MOTEL ONE, 34 LONDON ROAD, PICCADILLY, MANCHESTER

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SUMMARY

Olympian Homes has obtained planning consent to erect a multi-storey, 330 bedroom hotel on an L-shaped plot at the junction of London Road with Whitworth Street in the Piccadilly area of Manchester (Application Ref: 099250/FO/2012/C2). The development will necessitate the demolition of four existing buildings. These include an L-shaped block that fronts onto London Road and Whitworth Street, which was built in c. 1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company; it was used most recently as a budget hotel. A multi-storey block that occupies the north-western part of the site is an earlier structure, dating to the early nineteenth century, and seemingly represents a survivor from Piccadilly’s former focus as an area of cotton mills. The other buildings to be demolished are Nos 4 and 6 Whitworth Street, which both comprise three-storey warehouses blocks that date to the second half of the nineteenth century.

In order to secure archaeological interests, Manchester City Council recommended that a programme of archaeological investigation was carried out in advance of development, and attached two archaeological conditions to planning consent. One of these (Condition 22) required a full photographic record of the buildings to be compiled prior to the commencement of any demolition.

The photographic survey was carried out by Oxford Archaeology North (OA North) between March and May 2013, and was commensurate with an English Heritage Level I-type survey, and involved the compilation of a detailed photographic record of the buildings occupying the site. The photographs comprise general views of the exterior and interior of each of the buildings, coupled with shots of architectural details, fixtures and fittings. This survey was carried out prior to any demolition work, and during the stripping of modern materials to enable historic fabric obscured behind modern wall finishing to be captured.

The survey has concluded that the former cotton mill to the rear of the street frontages is the most interesting building archaeologically, as it retains considerable elements of historic fabric. The other buildings have been heavily remodelled, and particularly the cellars along the Whitworth Street frontage, which have been altered into a single space for conversion as a nightclub.
ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) is grateful to Tom Goldthorpe of Hodder and Partners for commissioning and supporting the project on behalf of Olympian Homes. Thanks are also expressed to Richard Goodwin of Olympian Homes for his interest and support. OA North is also grateful to Dr Andrew Myers of the Greater Manchester Archaeological Advisory Service for his advice and guidance.

The building investigation was carried out by Lewis Stitt and Chris Wild, who also compiled the report in conjunction with Ian Miller. The drawings were prepared by Mark Tidmarsh, and the report was edited by Ian Miller, who was also responsible for project management.
1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

1.1.1 Olympian Homes has obtained planning consent to erect a multi-storey, 330 bedroom hotel on an L-shaped plot at the junction of London Road with Whitworth Street in the Piccadilly area of Manchester (Application Ref: 099250/FO/2012/C2). The development necessitates the demolition of four existing buildings, including an L-shaped block that fronts onto London Road and Whitworth Street, which was built in c 1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company. A multi-storey block that occupies the north-western part of the site is an earlier structure, dating to the early nineteenth century, and represents a survivor from Piccadilly’s former focus as an area of cotton mills. The other buildings to be demolished are Nos 4 and 6 Whitworth Street, which both comprise three-storey warehouses blocks that date to the second half of the nineteenth century.

1.1.2 In order to secure archaeological interests, Manchester City Council recommended that a programme of archaeological investigation was carried out in advance of development, and attached two archaeological conditions to planning consent. The first (Condition 18) required the production of a Written Scheme of Investigation (WSI):

‘No development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

(a) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
(b) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof.

The schemes approved under (a) and (b) above shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.’

1.1.3 The second condition (Condition 22) stated:

‘Before development commences, a full photographic record of the site and the building (internally and externally) including all areas where physical changes are proposed, shall be submitted to and approved in writing by the City Council as local planning authority.’

1.1.4 In December 2012, Olympian Homes commissioned Oxford Archaeology North (OA North) to undertake the required archaeological work. Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), it was proposed to fulfil Condition 22 in the first instance, and use the data collected from the photographic survey to inform the production a WSI for a scheme of trial trenching, as required by Condition 18.
1.2 SITE LOCATION AND GEOLOGY

1.2.1 Location: the study area (centred on NGR SJ 58017 06187) is situated within the Piccadilly area, which forms part of the historic township of Manchester, on the southern side of the city centre (Fig 1). The site is bounded by London Road and Whitworth Street to the east and south respectively, with the new Piccadilly Place development to the north and west (Plate 1).

