The building was damaged by fire in 1874 and was remodelled internally and an attic was added. The two storey building was built in an Italian palazzo style with a symmetrical nine-window façade, a basement treated as a plinth, raised rusticated quoins, sill-bands, string-course, lettered frieze, very prominent mutuled cornice, and high balustraded parapet with four tall chimneys. The frieze letters read: "INSTUTVTED MDCCCXXXV ATHENAEUM ERECTED MDCCCXXXVIII". The frieze on the right side reads: "FOR THE ADVANCEMENT AND DIFFUSION OF KNOWLEDGE". The entrance, up a flight of stone steps, has a shallow rectangular porch with Roman Doric columns, triglyph frieze, moulded cornice and balustraded parapet, and a round-headed arch to a recessed porch with coffered barrel-vaulted ceiling." [1]

Setting description:

The busy commercial streetscape of the George Street Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Italian Palazzo style of architecture and its historic association with the architect Sir Charles Barry.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270889>

Unique Gazetteer ID (UID): MA08_0045

Asset name: Former Reform Club Manchester Club

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: 384027 398281

Asset class/type and dates

Monument class/type: Recreational
Club

Period(s): Post-medieval

References

References: NHLE: 1282987
HER: 1376.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"A political club built in 1870-1 by Edward Salomons. The double pile plan building is three storeys and constructed from sandstone ashlar with polychrome dressings and hipped slate roofs. The ground floor has an elaborate round-headed doorway in a porch composed of colonnettes and concave under-hang to a projected balustraded first-floor balcony. The internal staircase is along the full length of building and includes a longcase clock and linen fold panelling. The grand main dining room is two storeys tall on piano nobile with an enormous billiard room in roof space. The building is now a restaurant and bar." [1]

Setting description:

The surrounding streetscape setting of the Upper King Street Conservation Area makes a positive contribution to the value of the asset, although the architectural styles vary greatly they do for the most part create a harmonious street scene.

Asset value assessment:

The value of the asset is architectural and historic, from its association with the architect Edward Salomons, as well as its former use as a Victorian political club.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1282987>

Unique Gazetteer ID (UID): MA08_0046

Asset name: Manchester Tennis and Racquet Club

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: 383347 398832

Asset class/type and dates

Monument class/type: Recreational
Tennis club
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1386080
HER: 7246.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0533	Former Manchester Swimming Baths

Description and sources

Full asset description:

"Manchester Tennis and Racquets Club built in 1880 by George T. Redmayne. The club was founded in 1878, and moved to its present site in 1880. Originally it comprised a real tennis court, racquets court and bowling alley, to which a squash court was added as an upper floor in 1925. The large complex of two to three storey buildings are constructed of brick with terracotta dressings and a slate and partially glazed roof. The buildings form a T-plan with the main courts buildings ranged parallel to street and set back from it with central wing advanced towards street, housing entrance, and flanking buildings filling in the angles each side. The entrance block is expressed as three storeys and there is a fluted chimney stack to the right hand side. The interior is substantially unaltered, with the racquets court retaining original surfaces and complete real tennis court together with other principal reception rooms and staircase." [1]

Setting description:

The asset is dwarfed by the modern architecture which surrounds it, the setting makes a negative contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic, from its original uses of a real tennis court, racquets court and bowling alley. It also has historic interest due to its association with the architect George T. Redmayne.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1282987>

Unique Gazetteer ID (UID): MA08_0047

Asset name: Former Public Baths

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: 383413 399003

Asset class/type and dates

Monument class/type: Health and welfare
Baths
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1386123
HER: 1591.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0561	Eagle Inn and Attached Dwelling

Description and sources

Full asset description:

"Public baths which were previously used as a warehouse, but are now disused. Built in 1855 by Thomas Worthington out of brick with stone dressings and Welsh slate roof. The building is two storeys with a central five-bay attic storey. There are entrances in the fourth bay on each side (one is now blocked and the other retaining paired panelled doors). To the rear are the former baths with twin-span part-glazed roofs. Inside the building, the bath areas are remaining with the roofs supported by rare early laminated timber trusses. Semi-circular arch-braces springing from cantilevered iron consoles support the principal rafters. The spandrels are infilled with wooden cross-bracing. These baths are an important survival of early purpose built public baths." [1]

Setting description:

The asset is set at the edge of a busy main road, and within a commercial/industrial area. The modern busy streetscape makes a negative contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is architectural and historic, gaining value from its connection with the architect Thomas Worthington, and as an important survival of early purpose built public baths.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386123>

Unique Gazetteer ID (UID): MA08_0048

Asset name: Manchester Jewish Museum

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: 384317 399904

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Synagogue

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

References

References: NHLE: 1208472
HER: 8323.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A Spanish and Portuguese Synagogue built in 1889 by Edward Salomons. The building is in a T-shaped plan and is constructed of red brick with sandstone dressings and slate roofs. The two storey building is quite plan but has elaborate Spanish and Saracenic motifs in the façade. The centre has a large two-centred arched doorway with shafts, polychrome-banded extrados, recessed door with banded lintel, flanked by small triangular-headed lancet windows." [1]

Setting description:

The asset's modern busy streetscape setting makes a negative contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural and historic, due to its Moorish Revival style by the noted Manchester based architect Edward Salomons.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1208472>

Unique Gazetteer ID (UID): MA08_0049

Asset name: Church of St George

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: 382889 397296

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

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

References

References: NHLE: 1208640
HER: 8332.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0094 Churchyard Walls, Gate Piers and Gates at Church of St George

MA08_0708 Castlefield Conservation Area

Description and sources

Full asset description:

"The church was built in 1826-8 by Francis Goodwin and was restored in 1884 by J. S. Crowther. The building is constructed in a gothic perpendicular style from sandstone ashlar with slate roofs. The tall west tower has four unequal stages, with setback buttresses completed as tall octagonal traceried pinnacles with embattled tops and crocketed spirelets. There is a wall mural monument to the Hon. George Berkeley Molyneux, from 1841 and is signed by Edward Physick. The foundation stone was laid 7th September 1826 by Bishop C. J. Blomfield. The building cost 26,000 pounds sterling, the site being given by W. H. Egerton and consecrated in 1828. In 1871 the roof was shown to be defective and internal arrangements did not suit the congregation and repairs were made." [1]

Setting description:

The asset is set next to the busy Mancunian Way, surrounded by modern apartment blocks. This and its distinctive Gothic style architecture, visually isolates it from the streetscape of the Castlefield Conservation Area making a negative contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset is due to its Gothic Perpendicular style of architecture and historic association with the architects Francis Goodwin and J. S. Crowther. It also has historic interest as a place of worship and due to its wall mural monument to the Hon. George Berkeley Molyneux (a colonel). The mural dates from 1841 and is signed by Edward Physick.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1208640>

Unique Gazetteer ID (UID): MA08_0050

Asset name: Former Unitarian chapel

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-02-310b

National Grid Reference: 384745 396980

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Unitarian chapel

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

References

References: NHLE: 1270670
HER: 8639.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A former Unitarian Chapel with attached Sunday School, built in 1837-9 by Sir Charles Barry. The building was constructed in an early English gothic style, from coursed squared sandstone and slate roofs. The building comprises a preaching nave of seven bays divided externally by gabled buttresses with small square turrets at the corners and a tall deeply recessed arch at the south-west front embracing the entrance with a two-light traceried window above it. The ceiling has a pointed barrel vault with moulded ribs and a small gallery next to the entrance with passage galleries at each side. The glass in the north-east window has a representation of Christ and the twelve apostles. The chapel is of importance not only because it is an early example of the work of Sir Charles Barry but also because it is an early example of a Nonconformist chapel built in the Gothic style. The building is now the Islamic Academy. [1]

Setting description:

The asset is surrounded by a modern industrial estate on a very busy streetscape. This setting makes a negative contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest, as an early example of work of Sir Charles Barry and an early example of a Nonconformist chapel built in the Gothic style.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270670>

Unique Gazetteer ID (UID): MA08_0052

Asset name: Christ 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: HE-02-311

National Grid Reference: 384414 395852

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

Period(s): Post-medieval

References

References: NHLE: 1283013
HER: 8463.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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n/a	n/a
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Description and sources

Full asset description:

A church built by Cecil Hardisty, dated 1896 on a plaque at the east end. The church is constructed in a Free Late Gothic style from glazed red brick with red sandstone dressings and a steeply pitched slate roof. The east gable has a plaque with a central cross and Gothic lettering "Ad Gloriam Dei" above, "A. MDCC" to the left and "CXCVI D" to the right, and "Jacobus Moorhouse STP/Episcopus/ posuit " below. [1]

Setting description:

The asset is set within it's own grounds with other buildings of a similar scale and style. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architectural interest and Free Late Gothic style. It also has historic interest due to its association with the architect Cecil Hardisty.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1283013>

Unique Gazetteer ID (UID): MA08_0053

Asset name: Cathedral of St John and Attached Cathedral 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: HE-02-311
National Grid Reference: 382789 398598

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Cathedral
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1386115
HER: 1600.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0543	Railings, Walls, Gate Piers and Gates to Cathedral of St John
MA08_0706	Adelphi/Bexley Square Conservation Area

Description and sources

Full asset description:

A Roman Catholic Cathedral built in 1845 by Weightman and Hadfield. The cathedral is constructed in a gothic style from coursed and squared stone with a welsh slate roof. The interior has a choir largely modelled on Selby including a good stone traceried east window and the nave owes much to Howden. There is a Cathedral House adjoining on eastern side which was originally the Theological College (now the Presbytery and Convent). The original wing at rear consists a stone building of three storeys with dormers in a restrained Gothic style with tiered angled bay and doorway at centre. [1]

Setting description:

The streetscape setting of the Adelphi/Bexley Square Conservation Area makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Gothic style of architecture, its historic association with the architects Weightman and Hadfield and its continued use as a cathedral and historic association with the Theological College.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1386115>

Unique Gazetteer ID (UID): MA08_0054

Asset name: Church of the Sacred Trinity

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: 383486 398704

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

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

References

References: NHLE: 1386185
HER: 893.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0571	Sacred Trinity, Salford War Memorial
MA08_0707	Flat Iron Conservation Area

Description and sources

Full asset description:

A church built in 1752 (the tower was built in 1635) and restored in 1871-74 by Holden, now also used as a library and offices. There is a two-stage tower in a transitional Gothic Classical style, with decorated windows divided by transom and paired bell chamber lights above. A galleried plan with aisles below gallery which are now partitioned off to form separate offices. The galleries themselves now are in use as a library. The shallow king-post and panelled roof dates from the Victorian restoration. [1]

Setting description:

The setting of the Church of Sacred Trinity is centrally in the Flat Iron Conservation Area and makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Gothic Classical style of architecture, and its historic and continued use as a church. It has group value with the Sacred Trinity, Salford War Memorial (MA08_0571).

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386185>

Unique Gazetteer ID (UID): MA08_0055

Asset name: Southern Railway Viaduct and Colonnade

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: 383211 398497

Asset class/type and dates

Monument class/type: Transport
Railway viaduct

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

References

References: NHLE: 1386162
HER: 1601.1.2
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0551	Central Railway Viaduct
MA08_0552	Northern Railway Viaduct

Description and sources

Full asset description:

A railway viaduct built in 1840-2 by Sir John Hawkshaw, the engineer for the Liverpool and Manchester Railway. Built when the line, which is an extension of the original Liverpool and Manchester Railway, was carried through to link up with the Manchester and Leeds line at Victoria Station. The deck, which is largely renewed in later steel construction, is carried on three rows of massive cast iron columns with Egyptian style capitals. The parapets are cast iron plates decorated with leaf frieze and fluted pilasters. The viaduct comprises cast iron columns supporting a later steel deck on I-section beam and a plain cast iron parapet supported by massive cast iron Doric columns. [1]

Setting description:

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

Asset value assessment:

The value of the asset is historic, gained from its association with Sir John Hawkshaw, the engineer for the Liverpool and Manchester Railway.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1386162>

Unique Gazetteer ID (UID): MA08_0056

Asset name: Manchester War Memorial

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: 383973 398025

Asset class/type and dates

Monument class/type: Commemorative
War memorial

Period(s): Modern

References

References: NHLE: 1270697
HER: 8611.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0056	Manchester War Memorial
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

A war memorial constructed in 1924 by architect Sir Edwin Lutyens. The cenotaph is of Portland stone and bears the Arms of Manchester and a sword and is on a low plinth which runs out to each side at the rear with rearward returns bearing obelisks. At its top is a recumbent figure of a fallen soldier and in front is a stone sarcophagus flanked by obelisks. The north-west side of the cenotaph bears the inscription: "TO THE/ HONOURED MEMORY/ OF THOSE WHO/ GAVE THEIR LIVES/ FOR THEIR COUNTRY". On the south-east side is inscribed: "O LORD GOD OF OUR/ FATHERS KEEP THIS/ FOREVER IN THE/ IMAGINATION OF THE/THOUGHTS OF THE/ HEART OF THY PEOPLE." [1]

Setting description:

The memorial is set within the streetscape of the Albert Square Conservation Area, which provides the focus of Manchester's civic spaces. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its artistic and historic interest, gaining its value from the aesthetic quality of the sculpture and of the historic events it commemorates. It also has historic interest due to its association with the architect Sir Edwin Lutyens.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270697>

Unique Gazetteer ID (UID): MA08_0057

Asset name: Albert Memorial

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383822 398116

Asset class/type and dates

Monument class/type: Commemorative
Commemorative monument

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

References

References: NHLE: 1197820
HER: 400.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0058	Town Hall
MA08_0109	Brights Statue
MA08_0110	Frasers Statue
MA08_0111	Gladstones Statue
MA08_0112	Heywoods Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A memorial to Prince Albert, built in 1862-4 by architect Thomas Worthington, with the statue of the Prince Regent in garter robes, by Matthew Noble. The first major Albert Memorial to be completed, perhaps a prototype for the Albert Memorial in Kensington, by Sir George Gilbert Scott. The memorial comprises mostly sandstone, with a statue of white marble. It is constructed in the form of a large Gothic ciborium or canopy, to a design derived from the 13th century church of Santa Maria Della Spina in Italy. The memorial is square in plan, with a tall two-centred arched opening in each side under a steep gable with carved enrichments, corner piers surmounted by tall canopies with shafts and heavily carved crocketed tops, containing statues representing Art, Commerce, Science and Agriculture, and an octagonal spire with crocketed top and delicate wrought iron open-work finial. Raised on base with moulded plinth and bands of heraldic panels, and mounted on podium of five steps. Under the canopy, a statue of a standing figure, mounted on a pedestal." [1]

Setting description:

The memorial is set within the streetscape of the Albert Square Conservation Area, which provides the focus of Manchester's civic spaces, it makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The value of the asset is due to its artistic and historic interest gaining from the aesthetic quality of the sculpture and of the historic figure it represents. It was the first major Albert Memorial to be completed.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197820>

Unique Gazetteer ID (UID): MA08_0058

Asset name: Town Hall

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 383867 398089

Asset class/type and dates

Monument class/type: Civil
Town hall
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1207469
HER: 401.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0029	Town Hall Extension
MA08_0057	Albert Memorial
MA08_0109	Brights Statue
MA08_0110	Frasers Statue
MA08_0111	Gladstones Statue
MA08_0112	Heywoods Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

A town hall built in 1868-77 by Alfred Waterhouse. The building is set on a triangular island site, with three main ranges enclosing a triangular courtyard, mostly filled by a rectangular Great Hall. The hall is constructed in a Gothic style with three storeys and an attic. The building is of major importance and contains mural paintings by Ford Madox Brown, statuary by W. Theed and 286 ft. clock tower and spire. There are double flights of circular stairs leading to fine suite of mayoral rooms on the first floor. The Great Hall has a hammer-beam roof and there are vaulted corridors which circuit the whole building on each floor." [1]

Setting description:

The Town Hall provides the focus of the Albert Square Conservation Area, which in turn provides the focus of Manchester's civic spaces, it makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The building has heritage value due to its Gothic style of architecture and its historic association with the architect Alfred Waterhouse. It also has artistic interest as it contains mural paintings by the artist Ford Madox Brown and statuary by the sculptor William Theed.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207469>

Unique Gazetteer ID (UID): MA08_0059

Asset name: John Rylands Library and Attached Railings, Gates and Lamp Standards

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383568 398213

Asset class/type and dates

Monument class/type: Education
Library

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

References

References: NHLE: 1217800
HER: 276.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0697	Deansgate/Peter Street Conservation Area

Description and sources

Full asset description:

A library built in 1890-99 by Basil Champneys, for Enriqueta Augustina Rylands in memory of her husband, John Ryland the leading textile manufacturer and philanthropist (and to house his theological library). There was a back extension in 1912, also by Champneys. The building is decorated in a Gothic style with Arts and Crafts accent. The building has two unequal storeys with the appearance of three storeys, designed like a church raised on a crypt and is constructed from red sandstone. The centre has very elaborate Gothic decoration throughout, but in contrast the walls of the wings and the towers are plain (except for string courses enriched with grotesques). Inside there is a very fine vaulted entrance hall and winding vaulted staircase with a church-like reading hall which includes elaborate decorations such as; traceried arcades, rib vaulted ceiling, panelled reading alcoves with oriel windows, and statues of John Rylands and Mrs Rylands. [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 lies in its historic interest, though its association with John Ryland the leading textile manufacturer and philanthropist, to house his theological library. It also has architectural interest through its Gothic style with Arts and Crafts accent.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1217800>

Unique Gazetteer ID (UID): MA08_0060

Asset name: Cathedral Church of St Mary

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383881 398750

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Cathedral

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

References

References: NHLE: 1218041
HER: 1370.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0709	Cathedral Conservation Area

Description and sources

Full asset description:

"A collegiate parish church dating to 1422-1520 and a cathedral since 1847. Restored and rebuilt at various times including; 1814-15, 1862-8 by J. P. Holden, 1885-6 by J. S. Crowther and 1898 by Basil Champneys; annexes added 1903 by Champneys and 1934 by Sir Percy Worthington; bomb damaged 1940 and subsequently restored and rebuilt by Sir Hubert Worthington. In Second World War Manchester was, after Coventry, the most damaged English Cathedral but the interior retains, amongst other fittings, excellent choir stalls of 1505-10 with misericords. The exterior was originally red sandstone but was replaced by smoke-resisting gritstone." [1]