![Plate 1: Recent aerial view of the study area](image)

1.2.2 Geology: the solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone (Hall et al. 1995, 8). The overlying drift incorporates Pleistocene boulder clays of glacial origin, and sands, gravels, and clays of fluviatile/lacustrine origin (Ordnance Survey Geological Survey 1970).

1.2.3 Topography: the Manchester Conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region comprises the Mersey river valley, which is dominated by its heavily-meandering river within a broad flood plain (Countryside Commission 1998, 125). Other river valleys, including those of the Irwell, Irk, Medlock, Tame, and Goyt, form important tributaries, whilst the rivulet of Shooter’s Brook flows through a culvert along the northern boundary of the study area.

1.2.4 Shooter’s Brook: once a ‘meandering clear stream teeming with fish and home to numerous wild fowl’, Shooter’s Brook rises in Newton Heath and flows through Miles Platting and Ancoats to join the river Medlock near Charles Street (Ashworth 1987, 22). Although its modern route cannot be followed from the surface, as it flows almost entirely through deeply-buried culverts, the brook forms a boundary between the townships of Ancoats and Newton Heath on the north-eastern side of Manchester.
1.2.5 One of the earliest documented references to the watercourse is provided by burial records for 1589, which refer to a Robert Bowker having drowned in Shooter’s Brook (*ibid*), suggesting that it was more powerful than a small stream, and demonstrating its name to be of some antiquity: it may have derived from ‘shoot’ or ‘shute’, denoting a boundary (Cameron 1988, 205). It was also referred to locally as ‘Snipes Brook’ on account of the wading birds that frequented its marshy banks (Ashworth 1987, 22). During the late eighteenth century, the brook provided a focus for the first industrial units in the area, which utilised the brook as a source of power. As demand for land increased during the nineteenth century, the brook was successively diverted through culverts, and the valley infilled as building activity intensified. The culverting of Shooter’s Brook was coupled with its use until 1893 as a receptacle for untreated sewerage from the populous districts of Ancoats and Miles Platting (*ibid*).

1.2.6 Detail provided by Pigot’s map of 1808 appears to indicate that the section of Shooter’s Brook along the northern boundary of the study area had been, and the infilling of the associated valley occurred shortly afterwards. A late nineteenth-century account (Nodal 1879, 29) mentions that the course of brook had been diverted so that its water emptied through the entrance to the Bank Top Tunnel, although it is uncertain when this re-routing took place. Whilst there is no physical evidence for the mill within the study area to have been powered by Shooter’s Brook, it clearly occupied a site close to the banks of this watercourse.
2. METHODOLOGY

2.1 BUILDING INVESTIGATION

2.1.1 Descriptive record: written records using OA North pro-forma record sheets were made of all principal building elements, both internal and external, as well as any features of historical or architectural significance. Particular attention was also paid to the relationship between the earliest and latest parts of the building, especially those that would show their development and any alterations. These records are essentially descriptive, although interpretation was carried out on site as required. All work carried out was consistent with the relevant standards and procedures provided by the Institute for Archaeologists (IfA), and their code of conduct.

2.1.2 Photographs: photographs were taken in high resolution digital format (10MP). The photographic archive consists of both general shots of the complex, as well as shots of specific architectural details.