Setting description:

The cathedral is set within the Cathedral Conservation Area, for which it provides the focus. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset is historic gained from being one of the oldest buildings and places of worship in the city. It also has interest due to the quality of its architecture and restoration by the architects J. P. Holden, J. S. Crowther, Basil Champneys and Sir Percy Worthington. It has a group value with the other associated assets in the Cathedral Conservation Area.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1218041>

Unique Gazetteer ID (UID): MA08_0061

Asset name: Church of St Ann

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-311

National Grid Reference: 383784 398354

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

Period(s): Post-medieval

References

References: NHLE: 1247612
HER: 8594.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0334	Boardman Monument South of Apse at East End of Church of St Ann
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MA08_0337	Deacon Monument North of Apse at East End of Church of St Ann
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MA08_0402	Allen Monument South of Apse at East End of Church of St Ann
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MA08_0701	St Ann's Square Conservation Area
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Description and sources

Full asset description:

A church built in 1709-12 (traditionally said to have been designed by Sir Christopher Wren or one of his pupils) and restored in 1886-91 by Alfred Waterhouse. This is the second oldest church in Manchester, built as part of early 18th century development of St Ann's Square. The church formerly had strong Whig and Anti-Jacobite connections, John Wesley preached here in 1733 and 1738 and Thomas De Quincey was baptised here in 1785. The church is built in a classical style from sandstone ashlar with a hipped slate roof, nave with east apse and a west tower. The two storey nave has coupled pilasters to both levels and the apse has tall fluted Corinthian pilasters with carved emblems on the frieze. The interior consists galleries on three sides supported by stout Tuscan columns with most furnishings dating from 19th century restoration, including choir in nave, but fragments of original pulpit and communion rail survive. Stained glass by Frederick Shields. [1]

Setting description:

The church is set within St Ann's Square Conservation Area , for which it provides the focus. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic as the second oldest church in Manchester. It also has architectural and historic interest due to its Classical style and its association with both the architects Sir Christopher Wren and Alfred Waterhouse.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1247612>

Unique Gazetteer ID (UID): MA08_0062

Asset name: Railway Bridge Over River Irwell to Former Liverpool Road Station

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 382891 397915

Asset class/type and dates

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

References

References: NHLE: 1270603
HER: 12145.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0365	Railway Viaduct Linking Bridge Over River Irwell To Liverpool Road Station
MA08_0367	Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

A railway bridge carrying the former Liverpool to Manchester railway over the River Irwell, built in 1830 by George Stephenson. This structure is still extant as a skewed bridge with two segmental arches with radiating run-out voussoirs, each with a span of 19.2m. Linked to the former Liverpool Road Station to the east by a rebuilt viaduct over Water Street. The bridge is an integral element of the eastern terminus of the world's first passenger railway line. [1]

Setting description:

The industrial streetscape of the Castlefield Conservation Area makes a positive contribution to the value of the asset, which contains many important buildings associated with early railway construction.

Asset value assessment:

The asset has architectural interest as a good example of railway architecture. It also has historic interest through its architect George Stephenson.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1270603>

Unique Gazetteer ID (UID): MA08_0063

Asset name: Roman Catholic Church of the Holy Name of Jesus

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-02-310b

National Grid Reference: 384757 396438

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Roman Catholic church

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

References

References: NHLE: 1271296
HER: 391.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0300	Holy Name Presbytery

Description and sources

Full asset description:

"Roman Catholic church built in 1867–71 by J. A. Hansom and completed in 1928 by A. G. Scott. The church is constructed in a 13th century Gothic style with coursed sandstone rubble and steeply pitched slate roofs. There is a nave with west tower, north and south aisles with side chapels, north and south transepts and a polygonal apse. The west front is formed by a rectangular two-bay tower of two high stages with an added third stage (1928). Generally regarded as the finest of this architect's churches." [1]

Setting description:

The asset is set within an area of university buildings in a modern busy streetscape. The setting makes a neutral contribution to the value of the asset.

Asset value assessment:

The interest of the asset is architectural and historic, gaining its value from its 13th century Gothic style of architecture and association with the architects J. A. Hansom and A. G. Scott.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1271296>

Unique Gazetteer ID (UID): MA08_0064

Asset name: City Art Gallery

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 384061 398025

Asset class/type and dates

Monument class/type: Education
Professional institute
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1282980
HER: 1379.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0044	The Athenaeum
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"The former Royal Manchester Institution, now City Art Gallery, built in in 1824-35 by Sir Charles Barry. Built in a Greek Ionic style with rusticated ashlar and a rectangular plan. The building has two storeys, with the appearance of one. There is a pedimented portico of six giant Ionic columns, approached by full-width steps and contains a large doorway with moulded architrave and cornice on consoles. Barry's only "Greek" public building of any importance. The building was a gift of the governors of Royal Manchester Institute in 1882. Houses famous Pre-Raphaelite collection. Underwent substantial internal work and external cleaning with a linked extension to The Athenaeum in 2001." [1]

Setting description:

The setting of the streetscape of the George Street Conservation Area, is predominantly a commercial district. However, it is also close the main civic buildings of the city, this setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic as a prominent civic building within the city. Its value is also architectural as the only Greek style public building designed by the architect Sir Charles Barry.

Heritage value: High

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1282980>

Unique Gazetteer ID (UID): MA08_0065

Asset name: Old Warehouse to North of Former Liverpool Road Railway Station

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 382990 397886

Asset class/type and dates

Monument class/type: Industrial
Railway workshop
Period(s): Post-medieval

References

References: NHLE: 1282991
HER: 99.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0067	Former Liverpool Road Railway Station and Stationmaster's House
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

Railway warehouse built in 1830, together with Liverpool Road Railway Station by George Stephenson and his son Robert. One of the earliest railway warehouses in the world. Constructed in red brick in Flemish bond, with sandstone dressings and slate roofs. It is long and slightly curved in plan, with the convex side to the railway line and concave to the rear. There are three storeys but presenting only two storeys to the raised level of the track, ten individually gabled bays arranged in pairs, with slotted pilasters between each pair and a moulded stone cornice at both ends. In each pair of bays one bay has a segmental-headed wagon archway with stone surround. The timber construction is visible in the interior. [1]

Setting description:

The setting is the Castlefield Conservation Area, the focus of early industrial transportation within Manchester. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic, through its association with Liverpool Road Railway Station by George Stephenson and his son Robert. It is one of the earliest railway warehouses in the world.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1282991>

Unique Gazetteer ID (UID): MA08_0066

Asset name: Chethams Hospital and Attached Wall

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 383912 398905

Asset class/type and dates

Monument class/type: Health and welfare
Hospital
Period(s): Medieval,
Post-medieval, and
Modern.

References

References: NHLE: 1283015
HER: 2020.2.0
NMR n/a

Associated assets

Asset UID	Asset name
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_0709	Cathedral Conservation Area

Description and sources

Full asset description:

The hospital complex is one of the best-preserved medieval building complexes in north west England, likely built on the site of the earlier manor house of la Warr family and also believed to occupy site of Norman Castle. The building has an unusual linear east to west arrangement, possibly constrained by rock-cut "Inner Ditch" recorded by Whitaker in 1765. The naturally defensible position led to suggestions that it could be the site of a Castle and possibly also the late Saxon burgh of 'Mamecaestre'. In 1547 the college dissolved and became the residence of the Earl of Derby. Humphrey Chetham acquired the buildings in 1653 and founded a school or hospital for 50 poor boys and endowed the Library, which was the first free public library in Europe. The buildings are typical of a Collegiate establishment i.e. form three sides of a courtyard. The buildings are constructed from stone with two storeys, gables and stone slate roofs. Twice altered by E. of Derby and by H. Chetham, but many of the 15th century features remain including gatehouse, small two-storeyed cloister, fine hall with medieval screens, pantry, butteries, kitchen and

Setting description:

The setting is the Cathedral Conservation Area, which has been the ecclesiastical and scholastic centre of Manchester since its construction and makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The asset gains its value from its history and architecture as one of the best-preserved, medieval, ecclesiastical and scholastic building complexes in north-west England. It also has archaeological value as it was built on the site of the earlier manor house and it is also believed to occupy the site of a Norman Castle.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1283015>

Unique Gazetteer ID (UID): MA08_0067

Asset name: Former Liverpool Road Railway Station and Stationmaster's House

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 382952 397867

Asset class/type and dates

Monument class/type: Transport
Railway station
Period(s): Post-medieval

References

References: NHLE: 1291477
HER: 99.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0065	Old Warehouse to North of Former Liverpool Road Railway Station
MA08_0365	Railway Viaduct Linking Bridge Over River Irwell To Liverpool Road Station
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

A passenger railway station at the terminus of the Liverpool and Manchester Railway, now part of museum complex. Built in 1830 by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent. Constructed in a classical style from red brick, the booking offices are faced with sandstone ashlar and stucco with hipped slate roofs. The buildings are in a rectangular plan parallel to the street, with the house to the left and added range of former shops to right. The station became a goods depot after the opening of Victoria Station in 1844. The stationmaster's house was altered in the 19th century becoming a shop. The oldest surviving passenger railway station in the world. The station ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station), but continued in use as goods station until 1975. [1]

Setting description:

The setting is the Castlefield Conservation Area, the focus of early industrial transportation within Manchester. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural, as the oldest surviving passenger railway station in the world.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1291477>

Unique Gazetteer ID (UID): MA08_0068

Asset name: Bank of England

Designation and grade: Listed building Grade I

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-02-311
National Grid Reference: 383907 398254

Asset class/type and dates

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

References

References: NHLE: 1291596
HER: 399.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

A bank built in 1845-6 by C. R. Cockerall. The building is constructed in a rectangular plan, in a Monumental Classical style from sandstone ashlar with Portland stone plinth and parapet and a slate roof. There are giant attached Doric columns in five bays rising over ground and first storeys. The second-storey windows retain the original sashes and there is a wrought-iron balustrade surmounting central bay. The modern central entrance was originally in side street. [1]

Setting description:

The setting of the Upper King Street Conservation Area, which comprises the central financial district, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, gaining its value from its Monumental Classical style of architecture.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1291596>

Unique Gazetteer ID (UID): MA08_0070

Asset name: Cooperative Wholesale Society

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-01-329-R1

National Grid Reference: 384139 398878

Asset class/type and dates

Monument class/type: Commercial
Cloth warehouse

Period(s): Modern

References

References: NHLE: 1025287
HER: 8348.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0076	Cooperative Wholesale Society Building to North of Junction with Hanover Street
MA08_0165	Cooperative Society Building
MA08_0314	Cooperative Society Building
MA08_0373	New Century House, Including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza
MA08_0376	Co-operative Insurance Society (CIS) Building
MA08_0509	Holyoake House
MA08_0699	Shudehill Conservation Area

Description and sources

Full asset description:

"Offices and warehouse built in 1905-9 by F. E. L. Harris. Constructed in a Neo-Baroque style from red brick with dressings of polished granite and sandstone in a large rectangular plan. The building has four storeys and a massive round-headed central doorway with flanking niches and side windows set in a black polished granite surround with frieze lettered "COOPERATIVE WHOLESALE SOCIETY LIMITED". [1]

Setting description:

The streetscape of the Shudehill Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, gaining its value from its Neo-Baroque style of architecture and its historic association with the architect F. E. L. Harris.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1025287>

Unique Gazetteer ID (UID): MA08_0071

Asset name: Workshops, Shop and 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: 384372 398589

Asset class/type and dates

Monument class/type: Industrial
Workshop

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

References

References: NHLE: 1096052
HER: 15548.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0555	36-38, Back Turner Street
MA08_0700	Smithfield Conservation Area

Description and sources

Full asset description:

A pair of industrial buildings of early and late 19th century representing the workshop and warehousing components of a surviving enclave of small-scale buildings which developed from the late 18th century, alongside dwellings with integral workshops in attics and cellars. They contrast in scale and form with the large-scale factories and warehouses of surrounding districts, and are now rare survivals of an important phase in the development of industrial. The buildings are constructed from red brick with ashlar sandstone dressings and slate and sheet roof coverings. Both buildings extend back from narrow frontages and occupy the whole of their narrow plots. [1]

Setting description:

The asset is set within the Smithfield Conservation Area. The streetscape includes neighbouring buildings of similar style and narrow streets. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is historic and architectural, as rare survivals of an important phase in the development of the textile industry, as well as the contrast in scale and form they provide with the large-scale factories and warehouses of surrounding districts.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1096052>

Unique Gazetteer ID (UID): MA08_0072

Asset name: Derros Building

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: 384755 398644

Asset class/type and dates

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

References

References: NHLE: 1119732
HER: 6426.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0696	Ancoats Conservation Area

Description and sources

Full asset description:

The asset is a church built in 1899 by William Sharpe, for the Wesleyan Methodist Church, Central Hall Mission as a gift from Mr James Scarlett. Used as a women's shelter and rescue home. The building is constructed from red brick with decorative banding in buff terracotta, and with a close studded jettied gable to attic storey to front. The blind timber-framed arcading as eaves band to side elevation. There is a contemporary interlocking clay tile roof covering with flat-headed dormer windows, and a tall side-wall stack. The women's shelter and rescue home was designed to provide non-institutional support for women and specifically for domestic servants, thought to be at risk, in the industrial district of Ancoats. There was both temporary and semi-permanent residential accommodation, training and recreational facilities, notably a ground floor coffee tavern, providing an alcohol-free environment for socializing. The Central Hall was a mission centre for the Wesleyan Methodist Church, which recognised the need for a 24 hour refuge for women in addition to the permanent rescue home established by the church. [1]

Setting description:

The streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its architecture and its historic use as a women's shelter and rescue home, as well as its original use as a Wesleyan Methodist Church.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1119732>

Unique Gazetteer ID (UID): MA08_0073

Asset name: The Churchill Public 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: HE-01-329
National Grid Reference: 384429 397919

Asset class/type and dates

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

References

References: NHLE: 1197758
HER: 11734.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0315	9, Richmond Street
MA08_0498	39, Chorlton Street

Description and sources

Full asset description:

"An early 19th century public house in a rectangular plan on a corner site. The building consist white-painted stucco on brick with a slate roof. There are three symmetrical windows , with a sill-band to the windows which are at second floor level, a tall central doorway with cornice on elongated consoles and square overlight with margin panes, and two tall windows with glazing bars and a lettered band over the ground floor. There are two storeys and a chimney at the junction with No. 39 to the left. The left gable wall has a blocked doorway." [1]

Setting description:

Its setting is formed by 39 Chorlton Street and 9 Richmond Street with which it has group value. The remaining buildings surrounding the asset are later Victorian warehouse prosperities, of a greater scale than the asset and therefore dominate it. The asset is painted white which makes it stand out from the other buildings. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its history as a surviving early 19th century public house. It also has group value with 39 Chorlton Street and 9 Richmond Street.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1197758>

Unique Gazetteer ID (UID): MA08_0074

Asset name: Mintierna 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: HE-01-329

National Grid Reference: 384468 397900

Asset class/type and dates

Monument class/type: Commercial
Shipping warehouse

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

References

References: NHLE: 1197759
HER: 11732.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0316 Rochdale Canal Boundary Wall to Canal Between Chorlton Street and Minshull Street

MA08_0319 Rochdale Canal Lock Number 86, to East of Chorlton Street

MA08_0499 Minshull House

Description and sources

Full asset description:

"A mid to late 19th century shipping warehouse. The building is constructed from red brick with a façade of coursed sandstone rubble. The building has a long rectangular plan at right-angles to the street and parallel to the Rochdale Canal at Lock No. 86. There is a basement and four storeys, a four window façade with rusticated quoins, sill-bands to the upper floors, a moulded cornice and low parapet and a round-headed doorway to left with rusticated surround and internal steps. The building has a small basement door next to the main doorway, with two basement windows with honeycomb grills." [1]

Setting description:

The setting of the asset includes the Rochdale Canal and its associated assets. Although the canal is now used for leisure rather than industrial transport, the setting remains the same. Its setting is also the buildings around the asset, which in the main are a similar age and scale. The asset also has group value with canal lock No.86 (MA08_0319) , and No.47 (Minshull House) to right (MA08_0499).

Asset value assessment:

The asset's value lies in its historic interest, as a good example of a early 19th century public house. The asset also has group value, which it gains from its association with the Rochdale Canal, canal lock No. 86 (MA08_0319) , and No. 47 (Minshull House) to right (MA08_0499).

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1197759>

Unique Gazetteer ID (UID): MA08_0075

Asset name: Ashton 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: 384288 399157

Asset class/type and dates

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

References

References: NHLE: 1197764
HER: 8349.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A women's hostel built in 1900 from red brick and common brick, with dressings of buff and white terracotta and a slate roof. The building is triangular in plan with two rounded corners on a narrow island site. There is a basement and four storeys with a 14-window asymmetrical façade to Corporation Street and a three-bay entrance section. The entrance section is pilastered with a tall parapet of white terracotta gabled over the centre, a recessed segmental-arched porch to left with mutule cornice and a square-headed doorway. There is a single-storey banded apse to the south end, above which the pilastered gable wall has one window on each floor and an embattled parapet with central gable, lettered "ASHTON HOUSE"." [1]

Setting description:

The asset is set on a modern commercial streetscape. It has been dwarfed by more modern buildings of a great scale and unsympathetic styles. The setting makes a negative contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural and historic due to its design and previous use as a woman's hostel.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197764>

Unique Gazetteer ID (UID): MA08_0076

Asset name: Cooperative Wholesale Society Building to North of Junction with Hanover 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: HE-01-329-R1
National Grid Reference: 384154 398937

Asset class/type and dates

Monument class/type: Commercial
Commercial office
Period(s): Modern

References

References: NHLE: 1197765
HER: 15570.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0070	Cooperative Wholesale Society
MA08_0165	Cooperative Society Building
MA08_0314	Cooperative Society Building
MA08_0373	New Century House, Including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza
MA08_0376	Co-operative Insurance Society (CIS) Building
MA08_0509	Holyoake House
MA08_0699	Shudehill Conservation Area

Description and sources

Full asset description:

"A warehouse and office block built in 1928 by W. A. Johnson. The building is constructed in a classical style from sandstone ashlar and is rectangular in plan. There are five unequal storeys with a double attic storey, channelled rustication to the ground and first floors and a giant pilastrade to second to fourth floors. There is a central round-headed entrance arch." [1]

Setting description:

The setting of the asset is in the streetscape of the Shudehill Conservation Area, which contained the first headquarters of the Co-operative Wholesale Society. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its classical style of architecture. It also has historic interest as the first headquarters of the Co-op. In 1863 the North of England Co-operative Wholesale Industrial and Provident

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Society Limited was launched in Manchester, which now trades as the Co-op.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197765>

Unique Gazetteer ID (UID): MA08_0077

Asset name: Number 54 and Chop House Public House and Thomas's Chop 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: 383830 398322

Asset class/type and dates

Monument class/type: Commercial
Public house
Period(s): Modern

References

References: NHLE: 1197767
HER: 8359.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0333	National House
MA08_0401	Winters Buildings
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A bar and restaurant built in 1901 with later 20th century additions. The building is constructed from red brick and buff terracotta in an elaborate free Jacobean style. The building has a narrow plan at right angles to the street and extending far back, incorporating No. 3 St Ann's Churchyard. A rich example of turn-of-the century free style architecture with extensive internal tiling. The building has a narrow, gabled façade with shallow three-light mullion and a transom oriel bow window tiered over the first and second storeys with moulded under hang and panels of moulded terracotta, vertical bands at sides and small moulded panels. The gable has a shaped entablature and broken pediment with cartouche and above date. The ground storey retains three-quarter round marble Corinthianesque pilasters and angle doorway with fanlight and divided half-glazed door." [1]

Setting description:

The setting of the asset in the fashionable shopping streetscape of the St Ann's Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural as a rich example of turn-of-the 19th century Free Style architecture with extensive internal tiling.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197767>

Unique Gazetteer ID (UID): MA08_0078

Asset name: Anglia 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: 383820 398211

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1197768
HER: 8361.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"An insurance office built in 1906 by Charles Heathcote. The three storey building is constructed in a free baroque style from brown polished granite to the ground floor, red sandstone ashlar above and lead clad roofs. The building is on a narrow rectangular plan, end-of-block site, with canted corner and has tall corniced chimneys. There are projecting bays to right and left with rusticated pilasters supporting open pediments, each having a window featured with voussoirs and broken pediment on pilasters, elsewhere there are sash windows in moulded architrave." [1]

Setting description:

The setting of the asset is the fashionable shopping streetscape of the St Anne's Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Free Baroque style of architecture and association with the architect Charles Heathcote.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197768>

Unique Gazetteer ID (UID): MA08_0079

Asset name: 25 and 27, Dale 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: 384559 398385

Asset class/type and dates

Monument class/type: Industrial
Textile workshop

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

References

References: NHLE: 1197771
HER: 11686.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"A large home trade textile warehouse and workshop, now a fashion warehouse and manufacturing furriers' premises, built in 1860-70. The building is constructed in a late Georgian style from red brick with sandstone ashlar plinth and dressings. The building has a rectangular plan on a corner site, with the longer side to Dale Street and with 14 windows to Dale Street and ten to Lever Street. The south-east part of the building (Nos. 25 and 27 Dale Street) is no longer extant. 22 Lever Street, which previously formed the north-west part of the building is still standing. The building was occupied in 1906 by T-Oram & Co, woollen manufacturers." [1]

Setting description:

The Victorian and early 20th century streetscape of Stevenson Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is derived through its architectural interest having a late Georgian style. It also has historic interests due to its former use as a textile warehouse and workshop.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197771>

Unique Gazetteer ID (UID): MA08_0080

Asset name: Bradley 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: 384633 398343

Asset class/type and dates

Monument class/type: Industrial
Mill

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

References

References: NHLE: 1197772
HER: 15564.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0704	Stevenson Square Conservation Area
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Description and sources

Full asset description:

"A late 19th century shipping warehouse, now various workshops and offices. The building is constructed in a plain late-Georgian style from blackened sandstone ashlar and brown brick in Flemish bond on a wedge-shaped plan. The basement and ground floor have channelled piers on punched plinths, and a cornice band, a similar band divides the second and third floors, and the parapet has a simple moulded coping. The narrow front has an altered ground floor with two doors, and tripartite sashed windows on each floor above. Built on a site occupied in 1850 by a machine manufactory." [1]

Setting description:

The setting is formed by the Stevenson Square Conservation Area, an area predominately of warehouses of similar age and style. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest, which it gains from its plain late-Georgian style and historic interest as a shipping warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197772>

Unique Gazetteer ID (UID): MA08_0081

Asset name: Langley Buildings

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: 384691 398254

Asset class/type and dates

Monument class/type: Industrial
Mill

Period(s): Modern

References

References: NHLE: 1197773
HER: 11688.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

A home trade and mail-order warehouse and newspaper printing office, now mail-order warehouses built in 1908, for J. D. Williams and Co. The building is on a long narrow rectangular plan filling plot bounded on other sides by China Lane, Back China Lane, and Hilton Street, with entrance blocks at both ends and warehousing between. The building is constructed from steel columns and girders, concrete floors, with cladding of brown and red faience and red brick and a slate roof with skylights. The interior has a tiled entrance lobby and doors with Art Nouveau handles; tiled open-well staircases at both ends (that in the front block mounting round a lift). Both have cast-iron tuning-fork balusters containing wrought-iron foliation in Art Nouveau style. The interior also has stained glass incorporating the red dragon of Wales. [1]

Setting description:

The setting is formed by the Stevenson Square Conservation Area, an area of warehouses of similar age and style. The streetscape of Stevenson Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, due to its Baroque style of architecture and narrow frontage and historic interest as a warehouse and newspaper printing office.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197772>

Unique Gazetteer ID (UID): MA08_0082

Asset name: Chorlton New Mill and Attached Chimney

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-01-329
National Grid Reference: 383932 397347

Asset class/type and dates

Monument class/type: Industrial
Spinning mill
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197774
HER: 2146.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0225	Mill Chimney Stack on East Side of Junction with Cambridge Street

Description and sources

Full asset description:

"A cotton spinning mill, now partially used as rubber processing works, built in 1814, extended in 1818 and 1845, with the chimney dated to 1853. The building is constructed from red brick with slate roofs and a cast iron and brick internal fireproof structure. The original block is parallel to Cambridge Street and consists eight storeys with 20 bays. The mill was developed by a partnership which also operated the near-by Chorlton Old Mill (as well as other mills on Oxford Road which are no longer extant), and by 1838 they had also formed a partnership with Charles Macintosh who was using the nearby Cambridge Street rubber works site for the production of rubberised cloth. A good example of an early large-scale mill building; the 1814 mill may be the oldest surviving fireproof mill in Manchester, and the multi-phase site is a good example of a type of development and layout which became characteristic of 19th century urban mills." [1]

Setting description:

The asset is set on a streetscape of 19th and 20th century mills. This mill streetscape setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural, gaining its value as a good example of an early large-scale mill building. The 1814 mill may be the oldest surviving fireproof mill in Manchester.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197774>

Unique Gazetteer ID (UID): MA08_0083

Asset name: Chorlton Old Mill

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-01-329

National Grid Reference: 383965 397285

Asset class/type and dates

Monument class/type: Industrial
Cotton mill

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

References

References: NHLE: 1197775
HER: 2271.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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Description and sources

Full asset description:

A cotton spinning mill, converted to accommodation in 1993. The earliest mill on the site was built in 1795, considerably extended in 1810, and then largely rebuilt in 1866. The single range of a formerly U-plan mill survives, including six storeys over basement, 14 x 8 bays, panelled corner pilasters and former shallow wings to each side to rear. The interior construction is cast iron columns and beams carrying transverse brick arches (some columns encased in steel), and with three bays of cast iron arch braced roof trusses. Later 19th century rebuilding involved re-use of part of the structural iron-work, but it is likely that the roof structure dates in its entirety to the 1860's. The earliest mill on the site was developed by Robert Owen before he moved to New Lanark. He sold it in 1809, and a series of alterations and extensions followed. The 19th century owners of the mill also developed the adjacent Chorlton New Mill, with which Chorlton Old Mill forms a group. The surviving building on the site is a partial rebuild of an early 19th century mill, with an unusual cast-iron roof structure. [1]

Setting description:

The asset is set on a streetscape of 19th and 20th century mills. This mill streetscape 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, which it gains as the earliest mill on the site built in 1795 and from its unusual cast-iron roof structure.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197775>

Unique Gazetteer ID (UID): MA08_0085

Asset name: Bridge Number 4 Over Ashton Canal

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-01-328-R1
National Grid Reference: 385649 398484

Asset class/type and dates

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

References

References: NHLE: 1197777
HER: 11716.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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_0485	Ashton Canal Lock Number 3 on South Side of Ancoats Hospital
MA08_0611	Ashton Canal

Description and sources

Full asset description:

A public road bridge over Ashton Canal, likely dating to 1800. Constructed in red brick in English garden wall bond, cast iron and sandstone. The bridge is a narrow rectangular structure across the canal, waisted to width of lock. There is a short horizontal span between vertical end walls of brick abutments, which have rounded sandstone corners with block capitals, carrying cast-iron beams (and probably flagstone flooring), broad pilasters at each end, simple moulded cornice and a parapet of two courses of massive dressed blocks. [1]

Setting description:

The bridge is set in relation to Ashton Canal and its associated assets. This setting makes a positive contribution to its value.

Asset value assessment:

The asset's value is derived from its historic interest, through its association with the Ashton Canal.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197777>

Unique Gazetteer ID (UID): MA08_0086

Asset name: Merchants 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: 383099 397526

Asset class/type and dates

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

References

References: NHLE: 1197778
HER: 2013.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0708	Castlefield Conservation Area
MA08_0796	Bridgewater Canal

Description and sources

Full asset description:

"The Merchants' Company Warehouse is the oldest surviving warehouse on the Bridgewater Canal in Manchester. Its precise date of construction is unknown but it does not appear on any maps until Pigot's of 1829, which suggests a construction date of sometime in the period 1827-1828. It is known that the warehouse played an integral part in the life of the Castlefield Basin during the 19th century, receiving and shipping goods on both the Bridgewater and Rochdale Canals. The building was taken over in the 20th century by the Manchester Ship Canal Company, who took over the whole of the Bridgewater Canal. Their records show that in 1941 the warehouse suffered war damage: many windows and doors were broken, the former being replaced and some of the latter bricked up. In 1971 the northern end of the warehouse was badly damaged by fire, leaving half the building all but gutted. The rest of the building was saved by a brick wall much thicker than some of the others and built specifically for that purpose. The Merchants' Warehouse is a brick building, three storeys high on the Castle Street frontage. It originally had 6 vertical loading bays of 'loopholes', each crowned by a wooden hood or 'cat head' containing the hoist. On the canal frontage the warehouse steps down to a lower ground floor, where there are two shipping holes centrally located. These extend for a short distance both beyond the wall of the building and under Castle Street. There are also 4 more 'loopholes' facing the canal and a further one on the northern side facing the towpath. One of the few remaining fittings in the warehouse is the hoist, situated on the top floor and running the length of the building." [1]

Setting description:

The setting of the asset in the surrounding streetscape of the Castlefield Conservation Area and the Bridgewater Canal makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The value of the asset is derived from its historic interest, as the oldest surviving warehouse on the Bridgewater Canal in Manchester.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197777>

Unique Gazetteer ID (UID): MA08_0087

Asset name: Mynshulls 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: 383849 398687

Asset class/type and dates

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

References

References: NHLE: 1197779
HER: 8306.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0709	Cathedral Conservation Area

Description and sources

Full asset description:

Offices over shop dated to 1890 and built by William Ball and Thomas Brookes Elce, with carvings by J. Jarvis Millson. The building is constructed in a Jacobean style, from red sandstone with some moulded terracotta in matching colour. Narrow rectangular plan at right-angles to street, occupying part of island site with one side to passage known as Hanging Bridge (scheduled monument). There are three low storeys and one bay, carved consoles to moulded frieze over ground floor, central segmental bow above this with six-light mullioned windows flanked by pairs of small Ionic pilasters, a wide lettered cartouche on the bowed panel between the windows, cornices over both floors, and a large bowed upstand with terracotta foliation frieze lettered "MYNSHULL'S HOUSE" and Jacobean-style strap-work cresting with obelisk finials, flanked by lions with shields on lettered pedestals." [1]

Setting description:

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

Asset value assessment:

The asset is of architectural interest, gaining its value from its Jacobean style of architecture. It also has artistic interest from the Jacobean-style strap-work, which is crested with obelisk finials, flanked by lions with shields on lettered pedestals.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197779>

Unique Gazetteer ID (UID): MA08_0088

Asset name: Mitre Hotel

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: 383881 398694

Asset class/type and dates

Monument class/type: Commercial
Hotel

Period(s): Post-medieval

References

References: NHLE: 1197780
HER: 8307.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0709	Cathedral Conservation Area

Description and sources

Full asset description:

A hotel built in 1867 out of sandstone ashlar facing to brick carcase with a steeply-pitched slate roof. The building is in an eclectic Jacobean style and is parallelogram in plan. There are three storeys with cellars and attics, a canted corner entrance at the left (east) corner with shafted jambs and moulded corbelled corner above and square-headed windows on all floors. [1]

Setting description:

The setting of the asset in the streetscape of the Cathedral Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural due to its eclectic Jacobean style of architecture. It also has historic interest due to its continued use as a hotel since the 19th century.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197780>

Unique Gazetteer ID (UID): MA08_0089

Asset name: Righton Building

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: 384251 396984

Asset class/type and dates

Monument class/type: Commercial
Shop

Period(s): Modern

References

References: NHLE: 1197781
HER: 8310.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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n/a	n/a
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Description and sources

Full asset description:

"Formerly known as Cavendish House, a drapers shop and showrooms built in 1905, now an annex to the School of Art. The building is constructed from white glazed brick and buff terracotta with a slate and glass roof, in a rectangular plan and chamfered corner. The building has two storeys over cellars, five windows to Cavendish Street, a terracotta sill-band, frieze, cornice and shaped parapet and the centre is arched with a finial and displaying a banner with raised lettering "A. D. RIGHTON 1905". Inside there is a central atrium with gallery of superimposed cast-iron columns, the lower with open-work brackets forming elliptical arches and the upper with Corinthian capitals supporting a panelled frieze, with set-back glazed screen walls to both floors, Art Nouveau wrought-iron balustrades to the gallery, and a glazed roof supported by slender iron trusses with open-work spandrels." [1]

Setting description:

The setting of the asset on Higher Ormond Street to the south of Grosvenor Square and is surrounded by buildings of a similar age associated with the Manchester Metropolitan University. Although these are not associated with the asset's original function its conversion to the School of Art means that the setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest, as a good example of an early 20th century draper's shop and showroom.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197781>

Unique Gazetteer ID (UID): MA08_0090

Asset name: Charlotte 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: 384149 398085

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1197782
HER: 8403.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0698	George Street Conservation Area
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Description and sources

Full asset description:

"A cotton merchants' warehouse, now offices, built in 1857 by Edward Walters. The building is constructed in an Italian Palazzo style from sandstone ashlar and light red brick with sandstone dressings in a rectangular plan. The ground floor has a central round-headed doorway in a square-headed architrave with carved spandrels and a cornice, and segmental-headed windows with keyed architraves." [1]

Setting description:

The setting of the asset is the George Street Conservation Area, the buildings surrounding the asset are of a similar scale and age, this makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is from its Italian Palazzo style of architecture and historic use as a cotton merchant's warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197782>

Unique Gazetteer ID (UID): MA08_0091

Asset name: Austin 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: 384186 398063

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1197783
HER: 8314.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0186	12, Charlotte Street
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"Textile merchants' warehouses built in 1860 by Edward Walters. The building is constructed from sandstone ashlar and light red brick with sandstone dressings in an Italian Palazzo style. There are five storeys, a basement, eight sash windows in moulded stone architraves with cornices and moulded sill bands. The ashlar ground storey has arched windows and double entrance, all with figure-head keyblocks. The ground floor and basement form a pilastered arcade of round-headed arches, including coupled doorways in the centre with richly foliated carved spandrels, keystones with masks linked to triglyphs in a frieze with corrupt-leaf enrichment; and windows divided equally between basement and ground floor, with enrichment to the heads including keystones and triglyphs like those over the doorways. The windows at first floor have architraves with straight cornices, those at second floor are segmental-headed with pedimented." [1]

Setting description:

The setting of the asset is the George Street Conservation Area, the buildings surrounding the asset are of a similar scale and age and make a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its Italian Palazzo style of architecture and its historic use as a textile merchant's warehouse.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197783>

Unique Gazetteer ID (UID): MA08_0092

Asset name: Knowsley Hotel

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: 384153 399633

Asset class/type and dates

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

References

References: NHLE: 1197784
HER: 8318.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A mid to late 19th century hotel, now a public house and shop. The building is constructed from red brick with sandstone quoins and dressings. The building is on a rectangular plan on a corner sits, with three storeys over a cellar. The ground floor has a central round-headed doorway with Ionic pilastered stone surround and modillion cornice, altered doors and plain fanlight; and elliptical-headed windows with panelled aprons, set-in shafts, moulded heads and recessed altered glazing. There are also moulded wood eaves with shaped brick brackets." [1]

Setting description:

The asset's streetscape setting on the busy A665 Cheetham Hill Road makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest, including stone decorative elements, and historic interest as a rare surviving example of a 19th century hotel.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197784>

Unique Gazetteer ID (UID): MA08_0093

Asset name: Churchyard Walls of Roman Catholic Church of St Chad

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: 384190 399544

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Churchyard
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197786
HER: 8320.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0190	Roman Catholic Church of St Chad and Presbytery

Description and sources

Full asset description:

"Coursed stone rubble churchyard walls on west and north sides of St. Chad's Church, with the return on the east side to Presbytery. Built in 1847. There are two gateways in the west side and one in the north side, with wooden gates, in an arch-braced form." [1]

Setting description:

The setting of the asset includes St Chad's Church and churchyard, as the asset is the church's boundary wall. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is derived from its group value with St Chad's Church (MA08_0190).