2.2 ARCHIVE

2.2.1 A full archive of the work has been prepared to a professional standard in accordance with current English Heritage guidelines (1991) and the Guidelines for the Preparation of Excavation Archives for Long Term Storage (UKIC 1990). The archive will be deposited with the Greater Manchester Record Office on completion of the project. In addition, a copy of the report will be forwarded to the Greater Manchester Historic Environment Record (HER).
3. BACKGROUND

3.1 DEVELOPMENT OF THE STUDY AREA

3.1.1 The development of the study area appears to have commenced in the last quarter of the eighteenth century. The extent of the rapidly expanding town of Manchester at that time is depicted on William Green’s accurate and detailed plan of Manchester that was printed in 1794 (Plate 2). This map shows that Auburn Street area had been laid out, together with Upton Street, Shepley Street and Bladon Street (known originally as Brook Street), with Foulkes Street linking Upton Street and Shepley Street. Shooters Brook separated this group of streets from Pump Street, which was later to become part of Whitworth Street. The map also marks London Road as Shooters Brow to the north of the brook and Bank Top to the south. Development along these streets was clearly advanced by the mid-1790s, and included the substantial cotton factory known as Piccadilly Mill between Auburn Street and Upton Street. This was built by Peter Drinkwater, a successful fustian manufacturer and merchant, for the spinning of cotton using mules, and was put into production in 1790.

Plate 2: Extract from Green’s map of 1794, showing boundary of the study area
3.1.2 Cole and Roper’s map of 1801 shows some additional buildings had been erected in the plot between Shooters Brook and Shepley Street, although the study area appears to be unchanged. This map shows Shooters Brook as an open watercourse, flowing along the northern boundary of the study area. However, the next available mapping of the area, provided by Pigot in 1808, does not mark the route of the brook along the northern boundary of the study area, suggesting that it had been culverted by that date.

3.1.3 By 1820, infilling had begun to the rear of the streets shown on earlier mapping, probably encouraged by the culverting of Shooters Brook. The net result by 1831 was the dense development of the block between Brook Street and Pump Street, with narrow courts to the rear of the street ranges. The study area had been fully developed by the mid-nineteenth century, as shown on the Ordnance Survey map of 1850 (Plate 3) and Adshead’s map of 1851 (Plate 4). These maps depict essentially the same layout of buildings, although there is some variation in the detail shown.

3.1.4 Both maps depict a range of buildings, including industrial premises, shops and houses. There were two public houses on London Road, namely the Feathers on the corner of London Road and the White Hart that stood between Pump Street and Brook Street, both of which had been in existence by the mid-1820s (Baines 1825, 322-5). The Ordnance Survey map also shows a row of six properties fronting Pump Street, together with a covered passageway leading to a rear yard. Two of these properties, lying in the south-western corner of the study area, appear to have cellar-light apertures marked on the Ordnance Survey map, implying that they had basements.

3.1.5 The Ordnance Survey map also identifies one building within the study area as a ‘smithy’ (Plate 3), which seems to have replaced housing shown on the Bancks’ map of 1831. However, Adshead’s map of 1851 (Plate 4) marks this site as a cotton mill, raising the possibility that the building was dual-function. An industrial-type chimney in the south-western corner of the building appears to be marked on the Ordnance Survey map of 1850, which may have been associated with a furnace in the smithy, or the steam-power plant for the cotton manufacturers. It is likely that the cotton business was that run by Samuel Hollins & Co, named in trade directories of the 1850s as cotton spinners at No 8 Pump Street (eg Slater 1852).

3.1.6 Neither Samuel Hollins & Co nor 8 Pump Street are listed in trade directories for the late 1860s (eg Slater 1869), suggesting that the mill was not longer in use, or that the site was being redeveloped. By 1869, No 2 Pump Street was in use as a greengrocer’s shop, whilst Nos 4-6 Pump Street were occupied by an earthenware dealer and wood turner respectively (eg Slater 1869, 151). The same directory gives the White Hart at No 36 London Road and, within the boundary of the study area, a smallware dealer and a chemist. The adjacent three properties, occupied currently by Monroes, were occupied by a confectioner, a hairdresser and, on the corner of Pump Street, an iron and tinplate worker (op cit, 111-2).
Plate 3: Extract from the Ordnance Survey map of 1850, showing the boundary of the study area

Plate 4: Extract from the Ordnance Survey map of 1850, showing the boundary of the study area
3.1.7 Entries in trade directories for 1876 indicate several changes along London Road, including some revision of the numbering system employed. The White Hart had been relocated to the corner of Pump Street, with the adjacent property being occupied by a bootmaker; both of these buildings lay on the site occupied currently by Monroes. Significantly, the plot forming the north-eastern part of the study area is identified as No 28 London Road (presently No 34), and is listed as the offices for the Manchester, Sheffield & Lincolnshire Railway Company (Slater 1876, 120); this building is not listed in trade directories for 1874 or 1875, suggesting that it had been newly-built in 1876. Listings for Pump Street include the White Hart, a timber merchant, a copper smelters, a shirt manufacturers, and a packing-case manufacturer at Nos 2, 4, 6, 6A and 8 respectively (Slater 1876, 161). Similar entries are provided in a trade directory for 1879, which describes No 28 London Road as the Manchester, Sheffield & Lincolnshire Railway Co’s Mineral Office, Surveyor’s Office and Estate Office. No 30 London Road is listed as a ‘Female Strangers’ Lodging House’ in addition to a bootmakers (Slater 1879, 138). By 1886, this property had been taken over by Wagstaffe & Co, hatters and hosiers (Slater 1886, 155).

3.1.8 By 1888, Pump Street had become the eastern end of Whitworth Street, a new thoroughfare between London Road and Oxford Road. The layout of the buildings in the study area at that date was captured by the Ordnance Survey in 1888-9, and reproduced on mapping printed in 1891 and 1893. This clearly shows the plot occupied presently as No 34 London Road to have contained two buildings. The larger building is almost certainly the Manchester, Sheffield & Lincolnshire Railway Company offices at 28 London Road, whilst the smaller and narrower building immediately to the south is probably No 30 London Road. Beyond the south-eastern boundary of the study area, the public house is marked on the corner of Whitworth Street and London Road, with an L-shaped plan that extended across the rear of No 32 London Road.

3.1.9 The building to the west of the public house, presently the site of No 2 Whitworth Street, is shown on the 1893 map to have replaced two properties depicted on the map of 1850, and had several outshuts to its rear. Further to the west along Whitworth Street, the buildings within the study area shown on the 1850 map had also been replaced with two larger structures, separated by an access road to the property at the rear of the plot; this appears to have been to only access to the property, as it is not listed on Lower Brook Street in any of the trade directories for this period.

3.1.10 The next available survey of the area is provided by the first edition of Goad’s detailed insurance plans, which were produced in 1893. This annotates the Manchester, Sheffield & Lincolnshire Railway Co’s offices at 28 London Road and on Whitworth Street as being three and a half to four storeys in height, together with basements. Significantly, Goad’s map also shows the footprint of 28 London Road to be larger than that recorded by the Ordnance Survey in 1888-9, implying that it had subsumed Wagstaffe & Co’s property at 30 London Road. This will have necessitated some internal remodelling of the buildings, and a new front onto London Road.
3.1.11 The former cotton mill in the north-western corner of the study area is identified on Goad’s map of 1893 as a five-storey warehouse with a basement. The other two buildings in the study area, forming Nos 4-6 Whitworth Street, were occupied by the firm of Browne & Murray, shirt manufacturers. Both buildings are marked as three-storey warehouses, although no basements are shown. This may suggest that the possible basements associated with properties shown on the Ordnance Survey map of 1850 may have been infilled prior to the construction of the existing buildings.

3.1.12 By 1905, No 28 London Road was the mineral offices for the Great Central Railway Company, which had come into existence in 1897 when the Manchester, Sheffield & Lincoln Railway Company changed its name in anticipation of the opening of its extension to London in 1899. The adjacent property, listed as No 30 London Road, was a tobacconist, and No 32 was the White Hart (Slater 1905, 344). Browne & Murray still occupied the buildings on Whitworth Street (Slater 1905, 608). Similar entries appear in a trade directory for 1907, with the Central Railway Co’s Mineral Offices at No 28 London Road, and the adjacent properties being occupied by a tobacconist (No 30) and the White Hart at No 32 (Slater 1907, 350). Browne & Murray are also still listed at Nos 4 and 6 Whitworth Street (Slater 1907, 618).