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197786>

Unique Gazetteer ID (UID): MA08_0094

Asset name: Churchyard Walls, Gate Piers and Gates at Church of St George

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: 382830 397308

Asset class/type and dates

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

References

References: NHLE: 1197789
HER: 8332.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0049	Church of St George
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

"Churchyard walls, gate piers and gates built in 1826-8 by Francis Goodwin. Constructed from sandstone ashlar walls and piers and cast-iron gates. There are dwarf stone walls on north, west and south sides, and part of east side of churchyard. In each side, there is a pair of octagonal gate piers with chamfered plinths, buttressed angles and traceried Gothic panels, and caps with carved shields in the sides, and cast-iron bar-railling gates with Perpendicular-traceried top panels." [1]

Setting description:

The setting of the asset is the Church of St George and its churchyard as well as the streetscape of the Castlefield Conservation Area. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural due to its association with the architect Francis Goodwin. It also has group value with the Church of St George.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197789>

Unique Gazetteer ID (UID): MA08_0095

Asset name: Dalton Statue in Forecourt of Dalton College

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-01-329
National Grid Reference: 384138 397267

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Statue
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197791
HER: 8334.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A statue of John Dalton (1766-1844), the chemist and physicist who established the 19th century theory that atoms were the smallest particles of matter (superseded in 1897 by the work of J. J. Thomson). The statue was built in 1854 by William Theed the younger. The statue is bronze on stone plinth, of a seated figure wearing draped academic gown and knee-breeches. The inscription on the base reads "Cast by Robinson & Cottam, Pimlico, London". The statue was moved from Piccadilly Gardens in 1961 on the completion of Dalton College." [1]

Setting description:

The asset's setting in the forecourt to the front of Dalton College. This makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is artistic and historic, gained from the aesthetic quality of the sculpture and of the historic figure it represents.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197791>

Unique Gazetteer ID (UID): MA08_0096

Asset name: Grand Hotel

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-01-329
National Grid Reference: 384501 398137

Asset class/type and dates

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

References

References: NHLE: 1197797
HER: 8282.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A warehouse built in 1867 by Mills and Murgatroyd, who altered the building to a hotel in 1883. The building is constructed in an Eclectic classical style in sandstone ashlar with a large, square plan. There is a basement, five storeys and a central round-headed arched entrance in the centre, under a segmental-arched cornice on elaborate consoles with masks. There are 3:5:3 symmetrical bays to Aytoun Street, with the centre slightly recessed, rusticated piers to ground floor (with alternate bands of raised punch-dressed masonry), cornice to ground floor, the first and second floors of the outer bays treated as pilastered arcades of round-headed arches with linking carved imposts and keyed heads, a modillioned cornice over the second floor, pilastered third floor, panelled frieze and very prominent mutuled cornice over this, and a shallow attic storey with pilasters to the outer bay." [1]

Setting description:

The setting of the former warehouse is the narrow side streets just off the busy Piccadilly road, although surrounded by modern buildings. They are of a similar size and scale which do not detract from the original historic context within which the warehouse was built. The setting of the asset makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural as a fine example of a classical warehouse, particular to Manchester, but also historic due to its early conversion into a hotel.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197797>

Unique Gazetteer ID (UID): MA08_0098

Asset name: Bridge Number 5 Over Ashton Canal

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-01-328-R1

National Grid Reference: 385774 398607

Asset class/type and dates

Monument class/type: Transport
Bridge

Period(s): Medieval

References

References: NHLE: 1197805
HER: 13.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0085	Bridge Number 4 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_0485	Ashton Canal Lock Number 3 on South Side of Ancoats Hospital
MA08_0611	Ashton Canal

Description and sources

Full asset description:

"A public road bridge over the Ashton Canal, likely dating to 1800. The bridge is constructed from brown brick in an English garden wall bond with sandstone dressings. The building has a narrow rectangular structure across the canal, waisted to the width of the lock. There is a low segmental arch of brick springing from a sandstone base, with a keystone, broad pilasters and terminal pilasters, stone band and a brick parapet with stone coping." [1]

Setting description:

The setting of the asset including the Ashton Canal and its associated assets, such as bridges and locks. This make a positive contribution to the heritage value of the asset.

Asset value assessment:

This asset's heritage value is historic, which it gains from its position on the Ashton Canal. It also has group value with the Ashton Canal and its associated assets.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197805>

Unique Gazetteer ID (UID): MA08_0099

Asset name: Former Church of St Peter

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: 384956 398678

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197806
HER: 8289.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0696	Ancoats Conservation Area

Description and sources

Full asset description:

"Church, now disused. 1859-60, by Isaac Holden and Son. Red brick with dressings of white brick, slate roofs. Romanesque style. Nave with apsidal east end, north and south aisles and transepts, north-west tower. Tall square campanile tower with very tall first stage and belfry stage divided by a cornice, short set-back top stage; panelled sides to the 1st stage with Lombard friezes, large round-headed doorway on north side with set-in shafts, keystone and double-doors with ornamental strap hinges, round-headed lancet above doorway and very small lancet near top; round-headed two-light louvred belfry windows, stylised and polychrome frieze; small round-headed window with flanking lancets to top stage; swept pyramidal roof. Four-bay aisles with sill-band to round-headed windows with impost links to raised panels pendent from Lombard frieze; low gabled transepts with stepped tripartite windows in similar style. Arcaded clerestory with coupled windows between blind arches. All windows have white brick heads and most were boarded at time of survey. Interior not inspected but reported (by Pevsner) to have five lofty bays with thin cast-iron columns and semi-circular brick arches, "superb roof: segmental plaster vault with slight coffers divided into bays by four elegant cast-iron trusses with enriched spandrels"; bench ends also cast-iron." [1]

Setting description:

The setting of the asset is the newly renovated industrial streetscape of the Ancoats Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, from its Romanesque style of architecture and its historic use as a church.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197806>

Unique Gazetteer ID (UID): MA08_0100

Asset name: Brunswick Mill

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-01-328-R1
National Grid Reference: 385874 398734

Asset class/type and dates

Monument class/type: Industrial
Cotton mill
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197807
HER: 2051.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A cotton mill constructed in 1840 with some later 19th century alterations. The mill was constructed by the firm of David Bellhouse but likely had involvement from William Fairbairn as the mill is planned according to the principles which have been associated with him. The building is constructed from brick with slate roofs, fireproof internal construction, with cast iron columns and beams, and transverse brick arches. Trussed wrought iron tie rods were added to strengthen the structure when the mill was converted to use the heavier ring spinning machinery in 1920. The mill was built largely in a single phase to a courtyard plan, with the main spinning mill alongside canal, two wings for spinning and ancillary processes including blowing and winding and a front block housing main entrance, and use for warehousing and offices. The main spinning mill is seven storeys with 28 bays with two rows of cast iron columns internally and small rectangular windows with flat arched heads in each bay. The mill is thought to be the first Greater Manchester mill to be converted to use mains electricity as its principal power source, and later additions include an electricity transformer house added in angle of west wing and spinning mill (electric motor towers built on inner face of main spinning block have been removed). A dust flue was also added as a tower to the west end of the west wing. This was a large scale operation, a distinctive example of site planning and built as a single phase around a courtyard. Structurally and technologically conventional, but of interest as an example of adaptation to suit changing technologies, both in relation to power supply (the first mill in the region to be converted to use mains electricity), and spinning technology (the structure adapted to take ring spinning machinery). [1]

Setting description:

The setting of the asset is adjacent to the Ashton Canal south of Bradford Street. Its setting relative to the Ashton Canal and its industrial streetscape makes a positive contribution to its value.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The heritage value of the asset is due to its historic interest as it is thought to be the first Greater Manchester mill to be converted to use mains electricity as its principal power source.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197807>

Unique Gazetteer ID (UID): MA08_0101

Asset name: Numbers 4, 6 and 8 and Attached Screen Walls

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: 384657 398574

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197808
HER: 8294.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0505	Nos. 69-77, Lever Street and No. 10, Bradley Street
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"Six very small late 18th century dwellings in three separate blocks linked by screen walls, and attached to the rear of Nos. 69-73 Lever Street and perhaps originally service wings to these. The building is constructed from orange-red brick in English garden wall bond with mono-pitched graduated slate roofs. Each block is rectangular, at right-angles to Bradley Street, with one cottage facing the street and another facing the yard behind. The buildings consist two low storeys, each block with one window at the first floor, simple doorways with wood surrounds and board doors and one segmental-headed window at the ground floor. There are high screen walls between the blocks, with doorways to the yards. Formed part of original development of site between 1787 and 1794, by Charles Bradley, who built Nos. 69-73 Lever Street. Rare survival in city centre." [1]

Setting description:

The setting of the asset in the streetscape of Stevenson Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is historic and architectural. They are a rare survival of early domestic dwellings within the city centre.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197808>

Unique Gazetteer ID (UID): MA08_0102

Asset name: Masonic Temple

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: 383503 398272

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Temple

Period(s): Modern

References

References: NHLE: 1197809
HER: 8295.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0697	Deansgate/Peter Street Conservation Area

Description and sources

Full asset description:

"A Masonic temple, dated to 1929 and built by Thomas Worthington and Son. The building is constructed in a stripped classical style from Portland stone, in a large rectangular plan with slightly projecting wings. There are three storeys, a symmetrical window façade with the wings slightly lower, channelled rustication to the ground floor and the centre has low forecourt walls between the wings. The centre also has a square-headed doorway with moulded architrave and panelled double doors. There are five small square ventilation squares to the top floor with the date "MCMXXIX" in the centre above these." [1]

Setting description:

The setting of the asset in the busy modern streetscape of the Deansgate Conservation Area makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is due to its Stripped Classical style of architecture and its historic and current use as a Masonic Temple.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197809>

Unique Gazetteer ID (UID): MA08_0103

Asset name: Chancery Chambers

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: 384000 398205

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1197810
HER: 8299.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0705	Upper King Street Conservation Area
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Description and sources

Full asset description:

"A mid to late 19th century warehouse, now used as offices. Constructed in an Italian palazzo style from sandstone ashlar and red brick in a Flemish bond with sandstone dressings. The building is in a trapezoid plan with a basement and five storeys. The building has a channelled rusticated ashlar ground floor, rusticated quoins and sill-bands and a prominent modillioned cornice. There is a wide segmental-headed archway to the fifth bay, now with inserted doorway, tripartite windows on all floors above this, segmental-headed windows all with moulded architraves and all sashed without glazing bars (except those to the basement)." [1]

Setting description:

The setting is the streetscape of the Upper King Street Conservation Area, which is predominantly the central finance district of Manchester. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, which it gains from its Italian Palazzo style of architecture and its historic interest due to its former use as a warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197810>

Unique Gazetteer ID (UID): MA08_0104

Asset name: Burlington Rooms (Schunk Laboratories, Manchester University) and Attached Railings of Manchester

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: 384482 396473

Asset class/type and dates

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

References

References: NHLE: 1197811
HER: 8301.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A villa built in 1871 at Kersal and moved to this site in 1904. There is a stone plaque between second and third windows at ground floor recording that the building was bequeathed to Owens College by Edward Schunk DSc FRS for chemical research and re-erected here in 1904. The building is constructed from a yellow brick in Flemish bond with sandstone dressings and a slate roof. The building is rectangular in plan with two storeys over a basement and four bays. There is a projected eaves cornice, pedimented gable to the first bay and square clock turret to the fourth bay. The basement is tall with three windows and is protected by spiked railings. The building has a segmental headed doorway in the fourth bay, approached by a doglegged flight of steps, with a recessed panelled door and stone tympanum lettered "18" "71" with monogrammed initials "HES" in roundel." [1]

Setting description:

The asset's setting within the vicinity of other university buildings makes a positive contribution to the value of the asset.

Asset value assessment:

Historic interest is derived from the connection to Owens College and the unusual relocation of the building in 1904.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197811>

Unique Gazetteer ID (UID): MA08_0105

Asset name: Two Bollards at East End of St Johns Passage

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: 383359 397961

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Bollard

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

References

References: NHLE: 1197812
HER: 8303.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0503	Two Bollards at West End of St Johns Passage
MA08_0702	St John Street Conservation Area

Description and sources

Full asset description:

"A pair of early 19th century cast-iron bollards. The bollards are a Cannon-barrel type, with banded shafts and rounded tops." [1]

Setting description:

The bollards' setting, their original position at the end of St Johns passage in the St John Street Conservation Area, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic, as unusual survivals of bollards from this period. They have group value with the surrounding St Johns Street Conservation Area.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197812>

Unique Gazetteer ID (UID): MA08_0106

Asset name: Albert Chambers

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-01-329-L1
National Grid Reference: 383779 398039

Asset class/type and dates

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

References

References: NHLE: 1197817
HER: 8261.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0039	Memorial Hall
MA08_0107	Carlton House
MA08_0108	St Andrews Chambers
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"Offices built in 1873 by Clegg and Knowles, for Manchester Corporation Gasworks. The building is constructed in a Venetian style from sandstone ashlar with a slate roof. There is a basement and four storeys and a five window façade which is horizontally divided between the first and second floors. The doorway in the fifth bay has lion-mask brackets to the lintel, a semi-circular fanlight, a two-centred arched extrados and a carved tympanum including mask, lion and unicorn. All the windows are sashed without glazing bars, the three-bay centre has an unusual prominent sill on brackets and most of the windows have rounded trefoil heads except those in the centre of the second floor which are square headed and have shafts with foliated caps. The building was once occupied by Manchester School of Music." [1]

Setting description:

The asset's setting on Albert Square, surrounded by buildings of a similar scale and period, within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, gaining its value from its Venetian style of architecture, as well as historic owing to its previous occupation as the Manchester School of Music.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1197817>

Unique Gazetteer ID (UID): MA08_0107

Asset name: Carlton 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: 383796 398041

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1197818
HER: 8262.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0106	Albert Chambers
MA08_0108	St Andrews Chambers
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A club and offices built in 1872 by Clegg and Knowles. The building is constructed in a free Venetian gothic style from sandstone ashlar with a slate roof. The building has a basement, attic and four storeys with four unequal bays and three storey canted oriels in the outer bays with ricketed cornice and gabled attic dormers over the oriels. There is a two-centred arched doorway in the third bay, with trefoil intrados, shafts and imposts with knobbly foliage and sashed windows throughout. The building was previously the offices of the Bridgewater Canal Company, and premises of the Manchester Arts Club." [1]

Setting description:

The asset's setting on Albert Square, surrounded by buildings of a similar scale and period within the Albert Square Conservation Area, makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, due to its free Venetian Gothic style of architecture. It also has historic interest from its previous uses as offices of the Bridgewater Canal Company, and the premises of the Manchester Arts Club.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197818>

Unique Gazetteer ID (UID): MA08_0108

Asset name: St Andrews Chambers

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: 383809 398038

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1197819
HER: 8263.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0036	Lawrence Buildings
MA08_0106	Albert Chambers
MA08_0107	Carlton House

Description and sources

Full asset description:

"Offices built in 1874 by G. T. Redmayne for Scottish Widows Fund Life Assurance Society. The building is constructed in a gothic style from sandstone ashlar with a slate roof in an rectangular plan on a corner site. The building has four storeys, a basement and an asymmetrical two window façade to Albert Street, a one window corner and a five window façade to Mount Street. The Mount Street façade had a carved niche in the centre of the first floor containing a statue." [1]

Setting description:

The asset's setting is Albert Square, surrounded by buildings of a similar scale and period, within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest. It gains its value from its Gothic style of architecture, association with the architect G. T. Redmayne and its historic use by the Scottish Widows Fund Life Assurance Society.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197819>

Unique Gazetteer ID (UID): MA08_0109

Asset name: Brights Statue

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: 383833 398138

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Statue

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

References

References: NHLE: 1197821
HER: 8265.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0057	Albert Memorial
MA08_0058	Town Hall
MA08_0110	Frasers Statue
MA08_0111	Gladstones Statue
MA08_0112	Heywoods Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A statue of John Bright, the Liberal Quaker statesman, built in 1891 by W. Theed. The statue is a standing figure in a long coat, constructed from white marble on a polished brown granite pedestal. The square pedestal is on a base of two steps, with a moulded plinth, concave tapered sides and a moulded cornice. The statue was unveiled on October 12th 1891. Bright was a statesman, politician and orator and from 1847-57 he represented Manchester in Parliament." [1]

Setting description:

The asset's setting and position in Albert Square, opposite the Town Hall and within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is artistic and historic from the aesthetic quality of the sculpture and of the historic figure it represents.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197821>

Unique Gazetteer ID (UID): MA08_0110

Asset name: Frasers Statue

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: 383843 398159

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Statue

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

References

References: NHLE: 1197822
HER: 8264.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0057	Albert Memorial
MA08_0058	Town Hall
MA08_0109	Brights Statue
MA08_0111	Gladstones Statue
MA08_0112	Heywoods Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A bronze statue of James Fraser (1818-1885), a former Bishop of Manchester, built by Thomas Woolner. The statue is on a marble plinth with three bronze relief panels on the sides. Square pedestal with broad moulded plinth, bronze relief panels in three sides, prominent moulded cornice; statue of standing figure." [1]

Setting description:

The asset's position in Albert Square, opposite the Town Hall and within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is artistic and historic from the aesthetic quality of the sculpture and of the historic figure it represents.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197822>

Unique Gazetteer ID (UID): MA08_0111

Asset name: Gladstones Statue

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: 383804 398071

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Statue

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

References

References: NHLE: 1197823
HER: 8267.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0057	Albert Memorial
MA08_0058	Town Hall
MA08_0109	Brights Statue
MA08_0110	Frasers Statue
MA08_0112	Heywoods Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

A bronze statue of W. E. Gladstone the Liberal statesman and Prime Minister (1809- 1898), by William Theed the Younger. The statue is on a polished granite pedestal on a sandstone base, with a bronze statue. Octagonal base of two steps, moulded octagonal plinth to straight-sided pedestal with large inverted consoles at the corners, carved frieze; standing figure in attitude of declamation with raised pointing hand. [1]

Setting description:

The asset's position in Albert Square, opposite the Town Hall and within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is artistic and historic due to the aesthetic quality of the sculpture and of the historic figure it represents.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197823>

Unique Gazetteer ID (UID): MA08_0112

Asset name: Heywoods Statue

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: 383813 398094

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Statue
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197824
HER: 8266.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0057	Albert Memorial
MA08_0058	Town Hall
MA08_0109	Brights Statue
MA08_0110	Frasers Statue
MA08_0111	Gladstones Statue
MA08_0143	Jubilee Fountain, Albert Square, Manchester
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A statue by Albert Bruce Joy of Oliver Heywood (1825-1892), a Manchester banker and benefactor. The statue is on a marble pedestal and stepped stone base. Heywood was known for his public works and was granted the first honorary Freeman of the City of Manchester. Heywood's father, Fairbairn, established the Mechanics' Institute. Oliver Heywood took the Chairmanship in 1852, 11 years after his father." [1]