3.1.13 By 1908, the properties on London Road had been renumbered, and the Great Central Railway Co’s Office is listed as being at No 34 London Road. It has appears that the building was sub-let at this date, as Dean & Dawson Ltd, ‘tourist agents’, are also listed at No 34. No 36 was a tobacconist and No 38 was the White Hart (Slater 1911, 359).

3.1.14 The sequence of Ordnance Survey maps for the first half of the twentieth century, up to the edition of 1969-70, shows the study area as largely unchanged, although Lower Brook Street immediately to the north is no longer marked on the latter map, and some of the buildings immediately to the west have been demolished. The area immediately to the north of the study area was redeveloped completely in 2005-6 as part of the Piccadilly Place scheme. This major scheme led to a significant change to the townscape in this part of Manchester, with the addition of new multi-storey buildings.
4. PHOTOGRAPHIC RECORD OF THE BUILDINGS

4.1 THE COTTON MILL

4.1.1 The earliest of the buildings occupying the study area comprised a five-storey, six by two bay structure that was seemingly erected as a cotton mill (Plate 5), with walls of two-brick thickness to the lower three floors, and 1½ brick-thickness to the upper two floors. It was built in irregular four-to-six-stretcher English Garden Wall bond, of hand-made brick. The upper four storeys had camber-arched windows with lintels externally formed of end-set and header bricks (Plate 6). Those on the north elevation had replaced 12-light casement windows (Plate 5), but an externally blocked window of the south elevation retained a 16-light timber casement (Plate 7), which represented an earlier, possibly original fenestration. The first floor of the structure was significantly taller than those above, but had similar-sized windows, whilst the ground floor had taller windows in its eastern four bays. The penultimate bay of the ground floor housed an entrance doorway, with flat sandstone lintel (Plate 5), whilst the adjacent bay had a blocked tall round-headed window, indicative of an internal engine house (Plate 8). Above the ground floor doorway, the wall below the windows of the penultimate bay of the north wall were all rebuild, suggesting that the bay originally housed a loading loophole, with this being moved to the penultimate eastern bay of the south elevation following the addition of new structures to the south and east of this original building.

4.1.2 The mill retained a 4’3” x 4’ (1.22 x 1.30m) internal rectangular-section chimney in its south-western corner (Plate 9). This survived intact to attic level, although there was no access to the ground floor at the time of the survey to inspect its survival, or relationship with the apparent internal engine house in the northern part of the same bay. Given the narrow width of the mill, and the placement of these two features, it is likely that the associated boiler would have either been of a haystack type, or possibly housed in an adjacent external boiler house, to reduce the risk of fire within the mill.

4.1.3 Internally, the mill was of non-fireproof construction, with timber floors comprising 11” (0.27m) timber boards over 14 x 6” (0.35 x 0.15m) large-scantling rectangular-section timber beams (Plate 10), several of which displayed Baltic shipping marks (Plates 11 and 12). The beams were supported at their mid-point by hollow, cylindrical cast-iron columns of 4” (0.10m) diameter with a simple astragal and roll below an 8” (0.20m) square cap (Plate 13). Each column also had a square base-plate of a similar size to the cap, beneath which a bifurcated foot spanned the beam below in an attempt to reduce the crush forces through the beam.

4.1.4 Adjacent to the north side of each column, each beam had a pair of bolt holes, 9” (0.23m) apart, for a line shaft bracket, many having associated cut-outs in the soffit to house a line shaft hanger (Plate 14). However, those on the second floor were cut much deeper than above, suggesting that the original shaft at this level was placed much closer to the beam (Plate 15).
4.1.5 The beams of the upper floor formed tie beams to timber king post trusses, with metal stirrups supporting the joint between the two (Plate 16). The king post clasped the ridge board, with each truss also having angled braces to the principal rafters, positioned between the two butt-ended purlins of each pitch. The majority of the attic was partitioned from the fourth floor below, by a lath and plaster ceiling, with the fourth floor being devoid of columns, the trusses spreading the weight of the ceiling beams onto the outer walls.