Setting description:

The asset's position in Albert Square, opposite the Town Hall and within the Albert Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is artistic and historic due to the aesthetic quality of the sculpture, the historic figure it represents and as an example of the work of the sculptor Albert Bruce Joy.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197824>

Unique Gazetteer ID (UID): MA08_0113

Asset name: Former Church of St Thomas

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-01-328-L1

National Grid Reference: 385185 397321

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

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

References

References: NHLE: 1197828
HER: 8278.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A church built in 1741, now used as a community services centre. In 1741 the church was widened, extended east in 1831 and a tower was added in 1836 by William Hayley. The church is constructed in a simple Georgian style with an Italian campanile tower, and is constructed from red brick in a Flemish bond with some sandstone dressing. The church is in a rectangular plan with a west porch and tower. There is a two storey and seven window nave with rusticated quoins, moulded cornice, brick parapet with stone coping and round-headed windows to both floors. There is a shallow rectangular addition to the west end with a projecting square tower, matching quoins, modillioned cornice (carried around the tower) and a round-headed west doorway to the base of the tower." [1]

Setting description:

The asset is set within its own churchyard, surrounded by a brick wall and mature planting. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its simple Georgian style of architecture and its Italian campanile tower designed by the architect William Hayley. It has historic interest as a former church.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197828>

Unique Gazetteer ID (UID): MA08_0114

Asset name: Ashton Canal Lock Number 1 Immediately East of Great Ancoats 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: HE-01-328-R1

National Grid Reference: 385293 398173

Asset class/type and dates

Monument class/type: Transport
Canal lock

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

References

References: NHLE: 1197829
HER: 8280.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0085 Bridge Number 4 Over Ashton Canal

MA08_0098 Bridge Number 5 Over Ashton Canal

MA08_0177 Ashton Canal Lock Number 2 off South End of Vesta Street

MA08_0485 Ashton Canal Lock Number 3 on South Side of Ancoats Hospital

MA08_0611 Ashton Canal

Description and sources

Full asset description:

A canal lock built in 1792-1799. The lock is constructed from large blocks of millstone grit with wooden gates. The lock is a narrow type (chamber 7 feet wide), with an overflow channel on the south side, a central island with a curved taper at both ends and has stone staircases flanking the lower entry at the west end. The first in a series of 13 similar locks, all in working order. [1]

Setting description:

The setting of the asset is formed by the Ashton Canal and the associated heritage assets along the canal. The canal is still in use today, not for its original purpose of industrial transportation, but for leisure and tourism. The asset's function and setting, however, remains the same. The setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

This asset's value lies in its historic interest as an example of canal infrastructure. It also has group value due to its association with the Ashton Canal and other canal assets.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197829>

Unique Gazetteer ID (UID): MA08_0115

Asset name: Ashton Canal Towpath Bridge Over Junction with Islington Branch Canal West of Lock Number 2

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-01-328-R1
National Grid Reference: 385346 398229

Asset class/type and dates

Monument class/type: Transport
Towing path bridge
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197830
HER: 11421.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0177	Ashton Canal Lock Number 2 off South End of Vesta Street
MA08_0450	Ashton Canal Lock Keepers Cottage Beside Lock Number 2 at Islington Branch Junction Basin

Description and sources

Full asset description:

A towpath bridge over the canal which was built in 1800. The bridge is constructed from red brick in an English garden wall bond, with sandstone dressings. There is an elliptical arch with keystone, stone band, parapet with rounded stone coping (curved outwards at the ends, dying into the ground) and a cobbled deck. [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:

This asset's value lies in its historic interest as an example of canal infrastructure. It also has group value due to its association with the Ashton Canal and other canal assets.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197830>

Unique Gazetteer ID (UID): MA08_0116

Asset name: Roman Catholic 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: 383739 398187

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Roman Catholic church
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1197894
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:

A Roman Catholic church built in 1848, by Weightman and Hadfield. The church is constructed in a debased Romanesque style from red brick with sandstone dressings and slate roof. There is a Basilican form on north-south axis, with aisles and a south-east tower, a stone plinth, and Lombard friezes to the gables and across centre of tower. There is a painted portal with round-headed doorway moulded in two orders and sculptural tympanum, three round-headed lancets above, and wheel window in gable. The tower has three stages with two round-headed arches containing very small lancets, a round-headed niche to the second stage, a belfry stage with coupled round-headed blank arches each containing small coupled windows with cast-iron diamond lattice grills, and a steeply pitched helm roof with three stepped round-headed lancets in each gable. The building is known as 'the Hidden Gem'. [1]

Setting description:

The setting of the church is a narrow back street, within the streetscape of the Albert Square Conservation Area. The modern buildings next to the church dominate it in scale. Its setting makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is architectural, from its debased Romanesque style of architecture and its striking interior, which has notably tall arcades with Byzantine or Romanesque capitals. It is lit by large clerestory windows and a central, octagonal-domed lantern. The quality of its architecture is indicated by its nickname; 'The Hidden Gem'.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197894>

Unique Gazetteer ID (UID): MA08_0117

Asset name: Former Market Hall

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: 383392 397730

Asset class/type and dates

Monument class/type: Commercial
Market hall

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

References

References: NHLE: 1197915
HER: 15563.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0142 Museum of Science and Industry, Air and Space Museum

MA08_0168 Castlefield Information Centre

MA08_0234 K6 Telephone Kiosk Beside South West Corner of Number 330 Deansgate

MA08_0708 Castlefield Conservation Area

Description and sources

Full asset description:

"A market hall built in 1878 by Mangnall and Littlewood. Constructed from cast-iron and wood with a roof of corrugated sheet and glass. The hall is in a square plan formed by cruciform intersecting naves with aisles in the angles. The building is two storeys with a five bay symmetrical façade, the centre is wider, higher and gabled. There are cast iron columns with crocket caps and each bay is divided horizontally by a moulded cornice with small matching pilasters to the screen below and large-paned glazing above. The wider central bay has a tall segmental arched doorway in the centre, which rises into the glazed upper portion. The outer bays have hipped roofs with scallop fringes and ridge ventilators. The building was previously known as the Higher Campfield Market." [1]

Setting description:

The asset's setting includes the Air and Space Museum to the west, which is by the same architects in a very similar style. It also includes the Victorian industrial streetscape of the Castlefield Conservation Area. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, through its construction in cast-iron and wood with a roof of corrugated sheet and glass, as well as its architects Mangnall and Littlewood. It also has group value with the Air and Space Museum (MA08_0142) to the west, which is by the same

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

architects in a very similar style. It also has historic interest due to being a purpose built market hall.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197915>

Unique Gazetteer ID (UID): MA08_0118

Asset name: Lloyds 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: HE-01-329-L1

National Grid Reference: 383709 398059

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1197916
HER: 8461.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"The former headquarters of the Manchester Shipping Offices and Packing Company, built in 1887 by Speakman and Charlesworth. The building is constructed from red brick with stone dressings and has three storeys, a basement and an attic. The building has recessed bays to the ground and first storeys, with segmental headed windows, a stone sill, headbands, rusticated plinth and a large polygonal five windowed bay on a north-east angle facing Albert Square. There is an open porch supported on coupled columns, surmounted by spirelet and flanked by gables. The central door way has a stone surround and an arched head." [1]

Setting description:

The asset's setting is in the Albert Square Conservation Area and the streetscape features buildings of similar scale and style. This setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural as the former headquarters of the Manchester Shipping Offices and Packing Company.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197916>

Unique Gazetteer ID (UID): MA08_0119

Asset name: Former Goods Offices to Piccadilly Station

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-02-310b
National Grid Reference: 384734 397834

Asset class/type and dates

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

References

References: NHLE: 1197919
HER: 11407.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0155	Manchester South Junction and Altrincham Railway Viaduct
MA08_0476	Train shed and undercroft at Manchester Piccadilly Station
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

The asset was once the station goods offices to Manchester Piccadilly Train Station. Built in 1850-60, the façade is in a Renaissance style constructed of sandstone ashlar and provided the entrance to the basement goods warehouse under the station. The building has two storeys with lettered frieze over the ground floor, a pedimented doorway and round headed windows with elaborate architraves to the first floor. [1] The asset is part of a strong group of 19th century railway infrastructure including the trainshed and undercroft at Manchester Piccadilly station (MA08_0476) and the Manchester South Junction and Altrincham Railway Viaduct (MA08_0155).

Setting description:

The setting of the asset is formed by the western side of Manchester Piccadilly Station and also has group value with the Train Shed and undercroft at Manchester Piccadilly Station (MA08_0476). The setting is also formed by the city centre streetscape of the Whitworth Street Conservation Area (MA08_0711) which is located to the east. The Manchester South Junction and Altrincham Railway Viaduct (MA08_0155) is clearly visible to the south of the asset. Although modernised, the function of the station is still apparent within the surrounding streets. This setting 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 buildings surviving in the Manchester Piccadilly train station complex. It also has architectural interest from its Renaissance style of

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

architecture and its façade facing west onto London Road. It also has group value with the Train Shed and undercroft at Manchester Piccadilly Station (MA08_0476) and the Manchester South Junction and Altrincham Railway Viaduct (MA08_0155) with which it forms a cohesive group of rail infrastructure.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197919>

Unique Gazetteer ID (UID): MA08_0120

Asset name: Detached Block of Schoolroom Approximately 20 metres south of Chethams Hospital

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: 383882 398861

Asset class/type and dates

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

References

References: NHLE: 1197920
HER: 2020.2.2
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0066	Chethams Hospital and Attached Wall
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_0709	Cathedral Conservation Area

Description and sources

Full asset description:

The asset was built in 1878 by Alfred Waterhouse as a schoolroom, now used as part laundry and part school room. The building is constructed from coursed squared sandstone with a slate roof, in a rectangular plan on a north to south axis. The building has a single storey but was altered internally by the insertion of an upper floor. There are six bays with buttresses and a sill band carried around, a gabled porch to the first bay with a Tudor arched doorway and panelled double doors up five steps. [1]

Setting description:

The asset's setting in the grounds to Chethams Hospital makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is historic and architectural due to its Tudor style and association with the architect Alfred Waterhouse.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197920>

Unique Gazetteer ID (UID): MA08_0121

Asset name: South East Wing to Chethams Hospital (Former Manchester Grammar School)

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: 383951 398845

Asset class/type and dates

Monument class/type: Education
Grammar school

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

References

References: NHLE: 1197921
HER: 2020.2.1
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0066	Chethams Hospital and Attached Wall
MA08_0120	Detached Block of Schoolroom Approximately 20 metres south of Chethams Hospital
MA08_0235	Fragment of Hydes Cross approximately 20 metres South of Chethams Hospital
MA08_0709	Cathedral Conservation Area

Description and sources

Full asset description:

"A school built in 1873-8 by Alfred Waterhouse. The building is constructed in a Tudor style from red brick with sandstone dressings, in a rectangular plan parallel to the street, forming part of the east side of the courtyard to Chetham's Hospital. There are three storeys, a basement and a four storey gate tower. The gate tower has a large segmental-pointed arched doorway moulded in four orders with rectangular stone surround lettered "SCOLA MANCUNIENSIS 1870". The building to the south of College House, located on Long Millgate, built as an extension to Manchester Grammar School. The original grammar school building was situated to the right of the gatehouse in the place now occupied by Chetham's accommodation block. The two sections of the grammar school were joined at first floor level by a bridge which only served to dwarf the gatehouse entrance to Chetham's. Following the move of the grammar school to Rusholme in the 1930s the Long Millgate buildings remained empty during the 1930s. The old building was destroyed during the Second World War and in the 1950s the extension was used as a teacher training college. Following its closure in 1978 the building was taken over by Chetham's." [1]

Setting description:

The streetscape of the Cathedral Conservation Area and its position with the grounds of Chetham's Hospital, makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The value of the asset is due to its Tudor style of architecture, as well as its historic association with the architect Alfred Waterhouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197921>

Unique Gazetteer ID (UID): MA08_0122

Asset name: Former Manchester EAR Hospital

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: 384203 397083

Asset class/type and dates

Monument class/type: Domestic
Town house

Period(s): Post-medieval

References

References: NHLE: 1197922
HER: 8468.1.0
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 townhouse. Constructed from red brick with sandstone dressings and a slate roof. The building is double depth and double front in plan, with three storeys over a cellar and three symmetrical bays. There is a stone plinth, first floor sill band, renewed eaves cornice, a central doorway with panelled double doors and a doorcase of engaged Ionic columns with corniced entablature joined to the apron of the window above." [1]

Setting description:

The asset's modern busy streetscape setting makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its historic interest as a rare survival of a 19th century town house close to the city centre.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197922>

Unique Gazetteer ID (UID): MA08_0123

Asset name: Minshull House (Mindel 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: HE-01-329

National Grid Reference: 384464 397990

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1197926
HER: 11749.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0034	City Police Courts (The Court House)
MA08_0178	11, Bloom Street
MA08_0240	8, Minshull Street

Description and sources

Full asset description:

"A mid to late 19th century warehouse, now used as offices. Built is constructed in a simplified palazzo style from painted sandstone ashlar, red brick in a Flemish bond with sandstone dressings and a slate roof. The building is rectangular in plan on a corner site, with a splayed corner and loading bay to the rear. There are five storeys over a banded basement, eight windows, a band over the ground floor and moulded cornice. The corner entrance has a segmental-headed doorway in moulded architrave with keystone, pilasters to left and right with worn lettering "MANUFACTURERS AND PRINTERS". The rear has a full-height loading slot in the centre, with a hoist canopy." [1]

Setting description:

The setting of the asset is Minshulls Street and the surrounding buildings which are predominantly of a similar style, date and scale. It forms a group with No. 11 Bloom Street (MA08_0178) to rear, No. 8 Minshull Street (MA08_0240) to right and the City Police Courts (MA08_0034) opposite. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The asset's value is architectural due to its simplified Palazzo style. It has group value with No. 11 Bloom Street to rear, No. 8 Minshull Street to right and the City Police Courts opposite.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197926>

Unique Gazetteer ID (UID): MA08_0124

Asset name: 12, Mosley 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: 384213 398270

Asset class/type and dates

Monument class/type: Commercial
Shop

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

References

References: NHLE: 1197928
HER: 8485.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0242	Harvest House
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MA08_0705	Upper King Street Conservation Area
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Description and sources

Full asset description:

"Shops and offices built in 1870-80. The building is constructed in an eclectic gothic style and has an iron frame with sandstone ashlar cladding, a slate roof and is on a rectangular plan on a corner site. There are three storeys and an attic, a three bay façade, chamfered pilasters, a cornice over the ground floor and balustraded parapets flanking the attic dormer." [1]

Setting description:

The adjacent streetscape setting within the Upper King Street Conservation Area makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is due to its Eclectic Gothic style of architecture and iron frame construction. It also has historic interest as purpose built shops and offices.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197928>

Unique Gazetteer ID (UID): MA08_0125

Asset name: Colwyn Chambers

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: 384184 398241

Asset class/type and dates

Monument class/type: Commercial
Bank (financial)

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

References

References: NHLE: 1197929
HER: 8487.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0705	Upper King Street Conservation Area
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Description and sources

Full asset description:

"The former headquarters of Lancashire Mercantile Bank, now occupied by various shops, restaurants and offices. Built in 1898 by J. Gibbon Sankey, in a Neo-Baroque style. The building is constructed from Portland stone with polished granite to the ground floor and a slate roof. There are four storeys and three principle bays to both facades. The corner entrances are roundheaded and have elaborate architraves including pairs of Ionic columns with crouching atlantes on top, supporting open segmental pediments and outer security gates with decorative Art Nouveau ironwork." [1]

Setting description:

The setting of the asset in the busy central financial district of the Upper King Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is historic as the former headquarters of Lancashire Mercantile Bank. The value is also due to its Neo-Baroque style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197929>

Unique Gazetteer ID (UID): MA08_0127

Asset name: Vine Inn

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: 383967 398108

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1197932
HER: 11684.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0226	36, Kennedy Street
MA08_0465	Vine Inn
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A textile warehouse built in 1860-70, now forms part of a public house. The building is constructed in red brick in a Flemish bond with the ground floor stuccoed and painted white, with sandstone dressings and a slate roof. The building has four storeys and a basement and a six window symmetrical façade. The ground floor has a segmental headed doorway at each end, with hollowed spandrels and segmental pediment. The basement and ground floor windows are of equal height, the former now part filled by tiling above bowed railings, the latter sashed without glazing bars." [1]

Setting description:

The asset is in a row of three public houses of a similar style and age, which makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is due to its original architectural form as a warehouse and its unusual change of use from a warehouse to a public house.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197932>

Unique Gazetteer ID (UID): MA08_0128

Asset name: City Arms Public 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: 383978 398094

Asset class/type and dates

Monument class/type: Domestic
Town house

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

References

References: NHLE: 1197933
HER: 8435.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0465	Vine Inn
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

"A late 18th century townhouse, now a public house. The building is brick faced with scored stucco in an irregular double depth plan. There are three storeys and three windows and the ground floor has wooden pilasters framing the main entrance and a round headed doorway to the left. The two large rectangular windows to the ground floor have early 20th century mullion and transom glazing." [1]

Setting description:

The setting of the asset is in a row of three public houses of a similar style and age. This setting, as well as its position within the Albert Square Conservation Area, 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 as a surviving example of an 18th century domestic building subsequently changed to be used as a public house.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197933>

Unique Gazetteer ID (UID): MA08_0129

Asset name: 19, King 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: 383737 398325

Asset class/type and dates

Monument class/type: Commercial
Shop

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

References

References: NHLE: 1197935
HER: 12058.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0466	Former Jaeger Shop
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A shop built in 1880. Constructed from yellow brick with sandstone dressings and a slate roof. The building is on a rectangular plan at right angles to the street and consist four storeys. There is a 20th century shop front at the ground floor, an arcaded range of four-light windows on each upper floor and slim cast-iron columns on the first floor with arched open-work brackets. The second floor has windows with set-in shafts, enriched impostes and linked hoodmoulds with large mask keystones. The third floor has shouldered windows." [1]