4.1.6 The second floor retained a hoist in the penultimate eastern bay of the south elevation, which was carried on a crude frame of re-used and new timber. One of the timbers was circular-sawn demonstrating the hoist to be a later addition to the structure.
Plate 6: The camber-arched windows in the north-facing elevation of the mill
Plate 7: Blocked 16-light timber window casement in the south-facing elevation of the mill, perhaps represent surviving original fenestration
Plate 8: Blocked, tall round-headed window in the north-facing elevation of the mill
Plate 9: Chimney in the south-west corner of the mill
Plate 10: Large-scantling rectangular-section timber beams

Plate 11: Baltic timber marks on one of the timber beams
Plate 12: Baltic timber marks on another timber beam

Plate 13: Cap of a cast-iron cylindrical column
Plate 14: Bolt holes in beam for line shaft bracket

Plate 15: Cut-out for line shaft bracket on the second floor of the mill
Plate 16: King post roof structure
Plate 17: Stair scar on first floor
Plate 18: View across the second floor
Plate 19: View across the third floor

Plate 20: View across the third floor
Plate 21: Blocked windows on the third floor

Plate 22: Detail of column head on the third floor
Plate 23: View across the fourth floor

Plate 24: View across the fourth floor
4.2  **THE HOTEL – 34 LONDON ROAD**

4.2.1 The hotel that occupies No 34 London Road was built in c 1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company. The London Road façade is of four storeys with a central gable, and central windows on the first and second floor are set between pilasters that continue as an arched-framed window within the gable (Plate 20). The façade is decorated with a chequerboard pattern below the second-floor windows. The transom glass over the front door is decorated with the logo of the Manchester, Sheffield & Lincolnshire Railway (which became the Grand Central Railway in 1897). The north-facing elevation of the building, largely hidden by the Piccadilly Place development, is of six storeys. The lower four floors incorporate large camber-headed windows, with smaller flat-headed windows to the upper two floors, and a taking-in door on the fourth floor. However, the interior of the building was been remodelled extensively during its conversion to a hotel.

*Plate 25: The front elevation of 34 London Road*
Plate 26: Decorative transom glass over the front door
Plate 27: The north-eastern corner of the building, showing the north-facing elevation

Plate 28: The north-facing elevation of the building
Plate 29: Brick-built arches at foot of north-facing elevation

Plate 30: Detail of arch in the north-facing elevation of the building
Plate 31: The elevation of the Whitworth Street range
Plate 32: The entrance lobby from London Road

Plate 33: The entrance lobby from London Road
Plate 34: Reception room on the ground floor

Plate 35: Reception room on the ground floor
Plate 36: Corridor from reception room on the ground floor

Plate 37: Service room adjacent to corridor
Plate 38: Stair to all floors from entrance lobby

Plate 39: Detail of stair rail
Plate 40: Glass panel on first-floor landing

Plate 41: Corridor from first-floor landing
Plate 42: Typical bedroom on the first floor

Plate 43: Window in top floor penthouse overlooking London Road
Plate 44: Original fireplace behind modern partition in top floor penthouse
Plate 45: Original hoist mechanism on landing of top floor

Plate 46: Detail of hoist mechanism on top floor
4.3  **No 4 Whitworth Street**

4.3.1 The present building is shown on the Ordnance Survey map of 1893 (surveyed 1888), and is likely to be the premises listed in trade directories for 1886 and 1889 as Browne & Murray’s shirt manufactory. It is of three storeys, with windows on first and second floor set between pilasters with stone bands at sill and lintel level, and herringbone brickwork below the second-floor windows. Ground floor used until recently as a taxi control centre, with the rest of the building used as a nightclub.