Setting description:

Its setting is an area predominantly used as a shopping district, the streetscape of the St Ann's Square Conservation Area. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its historic interest, as a surviving example of a late Victorian shop.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197935>

Unique Gazetteer ID (UID): MA08_0130

Asset name: Old Exchange

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: 383772 398318

Asset class/type and dates

Monument class/type: Commercial
Exchange

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

References

References: NHLE: 1197936
HER: 8443.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A range of shops with a passage through, dated 1897 on the frieze over the ground floor. The building is constructed in an eclectic style with a possible iron frame and cladding of red sandstone and terracotta with a slated mansard roof. The building is rectangular in plan with a central through-passage. There are three storeys and attics, three structured bays with pilastered piers to the ground floor and frieze letters "AD/OLD EXCHANGE/1897". The building has 20th century shop fronts, giant Ionic pilasters to the first and second floor and ornamental terracotta panels between the first and second floors. The first floor has wide elliptical arched windows with decorated spandrels and wooden mullion and transom glazing. The second floor has mullioned windows with segmental headed lights." [1]

Setting description:

The setting of the shopping arcade is St Ann's Conservation Area, which is a part of the main commercial area of Manchester City Centre. The setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest, gained from its eclectic style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197936>

Unique Gazetteer ID (UID): MA08_0131

Asset name: Warehouse Shop

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: 383740 398292

Asset class/type and dates

Monument class/type: Commercial
Shop

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

References

References: NHLE: 1197937
HER: 8437.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0467	No. 28 King Street
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A late 19th to early 20th century shop. The front of the building is constructed from sandstone ashlar and the rear, to South King Street, is from brick. The building is on a narrow rectangular plan at right angles to the street with frontages to both streets. The King Street façade is in a baroque style with three storeys and an attic. There are three unequal bays with a 20th century shop front at the ground floor. The South King Street façade has two low storeys with four windows at the first floor. There is an original cast-iron shop front with slender shafts and elaborately decorated frieze under a cornice arched over the centre." [1]

Setting description:

The setting of the asset in the commercial streetscape of the St Ann's Square Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is due to its architectural interest, gained from its original cast-iron shop front with slender shafts and elaborately decorated frieze.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197937>

Unique Gazetteer ID (UID): MA08_0132

Asset name: Alliance and Leicester Office

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: 383777 398287

Asset class/type and dates

Monument class/type: Commercial
Shop

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

References

References: NHLE: 1197938
HER: 8438.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

"A shop built in 1860-80. Constructed in a Gothic style, from red brick with sandstone dressings and a slate roof. The building has three storeys and three narrow bays and is on a narrow rectangular plan at right angles to the street. There is a 20th century shop front at the ground floor, framed by original columns with crocket caps, entablatures and moulded frieze. The upper floors have brick corner pilasters, a panelled band between floors and a moulded main cornice, broken in the centre by a large two-centred arch rising into a steeply-pitched gable which breaks through the parapet. There is a prominent stone balcony in the centre of each floor with bowed wrought-iron railings, and a carved stone tympanum over the centre windows at second floor." [1]

Setting description:

The setting of the asset in the commercial streetscape of the St Ann's Square Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural interest, gained from its Gothic style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197938>

Unique Gazetteer ID (UID): MA08_0133

Asset name: No. 74, King 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: 383861 398266

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1197939
HER: 12060.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0228	Prudential Assurance Office
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"Offices built in 1900. The building is in a Flemish Renaissance style from terracotta and stone. The shop is on a corner site and has four storeys and an attic. There is a four window range and sashes and casements linked between storeys with dividing columns at the first floor and columns and blind arcading above. The building has large Flemish gables to the attic and a two storey oriel bay to corner supported on decorative panels and corbels. The ground floor has a corner entrance, windows separated by small attached columns and a further doorway to left with an elaborate doorcase, overlight and curved pediment." [1]

Setting description:

The setting of the asset in the central financial district of the Upper King Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural interest, due to its Flemish Renaissance style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197939>

Unique Gazetteer ID (UID): MA08_0134

Asset name: Nos. 84 and 86 King Street, Nos. 27 and 29 Pall Mall

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: 383942 398249

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1197940
HER: 8441.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0229	Ship Canal House
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"An office building built in 1910. The building is constructed in a classical style with an iron frame and cladding of sandstone ashlar. The offices are in a rectangular plan on an end of block site. There are three storeys with five symmetrical bays. The building has channelled rustication to the ground floor, which has an arcade of round-headed arches on piers with moulded imposts, the right hand arch being the entry to a diagonal internal porch (running through to Pall Mall). There are giant pilasters to the upper floors, which have sashed windows with moulded architraves, frieze with wreaths over the four central pilasters, moulded cornice and a parapet with two rectangular corniced upstands." [1]

Setting description:

The setting of the asset in the central financial district streetscape of the Upper King Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural interest, from its classical style of architecture and iron frame construction.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197940>

Unique Gazetteer ID (UID): MA08_0135

Asset name: Atlas Chambers

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: 383987 398247

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1197941
HER: 15568.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0182	Lombard Chambers
MA08_0229	Ship Canal House
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"An insurance company office built in 1929 for the Atlas Assurance Company, by Michael Waterhouse, the grandson of Alfred Waterhouse. The building is steel framed with cladding of Portland stone on a narrow rectangular plan on a corner site. There is a six storey and four window façade with a three window attic, consisting a two storey banking hall with a cornice. There is an addition three regular storeys with another cornice, the upper two have shallow giant pilasters and the top floor and attic are treat as a two storey pedimented penthouse with flanking one storey wings. The banking hall has a plate-glass screen with a bronze doorway set in the centre and surmounted by a bronze Atlas with golden globe. There is a bronze plaque on the corner and a cartouche above this, and its left return side (to Brown Street) has a similar plate-glass screen with fluted Doric columns distyle in antis. The upper floors have very regular fenestration which match that of Ship Canal House to the right." [1]

Setting description:

The setting of the asset in the central financial district streetscape of the Upper King Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its historic interest, gained from its association with the architect Michael Waterhouse, the grandson of architect Alfred Waterhouse. It also has architectural interest due to its classical fenestration and its use of Portland Stone façade on an steel frame. It has group value with Ship Canal House (MA08_0229), with which, it can be easily confused.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1197941>

Unique Gazetteer ID (UID): MA08_0136

Asset name: Former Horrocks, Crewdson and Company 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: HE-01-328

National Grid Reference: 384664 398168

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1200801
HER: 12062.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"A cotton manufacturers' warehouse, now a clothing warehouse, built in 1899 by Charles Heathcote, for Horrocks, Crewdson and Co. The building is constructed in a simplified baroque style with an iron frame, concrete floors, cladding of red brick, red sandstone dressings and a slate roof. There is a basement, five storeys and five bays between corner turrets. The left corner has a segmental headed doorway with an architrave of engaged columns on pedestals, a swan-neck pediment containing a cartouche and a wrought-iron overlight. The right-hand corner has a large cartouche with remains of painted lettering "Horrocks Crewdson Limited" and a foliated surround." [1]

Setting description:

The setting is formed by the Stevenson Square Conservation Area, an area of warehouses of similar age and style. The streetscape of Stevenson Square Conservation Area makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, from its simplified Baroque style of architecture and its architect Charles Heathcote.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200801>

Unique Gazetteer ID (UID): MA08_0137

Asset name: 10, Lever 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: 384504 398339

Asset class/type and dates

Monument class/type: Domestic
Town house

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

References

References: NHLE: 1200802
HER: 12064.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0230	8, Lever Street
MA08_0231	12 and 14, Lever Street
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

A town house, now shop, built in the early 19th century. The building is constructed from brown brick in a Flemish bond, stuccoed at ground floor with a slate roof. The top floor was rebuilt in the 20th century from common brick. The building has a double-depth, single-fronted plan. There are three storeys over a cellar, three windows and a doorway to the right with altered surround and cornice on consoles. There are altered windows at the ground floor, segmental-headed windows to both upper floors with those at first floor with four panes and those at second floor altered. [1]

Setting description:

The setting of the asset in the streetscape of Stevenson Square Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its historic interest, as a rare survival of an early 19th century townhouse close to the city centre.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200802>

Unique Gazetteer ID (UID): MA08_0138

Asset name: Watts Brothers

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: 384574 398405

Asset class/type and dates

Monument class/type: Commercial
Furniture warehouse

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

References

References: NHLE: 1200803
HER: 12066.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"A hardware and furniture warehouse dated to 1898, now used as offices. The building is constructed in a free Elizabethan style from red brick in a Flemish bond, with red sandstone dressings and a slate roof. The building is on a rectangular plan at right-angles to the street, with a loading bay at the rear. There are four storeys and an attic, with four bays. The ground floor has a large round-headed doorway to the left with convex jambs, moulded head and keystone cartouche lettered "24". There is a mullioned two-light window to the right over a basement doorway and two altered windows further right. On the upper floors the two centre bays have three-storey elliptical-headed arches with three-light windows to all floors, the outer bays have vertical-rectangular windows, with panelled aprons at the second floor and large carved aprons at the third floor lettered respectively "18" and "98". [1]

Setting description:

The setting is formed by the Stevenson Square Conservation Area, an area of warehouses of similar age and style. Its setting makes a positive contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its architectural interest due to its free Elizabethan style. It also has historic interest as a former hardware and furniture warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200803>

Unique Gazetteer ID (UID): MA08_0139

Asset name: 123, Liverpool Road

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: 382990 397826

Asset class/type and dates

Monument class/type: Domestic
Town house

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

References

References: NHLE: 1200804
HER: 12068.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0233	Commercial Hotel
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

"A pair of early 19th century townhouses, now an office. Built from red brick in a Flemish bond with some sandstone dressings and a slate roof. The building is double depth in plan with a back extension. There are three storeys, four windows and a round headed doorway to the right, with a set in wooden pilastered doorcase. There is a similar round headed opening to the second bay, this was likely a former doorway but is now a window. All windows have raised sills and flat arched heads of gauged brick and 20th century top hung casements which imitate four pane sashes." [1]

Setting description:

The setting of the asset is the streetscape of the Castlefield Conservation area, surrounded by domestic buildings of a similar age and scale. 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, as surviving examples of early 19th century townhouses.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200804>

Unique Gazetteer ID (UID): MA08_0140

**Asset name: Colonnaded Railway Viaduct at Former
Liverpool Road Goods Depot**

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: 383013 397907

Asset class/type and dates

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

References

References: NHLE: 1200805
HER: 12070.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

A railway viaduct, dating to 1870. The viaduct consist a series of cast-iron columns on stone bases supporting the viaduct, which has cast iron beams showing at the sides. [1]

Setting description:

The setting of the asset in the Castlefield Conservation Area, an area with a concentration of late 18th and 19th century transport networks and the railway, makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, due to its cast-iron construction and its contribution to the development of the railway within Manchester.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200805>

Unique Gazetteer ID (UID): MA08_0141

Asset name: Former St Matthews Sunday School

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: 383210 397758

Asset class/type and dates

Monument class/type: Education
Sunday school

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

References

References: NHLE: 1200806
HER: 8686.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0708	Castlefield Conservation Area
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Description and sources

Full asset description:

"The former St Matthew's Mission Church and Sunday school, now an office, dating to 1827 over the door. The building is constructed in a simple gothic style from red brick in a Flemish bond with some sandstone dressings. The building is on a rectangular plan with the apsidal to the south on an island site. There are two storeys, a cellar and three symmetrical bays. The first floor has a sill band and a slightly raised centre with two semi-circular steps up to a two centred arched doorway. There is a large stone plaque above the door inscribed "SUNDAY SCHOOL / MDCCCXXVII"." [1]

Setting description:

The setting of the asset in the streetscape of the Castlefield Conservation Area, surrounded by industrial and domestic buildings of a similar age, makes a positive contribution to its heritage value.

Asset value assessment:

The asset's value is derived from its architectural and historic interest, due its simple but distinctive Gothic style and its former use as a church and Sunday school.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200806>

Unique Gazetteer ID (UID): MA08_0142

Asset name: Museum of Science and Industry, Air and Space Museum

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: 383270 397786

Asset class/type and dates

Monument class/type: Commercial
Market hall

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

References

References: NHLE: 1200807
HER: 8459.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0117	Former Market Hall
MA08_0504	Power Hall of Museum of Science and Industry
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

"Previously known as the Lower Campfield Market built in 1876 by Mangnall and Littlewood, now a museum. The building is constructed from cast-iron and wood with slate and glass roofs. The building has a large rectangular plan in the form of a nave with the north and south aisles under parallel roofs and the north and south transepts to the centre and both ends. There are two storeys with 1:3:1:3:1 bays. There are cast-iron columns with crocket caps and each bay is divided horizontally by a moulded cornice with small columns and decorated cast-iron railings below this and large-paned glazing above. The centre has a tall segmental-headed doorway rising into the glazed upper portion, a latticed band above eaves level and the gable is filled with round-headed lights with slender shafts and margin panes. Each end bay has a segmental-arched open-work panel in the centre and an elliptical-arched iron bressummer to the gable, with glazing like that of the centre. The intermediate bays have oversailing eaves with scallop fringes and continuous ridge ventilators. The interior has cast-iron pillars with decorated caps carrying latticed girders and slender elliptical-arched latticed roof girders." [1]

Setting description:

The setting of the asset in the streetscape of the Castlefield Conservation Area, surrounded by industrial and domestic buildings of a similar age, makes a positive contribution to its value.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The value of the asset is derived from its architectural interest, gained from its construction of cast-iron and wood with slate and glass roofs. It has historic interest due to its former use as a market.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200807>

Unique Gazetteer ID (UID): MA08_0143

Asset name: Jubilee Fountain, Albert Square, Manchester

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: 383837 398148

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Ornamental fountain
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1200811
HER: 62.1.3
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0057	Albert Memorial
MA08_0058	Town Hall
MA08_0109	Brights Statue
MA08_0110	Frasers Statue
MA08_0111	Gladstones Statue
MA08_0112	Heywoods Statue
MA08_0695	Albert Square Conservation Area

Description and sources

Full asset description:

A fountain built in 1897 to designs by Thomas Worthington, with the sculpture by John Cassidy. Restored in 1997 and constructed in a gothic style from grey and red granite, sandstone and bronze. The fountain was designed to commemorate Queen Victoria's Diamond Jubilee in 1897 and also to replace a temporary fountain commemorating the new supply of drinking water to Manchester from Thirlmere in the Lake District in 1894. The fountain is constructed in a Gothic style, from stone, and is set in a hexagonal plan. The base has three steps and consist a large hexagonal bowl with piers at the corners and inwardly raked walls. There is also a smaller central hexagonal bowl, raised on pedestal and colonettes, with lettered band and blind tracery. Rising from the centre of this a slender pedestal with a shell-like bowl and a finial formerly surmounted by a bronze dolphin. [1]

Setting description:

The setting of the asset is the civic space of Albert Square. This makes a positive contribution to the value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The value of the asset is derived from its artistic and historic interest. This is from the aesthetic quality of the fountain and accompanying sculpture, and its designer Thomas Worthington.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200811>

Unique Gazetteer ID (UID): MA08_0144

Asset name: 75 and 77, High 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: 384325 398666

Asset class/type and dates

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

References

References: NHLE: 1200814
HER: 8425.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0379	10-20, Thomas Street
MA08_0472	Former Wholesale Fish Market
MA08_0700	Smithfield Conservation Area

Description and sources

Full asset description:

"A shop and warehouse built in 1860-70. The building is constructed in a Venetian Gothic style with an iron frame, cladding of sandstone ashlar, red brick, dressings of polished granite and red and yellow sandstone. The building is on a trapeziform plan on an end of block site. There are four storeys with three and a half bays plus a rounded corner to the right. The ground floor has a round headed doorway to the left with pilaster jambs and elaborate enrichment to the head. There is a similar round headed doorway to the right-hand corner, with shafts of polished granite and heavily foliated caps and 20th century shop windows in the three main bays." [1]

Setting description:

The setting of the asset is the streetscape of the Smithfield Conservation Area. This makes a positive contribution to the value of the asset.

Asset value assessment:

The value of this asset is due to its architectural interest, gained from its Venetian Gothic style and iron frame.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200814>

Unique Gazetteer ID (UID): MA08_0145

Asset name: 1, Kelvin 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: 384371 398575

Asset class/type and dates

Monument class/type: Industrial
Workshop

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

References

References: NHLE: 1200822
HER: 11650.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0700	Smithfield Conservation Area

Description and sources

Full asset description:

"A late 18th to early 19th century garret workshop house, now a small shop. The building has a narrow rectangular plan at right-angles to the street. There are three storeys, one bay and a round-headed doorway to the right, up 2 steps. There is an enlarged rectangular window to the left, a segmental-headed sashed window without glazing bars at the first floor, with an exposed box and five-light garret window at the second floor with small panes and three horizontal sliding sashed openings." [1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its historic interest, as a rare survival of a late 18th to early 19th century garret workshop house within the city centre.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200822>

Unique Gazetteer ID (UID): MA08_0146

Asset name: 10, Kennedy 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: 383913 398174

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1200823
HER: 11669.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0032	Manchester Law Library
MA08_0705	Upper King Street Conservation Area

Description and sources

Full asset description:

"A late 19th century office, occupied in 1905 by West of Scotland Fire Insurance. The building is constructed in a eclectic Scottish Jacobean style from red sandstone to the ground floor and red brick with red sandstone above. There is a three storey, three bay façade with a narrow centre and wide outer gables. The moulded segmental headed doorway has a gabled canopy on brackets and large rectangular windows on either side. The left end had a short window over the basement door." [1]

Setting description:

The setting of the asset is the central financial district of the Upper King Street Conservation Area which makes a positive contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its architectural interest, gained from its Scottish Jacobean style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200823>

Unique Gazetteer ID (UID): MA08_0147

Asset name: Former Church of All Souls

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-01-327-R1

National Grid Reference: 385784 398202

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church

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

References

References: NHLE: 1200825
HER: 8394.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A church built in 1839-40 by William Haley for Dr Samuel Warren, who had been expelled from the Wesleyan Methodist Connection. The building is constructed in a Romanesque revival style from brick with a slate roof and stone detailing. The building is rectangular in plan with gabled east and west ends with the bays separated by square buttresses carried up to form turrets. There is a stone central doorway to the west with chevron and lobed nook shafts on scalloped capitals and a tier of interlaced blind arcading. The nave is divided into four equal bays with two lancet windows in each. There are the original box pews and benches in the gallery and a late 19th century cairn stone pulpit." [1]

Setting description:

The setting of the now disused church is within a predominantly 20th century housing estate, within the parish which it served. The setting makes a neutral contribution to the value of the asset.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest, gaining through its association with Dr Samuel Warren and its Romanesque Revival style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200825>

Unique Gazetteer ID (UID): MA08_0148

Asset name: Former Royal Exchange

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: 383843 398442

Asset class/type and dates

Monument class/type: Commercial
Exchange

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

References

References: NHLE: 1200826
HER: 8395.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0701	St Ann's Square Conservation Area

Description and sources

Full asset description:

A commercial exchange, now shops and a theatre. First constructed by Oswald Mosley in 1729, rebuilt by Thomas Harrison in 1806-9. Enlarged by Alex Mills in 1847-9 and rebuilt by Mills and Murgatroyd in 1869-74. The building was rebuilt and enlarged for the fourth time in 1914-21 by Bradshaw, Gass and Hope. The new Exchange building (opened 1809) was the centrepiece of Manchester's business and cotton's commercial palace. It was the scene of the Exchange Hall Riot on April 8th 1812. The building was in essence a huge internal space for meeting and dealing. The last extension was commissioned in 1913, to house the more than 10,000 subscribers. It finally closed for business in 1968, by which time the number of members had dwindled to 660. The last day's prices can still be seen on the display board in what now houses the Royal Exchange Theatre. The building is constructed in a classical style from Portland stone with a slate roof and three glazed domes. The building is on a very large rectangular plan on an island site. There are four storeys with two attic storeys and a rusticated ground storey. The building has three light windows, moulded architraves, Doric pilasters and arched fanlights. There are giant Corinthian pilasters over the first, second and third ground storeys. The building has a modillion eaves cornice, a tall cupola at the north west corner and a massive arched entrance with wide steps. The interior contains an impressive hall, half-columns and three glazed domes. [1]

Setting description:

The setting of the asset in the surrounding streetscape makes a positive contribution to its heritage value. It is surrounded by buildings of a similar style and scale.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Asset value assessment:

The asset's value is derived from its historic interest as the centrepiece of Manchester's cotton business and as the scene of the Exchange Hall Riot on 8th April 1812. It also has architectural interest due to its classical style of architecture which provides a huge internal space for meeting and dealing.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200826>

Unique Gazetteer ID (UID): MA08_0149

Asset name: Star and Garter Public 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: HE-01-328
National Grid Reference: 385005 397721

Asset class/type and dates

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

References

References: NHLE: 1200827
HER: 11408.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A public house dated to 1877. The building is constructed in a Gothic form with some Baroque details from red brick with stone dressings and a steeply pitched slate roof. The building is on an irregular plan on an acutely angled corner site. There are three storeys including half dormers and five symmetrical bays to Fairfield Street. The second and fourth bays have coupled windows, pedimented half dormers and the centre with single openings and a small half dormer. All bays have corbelled pilasters to the half dormers, pediments with checker board patterns and the central dormer with a shaped gable surmounted by a segmental pediment. There is a central square-headed doorway with stone architrave, round-headed windows at the ground floor and plastered coved eaves. The canted corner to the right has a projected triangular porch with a doorway in a Baroque surround and a half dormer above lettered "AD 1877" Return side in similar style. [1]

Setting description:

The setting of the public house is a corner plot on Neild Street and Fairfield Street opposite Manchester Piccadilly Station. This setting is predominantly industrial and associated with the railway infrastructure. The railway viaduct of similar age opposite dominates both the views and scale of the streetscape towards Fairfield Street at the front of the public house. The setting makes a positive contribution to the heritage value of the asset as it explains its function serving passengers and the railway workforce since it was built.

Asset value assessment:

The asset has value due to its architectural interest which it gains from its Gothic style, with Baroque details. It also has historic interest as a public house that has been in use since the 19th century.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200827>

Unique Gazetteer ID (UID): MA08_0150

Asset name: 41 and 43, Faulkner 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: 384224 398021

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1200829
HER: 8397.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0151	45 and 47, Faulkner Street
MA08_0187	Lindencourt House
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"A warehouse built in 1846 by Thomas F. Taylor. The building is constructed in a classical style from brick with a façade of coursed sandstone rubble with ashlar dressings and a slate roof. The building is on a rectangular plan, parallel to the street with a loading bay to the rear. There is a basement, four storeys and five narrow symmetrical bays. The first and second floors are treated as an unorthodox giant colonnade of fluted Doric columns in antis with deep entablatures and frieze including raised panels and mutuled cornice. The third floor has short coupled pilasters and a frieze with sets of guttae in the soffits of the window reveals and a pediment. The ground floor has a large square-headed doorway with pilastered architrave under a blind balustrade and segmental-headed windows." [1]

Setting description:

The setting of the asset in the busy commercial streetscape of the George Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural interest, due to its classical style of architecture and historic interest due to its use as a warehouse.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200829>

Unique Gazetteer ID (UID): MA08_0151

Asset name: 45 and 47, Faulkner 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: 384219 398007

Asset class/type and dates

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

References

References: NHLE: 1200830
HER: 8396.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0150	41 and 43, Faulkner Street
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"A probable textile warehouse built in the 1840's, now a restaurant. The building is constructed in a Georgian style from sandstone ashlar and red brick in a Flemish bond with sandstone dressing. The building is on a rectangular plan and has a basement, four storeys and six symmetrical bays. The outer bays break forwards slightly and there is channelled rustication to the basement and ground floor with a modillioned cornice with block course. The ground floor has doorways in the outer bays which are round headed with rusticated surrounds and pediments. The windows of the upper floors have moulded architraves. The first floor windows are shouldered with dentilled cornices." [1]

Setting description:

The setting of the asset is the busy commercial streetscape of the George Street Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its architectural interest, which it gains from its Georgian style of architecture. It also has historic interest due to its use as a former textile warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200830>

Unique Gazetteer ID (UID): MA08_0152

Asset name: 49, Faulkner 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: 384207 398002

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1200831
HER: 11742.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"A cotton goods warehouse built in 1850, now a Chinese supermarket. The building is constructed in a Georgian style from red brick in a Flemish bond with sandstone dressings. The building is on a rectangular plan, extending back to Reyner Street at the rear. There is a basement, four storeys and four bays with rusticated quoins. The ground floor has a round headed doorway to the left with pilaster jambs, fluted linted, moulded impost and a semi-circular fanlight. The windows of the upper floors all have shouldered architraves." [1]

Setting description:

The setting of the asset in the busy commercial streetscape of the George Street Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The value of the asset is from its Georgian style of architecture and its historic former use as a cotton warehouse.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200831>

Unique Gazetteer ID (UID): MA08_0153

Asset name: 56, Faulkner 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: 384135 397952

Asset class/type and dates

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

References

References: NHLE: 1200832
HER: 11728.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0454	52 and 54, Faulkner Street
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"A textile warehouse built around 1868 by J Feer, now a restaurant. The building is constructed from red brick in a Flemish bond with sandstone dressings and a slate roof. The building is in an L-plan formed by the range parallel to the street, with a long rear wing. There is a basement, three storeys and four bays with a sandstone plinth and brick pilasters to the ground and upper floors. The ground floor has segmental headed openings with keystones, a door way to the left and the first window has been altered as a doorway." [1]

Setting description:

The setting of the asset in the busy commercial streetscape of the George Street Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its historic interest as a textile warehouse, and through its association with architect J. Feer.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200832>

Unique Gazetteer ID (UID): MA08_0154

Asset name: 35, 37 and 39A, George 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: 384118 397989

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1200836
HER: 11747.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0215	39 and 41, George Street
MA08_0698	George Street Conservation Area

Description and sources

Full asset description:

"A cotton manufacturers warehouse built in the 1840's. The building is constructed from sandstone ashlar with the rear in red brick in a Flemish bond. The building is on a rectangular plan, parallel to the street with a loading bay to the rear. There is a basement, three storeys and a nine window range. The basement and ground floor are rusticated with alternate blocks punch dressed, a deep modillioned cornice and a parapet. The basement and ground floor together form a nine-bay "arcade" of square-headed openings between narrow rusticated piers with a continuous lintel dressed as voussoirs over the openings. The third and sixth bays contain doorways and the others are divided almost equally by linked sills. An early example of this type of building in Manchester." [1]

Setting description:

The setting of the asset is the busy commercial streetscape of the George Street Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its historic interest as a cotton manufacturer's warehouse, and as an early example of this type of building in Manchester.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200836>

Unique Gazetteer ID (UID): MA08_0155

Asset name: Manchester South Junction and Altrincham Railway Viaduct

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-02-310b
National Grid Reference: 383825 397704

Asset class/type and dates

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

References

References: NHLE: 1200837
HER: 1716.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0119	Former Goods Offices to Piccadilly Station
MA08_0212	London Warehouse
MA08_0476	Train shed and undercroft at Manchester Piccadilly Station
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

"A railway viaduct running west from Knott Mill and Deansgate Station dividing into two at Castlefield. Built in 1850 in a Gothic style from cast iron and red brick. The viaduct has segmental arches and brick piers with stone capitals and brick parapet. The bridge crosses over Deansgate, Rochdale Canal and River Medlock. The northern branch terminates with the Irwell Bridge (half in the City of Salford) and has a segmental arch with rusticated sandstone voussoirs and rusticated pilasters. The southern branch terminates at the bridge over Dawson Street."

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction and Altrincham Railway (MSJAR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

"The MSJAR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London and North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne and Manchester Railway (later the Manchester, Sheffield and Lincolnshire Railway, MSLR) which operated London Road Station (known as

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJAR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 3/4 mile (2 3/4 km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

LOCATION: The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

ARCHITECTURE: The viaduct is approximately 1 3/4 mile (2 3/4 km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the 20th century the viaduct now incorporates a series of 20th century and early 21st century gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II." [1]

Setting description:

The asset is part of a cohesive group of 19th century railway infrastructure including the trainshed and undercroft at Manchester Piccadilly station (MA08_0476), the former goods offices to Piccadilly Station (MA08_0119) and London Warehouse (MA08_0212). This group of 19th century railway structures within which it sits, and its city centre location though modernised, provide a setting in which the continued function of the viaduct is easily deciphered. This makes a positive contribution to the value of the heritage asset.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, gained from its Gothic style of architecture; its history as an early example of a viaduct constructed during the 'railway mania' of the 1850s; and, its importance to Manchester's railways.

The Manchester South Junction and Altrincham Viaduct is designated at Grade II for the following principal reasons:

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;

Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;

Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands; and

Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c. 1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c. 1850-60) and train shed (c. 1881) at Manchester Piccadilly Station.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200837>

Unique Gazetteer ID (UID): MA08_0156

Asset name: Orient 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: 384412 397609

Asset class/type and dates

Monument class/type: Commercial
Warehouse

Period(s): Modern

References

References: NHLE: 1200838
HER: 8408.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0217	Granby House
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

"A shipping or packing warehouse built in 1914 by G. H. Goldsmith. The building is constructed in a classical style with a steel frame and façade of white matt glazed terracotta and sides of rectilinear glass curtain walling. The building has nine storeys over a basement with a façade of six storeys with attic. The ground and first floors are treated as a rustic with channelled rustication and cornices to both levels. The next three storeys are a seven bay giant colonnade, with fluted Ionic columns and pilastered end bays. There are entrances in the third and seventh bays, both of which have projected doorcase with shallow pediments on consoles and acroteria on the pediments." [1]

Setting description:

The setting of the asset within the distinctive Mancunian streetscape of the Whitworth Street Conservation Area makes a positive contribution to its value.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, gained from its classical style of architecture and its architect G. H. Goldsmith.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200838>

Unique Gazetteer ID (UID): MA08_0157

Asset name: Adult Deaf and Dumb Institute (Former)

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: 384398 397079

Asset class/type and dates

Monument class/type: Health and welfare
Institute for the deaf

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

References

References: NHLE: 1200839
HER: 8416.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0220	Former Grosvenor Picture Palace

Description and sources

Full asset description:

"The former Deaf and Dumb Institute built by John Lowe and dated to 1878 on the central gable. The building is constructed in a gothic style from sandstone ashlar with a slate roof. There are two storeys, a basement and three symmetrical bays. The gabled centre has frieze over the ground floor inscribed "ADULT" "DEAF & DUMB" "INSTITUTE". The centre has a wide doorway with large two-centred arched head moulded in three orders with carved impost, a hoodmould, a carved shield with open hand and a wrought-iron lamp bracket over this. The first floor has a large two centred arch containing a pedestal with sculpture of the Good Shepherd under a cusped and gabled canopy, flanked by arched lights and roundels with raised lettering above on either side "A:D" "1878", and in the gable there are three very small lancets under a semi-circular relieving arch." [1]

Setting description:

The asset's setting in the modern busy streetscape makes a neutral contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest, due to its former use as a Deaf and Dumb Institute and its Gothic style of architecture.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200839>

Unique Gazetteer ID (UID): MA08_0158

Asset name: Oddfellows Hall

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: 384529 397139

Asset class/type and dates

Monument class/type: Education
Learned society building

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

References

References: NHLE: 1200840
HER: 11640.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Friendly Society offices built in 1900-10 for the Oddfellows Society. The current building replaces a smaller building on the same site that the society erected in 1857. The 1857 building was designed by Joseph Lindley. Work began on the new building, designed by Society member J. B. Thornley of Darwen, in 1915, following the demolition of the earlier building and two houses on the site. The building is constructed in an Edwardian baroque style from brick with a façade of cream terracotta. There are three storeys and symmetrical bays. The intermediate bays have giant Ionic columns framing recessed windows to the first and second floors with channelled rustication to the ground floor, prominent modillioned cornice and balustraded parapet. The centre has a round headed doorway with a large cartouche key block and a scrolled wrought iron fanlight." [1]

Setting description:

The setting of the asset in the modern busy streetscape makes a neutral contribution to its heritage value.

Asset value assessment:

The value of the asset is derived from its architectural and historic interest, gained from its Edwardian Baroque style of architecture and its use by the Oddfellows Society.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200840>

Unique Gazetteer ID (UID): MA08_0159

Asset name: 2, Harter 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: 384152 397789

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1200841
HER: 11678.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0221	12, Harter Street, 104, Bloom Street
MA08_0306	Langley Buildings
MA08_0371	Former Electricity Power Station
MA08_0711	Whitworth Street Conservation Area

Description and sources

Full asset description:

A late 19th century paper warehouse, now used as offices. The building is constructed from red brick with sandstone dressings, and is trapeziform in plan. There are four storeys, four bays, a basement and an attic. The building has a stone plinth, prominent stone cornices over the ground and third floors, giant arcades to the upper floors and the attic storey is treated as a high parapet. The banded ground floor has a pedimented former doorway to the left end. The arcaded upper floors have pilasters with swags to the capitals and keyed round headed arches at the third floor. [1]

Setting description:

The setting of the asset is the distinctive Mancunian streetscape of the Whitworth Street Conservation Area, which contains a wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. These reflect the historic importance of the textile industry in the city. The setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is architectural and historic, gaining its value from its unusual trapeziform plan and architectural detail and its use as a paper warehouse.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1200841>

Unique Gazetteer ID (UID): MA08_0160

Asset name: Eleska 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: 384631 398241

Asset class/type and dates

Monument class/type: Commercial
Textile warehouse

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

References

References: NHLE: 1200842
HER: 11693.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0202	56, Dale Street
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"An early 20th century clothing warehouse, now used as a wholesalers premises and offices. The building is constructed from red brick in an English garden wall bond with a sandstone plinth and dressings. The building is on a rectangular plan on a corner site with a chamfered corner and loading bay to the rear. There is a basement, three storeys, an attic and three bays. The canted corner has a round headed doorway with stone impost and a cavetto moulded head with keystone, panelled door and lettered fanlight." [1]

Setting description:

The setting of the asset is formed by the streetscape of the Stevenson Square Conservation Area, an area of warehouses of similar age and style. Its setting 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 a fine example of an early 20th century warehouse and architectural features.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200842>

Unique Gazetteer ID (UID): MA08_0161

Asset name: 64 and 66, Dale 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: 384643 398219

Asset class/type and dates

Monument class/type: Commercial
Shipping warehouse

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

References

References: NHLE: 1200843
HER: 11704.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"A mid to late 19th century shipping warehouse, now a clothing wholesalers premises. The building is constructed from red brick in a Flemish bond with sandstone dressings and a slate roof. The building is on a rectangular plan, parallel to the street with a shallow rear addition and an internal loading bay entered from the front. There is a basement, four storeys and a 12 window façade which has sill bands to all floors and a corbel table to the cornice. The ground floor has a rectangular loading entrance below the fifth and sixth windows, with a cast iron surround. All other openings have recessed reveals. This building is probably one of the earliest warehouses in this street." [1]

Setting description:

The setting of the asset is in the distinctive Mancunian streetscape of the Whitworth Street Conservation Area. It contains a wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. These reflect the historic importance of the textile industry in the city and 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 one of the earliest warehouses on Dale Street.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200843>

Unique Gazetteer ID (UID): MA08_0162

Asset name: Rochdale Canal Company Office

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-01-329

National Grid Reference: 384698 398170

Asset class/type and dates

Monument class/type: Commercial
Commercial office

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

References

References: NHLE: 1200844
HER: 2111.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0011	Dale Warehouse
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MA08_0163	Entrance Archway and Lodge to Yard of the Rochdale Canal Company
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Description and sources

Full asset description:

"The office of the Rochdale Canal Company, built in the early 19th century. The building is constructed from scored render to the front and roughcast on brick, with a slate roof. The building is rectangular and double depth in plan with a two storey three window façade. There is a central doorway with pilaster jambs and large double consoles which carry cornice lettered "ROCHDALE CANAL Co". The building has sash windows to the front and side elevations and a hall and stair-lights to rear." [1]

Setting description:

The asset's setting includes its associated assets, the Entrance Archway and Lodge to Yard of the Rochdale Canal Company (MA08_163) and Dale Warehouse (MA08_011) which are still in place. This setting makes a positive contribution to the heritage value of the asset. This is despite the fact that the association with the Rochdale Canal has been lost as the canal basin has been filled in and is in use as a carpark. This isolates the asset from the associated buildings.