*Plate 47: The front elevation of No 4 Whitworth Street*
Plate 48: Ground floor window apertures of No 4 Whitworth Street
Plate 49: View across the ground floor at the rear of No 4 Whitworth Street

Plate 50: View across the ground floor of No 4 Whitworth Street
Plate 51: The alley between Nos 4 and 6 Whitworth Street
4.4 **NO 6 WHITWORTH STREET**

4.4.1 No 6 Whitworth Street is also of three storeys with a gabled façade. The ground floor has a wide central doorway, with narrower openings to either sides, all set below pointed arches with saw-tooth brickwork; similar brickwork above first- and second-floor windows, which are set between pilasters. The character of this building, and particularly the form of the windows and the lack of stone banding, suggests that it is slightly earlier than No 4 Whitworth Street. No 6 Whitworth Street in its present form is depicted on the Ordnance Survey maps of 1891 and 1893 (surveyed in 1888-9) and, based on entries in trade directories, may have been erected between the late 1860s and early 1870s.
Plate 53: View across the ground floor of No 6 Whitworth Street
Plate 54: Small kitchen area on ground floor of No 6 Whitworth Street
Plate 55: Bar area on ground floor of No 6 Whitworth Street
Plate 56: Bar area at rear of ground floor of No 6 Whitworth Street
4.5 **THE WHITWORTH STREET CELLARS**

4.5.1 The cellars beneath Nos 4 and 6 Whitworth Street have been ‘knocked through’ to create a single basement, which was used until recently as a nightclub. Whilst the walls appear to incorporate some mid-nineteenth-century fabric, the cellars have been remodelled extensively, with little evidence surviving for original fixtures and fittings.

*Plate 57: The cellar beneath Nos 4-6 Whitworth Street*
Plate 58: The cellar beneath Nos 4-6 Whitworth Street

Plate 59: The cellar beneath Nos 4-6 Whitworth Street
Plate 60: The fabric of the rear wall of the cellar of No 6 Whitworth Street

Plate 61: The rear of the cellar beneath Nos 4-6 Whitworth Street
Plate 62: The rear of the cellar beneath No 6 Whitworth Street
5. CONCLUSION

5.1 CONCLUSION

5.1.1 The archaeological building investigation has provided a detailed photographic record of the buildings within the study area, and forms an appropriate record of the buildings to mitigate their ultimate loss. The late nineteenth-century buildings, comprising 34 London Road, and Nos 2 – 6 Whitworth Street, have all been remodelled internally, which resulted in the loss of large elements of historic fabric, fixtures and fittings. It also seems that the remains of any earlier buildings, known from historical mapping to have occupied the site, have been destroyed entirely.

5.1.2 The most interesting structure archaeologically in the study area is the former cotton mill situated to the rear of the street-frontage buildings. The date at which this building was erected remains uncertain, and whilst it is first shown on historical mapping dating to the mid-nineteenth century, it seems likely that it was built several decades previously. The building is of typical Arkwright width, at approximately 30’ externally, this being a very suitable span for the available lengths of timber. Baltic shipping marks are common in buildings of late-eighteenth to early nineteenth century date, and the size of the bricks is also commensurate, being larger than those typical of the Victorian period.

5.1.3 The very simple form of the columns would also suggest an early date of construction, although the earliest identified use of cylindrical, rather than cruciform-section cast-iron columns in Manchester was at Salford Twist Mill in 1799 (Giles and Goodall 1992). The use of bifurcated feet to the columns was also unusual, with channel-section open heads to columns being the more common, and simpler approach to avoiding compression of the beam, replacing cast one-piece crush boxes which formed an independent member between vertical columns, but which required sliding onto the beam before it was placed in position within the building. Not only are bifurcated column feet unusual, these were particularly crude, not actually reaching a base-plate set wider than the beam.

5.1.4 The siting of the chimney within the building is also consistent with an early date of construction (Giles and Goodall 1992). Furthermore, the square-section tapering chimney is also typical of mills prior to around 1830. It is also possible that the deep cut-outs of varying depth in the beams soffit, associated with a single approximately centrally-placed line shaft, may indicate that these were originally of larger, but diminishing diameter timber construction, a type which became largely obsolete before 1830.

5.1.5 The footprint of the mill merits further archaeological investigation, which should be targeted on the area of the steam-power plant, and specifically the location of the suspected internal beam engine house. Conversely, the sites of the earlier buildings along the Whitworth Street frontage offer little or no potential for further archaeological investigation.
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ILLUSTRATIONS

LIST OF FIGURES

Figure 1: Site location
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Figure 1: Site location