Asset value assessment:

The asset's value is derived from its historic interest, through its former use as the office of the Rochdale Canal Company. It has group value with the Entrance Archway and Lodge to Yard of the Rochdale Canal Company and Dale Warehouse.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200844>

Unique Gazetteer ID (UID): MA08_0163

Asset name: Entrance Archway and Lodge to Yard of the Rochdale Canal Company

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-01-329
National Grid Reference: 384701 398163

Asset class/type and dates

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

References

References: NHLE: 1200846
HER: 8370.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0011	Dale Warehouse
MA08_0162	Rochdale Canal Company Office

Description and sources

Full asset description:

The entrance archway to former terminus of Rochdale and Ashton Canals, built in 1822. The archway is constructed in Gothic style from rusticated sandstone ashlar and the screen wall is 10m long and 8m high. There is a small lodge attached to the rear of the north end. The screen wall has a large round-headed archway in the centre, a 12-pane sashed window to left with a keyed lintel and a blocked former doorway to the right. The attached lodge has a gate rebate in the side wall, a canted corner with a 12-pane sashed window and a short rear wall with a chamfered doorway. [1]

Setting description:

The asset's setting includes its associated assets, the Rochdale Canal Company Office (MA08_0162) and Dale Warehouse (MA08_011) which are still in place. This setting makes a positive contribution to the heritage value of the asset. This is despite the fact that the association with the Rochdale Canal has been lost as the canal basin has been filled in and is in use as a carpark. This isolates the asset from the associated buildings.

Asset value assessment:

The asset is of historic interest, through its former use as the Entrance Archway and Lodge to Yard of the Rochdale Canal Company. It has group value with the Rochdale Canal Company Office (MA08_0162) and Dale Warehouse (MA08_011).

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200846>

Unique Gazetteer ID (UID): MA08_0164

Asset name: Sevendale 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: 384535 398430

Asset class/type and dates

Monument class/type: Commercial
Warehouse

Period(s): Modern

References

References: NHLE: 1200847
HER: 11701.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0704	Stevenson Square Conservation Area

Description and sources

Full asset description:

"A large general warehouse dated 1903 on the doorway, built for I. J. and C. Cooper Ltd. The building has a steel frame, concrete floor, polished red granite cladding, red sandstone (now grime blackened), blood red brick and terracotta and a green slate roof. The building is on a long rectangular plan and is constructed in a Jacobean style. The Dale Street façade has four storeys with a basement, attic and five wide bays. The ground floor frieze has raised lettering "I.J. & C. COOPER LTD". The ground floor has a very large round headed central doorway with an elaborately decorated surround including a keystone cartouche with "1903" "SEVENDALE HOUSE" in late 20th century lettering attached to the frieze above." [1]

Setting description:

The setting of the asset in the streetscape of Stevenson Square Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The asset's value is derived from its architectural and historic interest, gained from its large scale Jacobean style and its owners I. J. and C. Cooper Ltd.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200847>

Unique Gazetteer ID (UID): MA08_0165

Asset name: Cooperative Society Building

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: 384193 398865

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1200849
HER: 11706.1.0
NMR n/a

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_0314	Cooperative Society Building
MA08_0373	New Century House, Including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza
MA08_0376	Co-operative Insurance Society (CIS) Building
MA08_0509	Holyoake House
MA08_0699	Shudehill Conservation Area

Description and sources

Full asset description:

"Offices built in 1937-42 by W. A. Johnson, the chief architect to Cooperative Wholesale Society (CWS). The building is constructed from buff and blue/purple brick with stone dressings and a flat roof. The building has seven storeys and a continuous window range to Dantzic Street. The window range has metal framed casements in a slightly projecting front for five storeys. The fifth floor has a decorative cornice band and the sixth floor is recessed and has vertical bands. Above is a small services block. The ground floor has entrance and windows separated by piers." [1]

Setting description:

The setting of the asset in the streetscape of the Shudehill Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The asset's value is derived from its historic interest, which it gains from its architect W. A. Johnson, who was the chief architect to Cooperative Wholesale Society.

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200849>

Unique Gazetteer ID (UID): MA08_0166

Asset name: Part of Kendal Milnes Shop

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: 383640 398368

Asset class/type and dates

Monument class/type: Commercial
Department store

Period(s): Modern

References

References: NHLE: 1200851
HER: 8374.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0710	Parsonage Gardens Conservation Area

Description and sources

Full asset description:

A department store built in 1939 by J. S. Beaumont. The building has a steel frame with cladding of Portland stone and glass, constructed in an International functionalist style. There are six storeys and seven bays with chamfered corners. The upper floors cantilever out over the ground floor. The bays are divided by plain pilasters strips and each bay divided by narrow full-height mullions to form three continuous vertical strips of multi-paned glazing. The centre is flanked by single glazed strips and has a set back parapet with metal railings. [1]

Setting description:

The setting of the asset in the peaceful streetscape of the Parsonage Gardens Conservation Area makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset's value is derived from its International Functionalist style of architecture and its original historic design as a department store.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200851>

Unique Gazetteer ID (UID): MA08_0167

Asset name: Royal London 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: 383522 398008

Asset class/type and dates

Monument class/type: Commercial
Commercial office

Period(s): Modern

References

References: NHLE: 1200852
HER: 8377.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0697	Deansgate/Peter Street Conservation Area

Description and sources

Full asset description:

"An insurance office built in 1904 by Charles Heathcote. The building is constructed in a free baroque style with an iron frame with cladding of sandstone ashlar, a ground floor of dark brown polished granite and a slate roof. There are five storeys, an attic and 15 bays. The ground floor has a central doorway with projected pedimented architrave, and large windows with modern plate-glass. The building has a swagged frieze, modillion eaves cornice, gables, pedimented dormers and a cupola at south-east angle and circular turret to left of returned side." [1]

Setting description:

The setting of the asset in the streetscape of the Deansgate Conservation Area 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, which it gains from its Free Baroque style of architecture and its architect Charles Heathcote.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200852>

Unique Gazetteer ID (UID): MA08_0168

Asset name: Castlefield Information Centre

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: 383419 397715

Asset class/type and dates

Monument class/type: Education
Library
Period(s): Post-medieval

References

References: NHLE: 1200853
HER: MGM9598
NMR: 8378.1.0

Associated assets

Asset UID	Asset name
MA08_0117	Former Market Hall
MA08_0234	K6 Telephone Kiosk Beside South West Corner of Number 330 Deansgate
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

A library over shops, now a visitor centre and urban studies centre, built in 1882 by George Meek. The building is constructed in a Romanesque style from red brick with sandstone dressings and a slate roof. There are two storeys (the upper much higher), seven bays including the corners. The fourth bay at the ground floor is an open entrance to a lateral through-passage, furnished with iron gates and with a segmental pediment above containing carved figures. Immediately to the right is a round-headed doorway moulded in two orders with shafts and the other bays have glazed screens. At the first floor each bay has large stepped triple window treated as an arcade of round-headed arches, with stone shafts which have carved capitals, geometrical glazing bars, and hoodmoulds. [1]

Setting description:

The setting of the asset in the streetscape of the Castlefield Conservation Area 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 Romanesque style of architecture and its architect George Meek.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200853>

Unique Gazetteer ID (UID): MA08_0169

Asset name: Elliot 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: 383613 398080

Asset class/type and dates

Monument class/type: Education
University administration office
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1200854
HER: 8382.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0697	Deansgate/Peter Street Conservation Area

Description and sources

Full asset description:

"A school board office built in 1878 by Royle and Bennet, extended in 1904 and 1914. The building is constructed in a Queen Anne style from sandstone ashlar (at the ground floor) and red brick with sandstone dressings. The building is in a large rectangular plan on an end-of-block site. There are three storeys, a cellar, an attic and an eight-window façade to Deansgate. The left portion has a large shaped gable, pilastered upper floors with moulded sill-bands and sashed windows with keystones. The right-hand portion has a doorway to the first bay with moulded architrave, cornice, and gable containing a three-light overlight. The left corner has a shaped window in a richly foliated aedicule. Above this is a moulded corbel to an oriel with rounded corners which has a cross-window with ornamented pediment at the first floor. There are various tall chimneys and most windows have glazing bars in the upper leaf only." [1]

Setting description:

The setting of the asset in the streetscape of the Deansgate Conservation Area makes a positive contribution to its heritage value.

Asset value assessment:

The asset's value is derived from its architectural and historic interest, from its Queen Anne style of architecture and architects Royle and Bennet.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1200854>

Unique Gazetteer ID (UID): MA08_0170

Asset name: Stable Block to South-East of Junction Works at Paradise Wharf

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-01-328

National Grid Reference: 384957 398166

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Stable

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

References

References: NHLE: 1200857
HER: 11336.2.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0211 Former Junction Works At Paradise Wharf

Description and sources

Full asset description:

"A stable block to the former lead works, dating to the early to mid 19th century. The blocks are constructed in a rectangular plan from red brick in an English garden wall bond with a slate roof. There are two storeys, three segmental headed stable doorway to the first part of the building and two in the other. The first portion of the building has segmental-headed windows at the first floor, restored sills and a small segmental-headed blind window at the right-hand end. The other portion of the building has square-headed windows, restored sills and restored lintels." [1]

Setting description:

The setting of the asset is its relationship to the Ashton Canal and the Junction Works At Paradise Wharf (MA08_0211) to which it was functionally associated. The building, however, is physically dominated by modern apartment block opposite and surrounding industrial buildings. It and the surrounding buildings are no longer used for their original industrial purposes, so have lost their functional connection, but still form the asset's setting. The setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset's value is historic as a surviving 19th century stables associated with the Ashton Canal in the city centre and gains group value from its association with the former junction works at Paradise Wharf.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1200857>

Unique Gazetteer ID (UID): MA08_0171

Asset name: Former Canal Flour Mills

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: 382867 397461

Asset class/type and dates

Monument class/type: Industrial
Flour mill

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

References

References: NHLE: 1200858
HER: 12399.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0708	Castlefield Conservation Area

Description and sources

Full asset description:

"A flour mill built in 1896 by William Waddington. The building is constructed in a utilitarian style with Italianate features from partially painted red brick and a slate roof. The building is on an irregular plan within a square, on a structural axis parallel to Egerton Street. The north end is to the Bridgewater Canal with an integral canal basin entered through shipping hole. There are four storeys over basement plus a tower and campanile-style chimney. Pilastered façades of six unequal bays are to Egerton Street with four unequal gables at the south end. The north end has a large shipping hole and a square sprinkler tower. There is a machicolated parapet (enclosing the water tank) and a square chimney at the north east corner in similar style. The interior has intact loading and unloading facilities for canal boats. The interior also has timber floors supported by steel beams and cast-iron columns with a disused pump in the basement for an artesian well. An unusually complete example of flour mill related to canal." [1]

Setting description:

The setting of the asset is the industrial streetscape of the Castlefield Conservation Area and the canal. The setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is historic as an unusually complete example of a flour mill related to the canal. It also has architectural interest though its utilitarian style with Italianate features.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA08

MA08: Manchester Piccadilly Station

Historic environment baseline report – Part 1 of 5

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1200858>

Unique Gazetteer ID (UID): MA08_0172

Asset name: 27, Ardwick Green North

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-01-328-L1

National Grid Reference: 385114 397336

Asset class/type and dates

Monument class/type: Domestic
Town house

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

References

References: NHLE: 1207536
HER: 8275.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0238	27, Manor Street
MA08_0483	Milford House

Description and sources

Full asset description:

"Part of a town house, constructed in 1805-10 from red brick in a Flemish bond with sandstone dressing and a hipped slate roof. The building is on a narrow single fronted plan with a back extension. There are three storeys, a cellar and three windows with a stone plinth and wooden modillioned eaves cornice. There is a round headed doorway to the left with a set in doorcase of engaged Tuscan columns, a panelled door and a fanlight with radiating tracery." [1]

Setting description:

The asset's setting includes Ardwick Green Park and the surrounding residential streetscape. This setting 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 architectural interest, as a surviving Georgian house in the city centre and through its interesting round headed doorway, with a set in doorcase of engaged Tuscan columns.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207536>

Unique Gazetteer ID (UID): MA08_0173

Asset name: 31, Ardwick Green North

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-01-328-L1
National Grid Reference: 385136 397332

Asset class/type and dates

Monument class/type: Domestic
Town house
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1207566
HER: 8277.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"An early 19th century house, now used as a workshop. It is constructed from red brick in a Flemish bond with some sandstone dressings and a slate roof. The building is rectangular, double depth and double fronted in plan, with two storeys over a basement. There are five symmetrical windows, an altered basement, dentilled stone eaves and a raised central doorway. The windows have flat brick arches and are fitted with modern wood casements. The central window has a stone surround with cornice and bracketed sill. The ground storey has a similar window (former doorway) with pediment." [1]

Setting description:

The asset's park and streetscape setting makes a positive contribution to the heritage value the asset.

Asset value assessment:

The value of the asset is derived from its historic interest, as a good surviving example of a Georgian house in the area.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207566>

Unique Gazetteer ID (UID): MA08_0174

Asset name: Drill Hall

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-01-328-L1
National Grid Reference: 385003 397309

Asset class/type and dates

Monument class/type: Defence
Territorial army centre
Period(s): Post-medieval, and
Modern.

References

References: NHLE: 1207590
HER: 8274.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"The Territorial Army Drill Hall and Offices of the First Battalion Lancashire Volunteers, C Company. The hall was built in 1886 by Laurence Booth. The building is constructed in a medieval style from coursed sandstone rubble. There are three storeys, three wide bays and a square four storey tower to the left end. The centre bay has a segmental-headed entrance archway and a three-light first-floor window with transom and arched lights under a segmental arch. There are corbelled tourelles rising from this level and finished as chimneys. There are five narrow slit-windows to the second floor and a raised parapet with panel lettered "ALWAYS READY"." [1]

Setting description:

The asset's setting in the surrounding streetscape makes a neutral 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 medieval style of architecture, its architect Laurence Booth and through its association with the British Army.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207590>

Unique Gazetteer ID (UID): MA08_0175

Asset name: Railings of Ardwick Green

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-01-328-L1
National Grid Reference: 385294 397198

Asset class/type and dates

Monument class/type: Monument
Railings
Period(s): Post-medieval

References

References: NHLE: 1207603
HER: 8279.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Early 19th century cast iron railings on the north and west sides of Ardwick Green. They are simple bar railings with panelled rectangular standards with obelisk points and similar gatepiers with ball finials." [1]

Setting description:

The asset surrounds Ardwick Green Park, which forms its setting and makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is historic, as rare early 19th century survival of park railings, as many were removed during the Second World War and its association with Ardwick Green Park.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207603>

Unique Gazetteer ID (UID): MA08_0176

Asset name: Milepost Beside Railings of Ardwick Park

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-01-328-L1
National Grid Reference: 385159 397215

Asset class/type and dates

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

References

References: NHLE: 1207607
HER: 11715.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"An 18th century milepost. A roughly dressed monolith with a rounded top. The south face is inscribed " 11 Miles to Wilmslow 184 LONDON 1 Mile to Manchester". " [1]

Setting description:

The setting of the asset is the adjacent Ardwick Green South Road for which it acted as a milepost for. 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, as a good surviving example of a road distance marker on the turnpiked Ardwick Green South Road.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207607>

Unique Gazetteer ID (UID): MA08_0177

Asset name: Ashton Canal Lock Number 2 off South End of Vesta 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: HE-01-328-R1

National Grid Reference: 385396 398237

Asset class/type and dates

Monument class/type: Transport
Canal lock

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

References

References: NHLE: 1207654
HER: 11422.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA08_0085	Bridge Number 4 Over Ashton Canal
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MA08_0098	Bridge Number 5 Over Ashton Canal
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MA08_0114	Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street
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MA08_0115	Ashton Canal Towpath Bridge Over Junction with Islington Branch Canal West of Lock Number 2
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MA08_0450	Ashton Canal Lock Keepers Cottage Beside Lock Number 2 at Islington Branch Junction Basin
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MA08_0485	Ashton Canal Lock Number 3 on South Side of Ancoats Hospital
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MA08_0611	Ashton Canal
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Description and sources

Full asset description:

"A canal lock built in 1792-1799, for Manchester and Ashton-under-Lyne Canal Company. The lock is constructed from large blocks of millstone grit and wooden gates. The lock is a narrow type (chamber 7 feet wide), with a covered overflow channel on the south side with stone staircases flanking the lower entry at the west end. The second in a series of 13 similar locks, all in working order." [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:

This asset's value is of historic interest, because of its association with the Ashton Canal and associated

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canal infrastructure, with which it has group value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1207654>

Unique Gazetteer ID (UID): MA08_0178

Asset name: 11, Bloom 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: HE-01-329

National Grid Reference: 384444 397971

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1208005
HER: 11738.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0034	City Police Courts (The Court House)
MA08_0123	Minshull House (Mindel House)

Description and sources

Full asset description:

"Mid to late 19th century, various warehouses and a pattern card factory. The building is constructed from some sandstone ashlar, but mainly from red brick in a Flemish bond with sandstone dressings. The building is on a square plan including a through loading bay at the left side. There is a basement, four storeys and an eight window façade with channelled corner pilasters. The ground floor has a round headed doorway to the right with keyed moulded surround, a dentilled cornice and a rectangular loading entrance at the left end with channelled surround. Between these is an almost continuous fenestration behind an unusual colonnaded screen of square columns with a plain frieze and moulded cornice. The rear to Rear Richmond Street, has a loading entrance at to the right with convex sandstone jambs which have raised rock-faced bands, a thin iron lintel under a relieving arch and segmental-headed windows. The loading bay side has a well between the front and rear ranges and glazed roof protecting the passage. The interior has iron columns, wooden beams and a curved wooden staircase." [1]

Setting description:

The setting of the asset is Minshulls Street and the surrounding buildings which are predominantly of a similar style, date and scale. It forms a group with Minshull House (MA08_0123) to rear, No.8 Minshull Street to right, Nos. 45 and 47, Newton Street and the City Police Courts (MA08_0034). The setting makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest as a warehouse and pattern card

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factory. The asset has group value with Minshull House (MA08_0123), No.8 Minshull Street to right and the City Police Courts (MA08_0034) opposite.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1208005>

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