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# Central Rochdale, Greater Manchester: Historic Area Assessment

Johanna Roethe and Mike Williams

Discovery, Innovation and Science in the Historic Environment



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## CENTRAL ROCHDALE GREATER MANCHESTER

### HISTORIC AREA ASSESSMENT

Johanna Roethe and Mike Williams

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Cover: Aerial photo of central Rochdale, taken on 28 March 2019 (33758\_003)



## **SUMMARY**

First mentioned in Domesday Book, Rochdale started as a medieval market town and developed into an industrial town. The Industrial Revolution brought the Rochdale Canal and the expansion of the woollen and cotton industries, but also hardships which prompted in 1844 the opening of the world's first modern co-operative shop by the Rochdale Society of Equitable Pioneers. The decline and loss of industry in the 20th century provided challenges and opportunities for enhancing the historic fabric of the town centre. This historic area assessment provides an overview of the history, development, character and significance of central Rochdale in order to inform future decisions about the enhancement of the two conservation areas and to underpin their value and role in the regeneration of the town centre.

## **CONTRIBUTORS**

Fieldwork and research were undertaken by Johanna Roethe and Mike Williams. Mike Williams wrote the sections on the industrial heritage, workers' housing, and the Rochdale Canal; all other sections were written by Johanna Roethe. Unless otherwise indicated, photography is by Steven Baker, Karl Creaser and James O. Davies, and aerial photography by Damian Grady. The maps were prepared by Sharon Soutar. Unless otherwise credited, the copyright for all illustrations belongs to Historic England. Every effort has been made to trace the copyright holders for external material.

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## **ARCHIVE LOCATION**

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## **DATE OF SURVEY AND RESEARCH**

Fieldwork and research were undertaken by Johanna Roethe and Mike Williams between August 2018 and January 2019. The draft report was completed in April 2019 and was desktop-published in July 2019. Photography took place between November 2018 and June 2019, and aerial photography on 28 March 2019.

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## INTRODUCTION

This historic area assessment is part of the Heritage Action Zone (HAZ) initiative for central Rochdale. In May 2018, Rochdale was announced as one of the second round of Heritage Action Zones, which are aiming to revitalise and regenerate town centres and other areas, and encourage investment in historic buildings. The Rochdale Town Centre HAZ focuses on the approach from the railway via Maclure Road and Drake Street to the area around South Parade and Yorkshire Street. The theme of the HAZ delivery plan is 'Co-operative Connections' and a particular focus is the built heritage of the local co-operative societies. Historic England is working in partnership with Rochdale Borough Council, the Rochdale Development Agency, Link4Life, Rochdale Boroughwide Housing, Rochdale Town Centre Management Company, and the Co-operative Heritage Trust to deliver the aims of the HAZ.

This historic area assessment is a fundamental part of the HAZ project and provides a better understanding of the historic development of the area and its buildings. It aims to inform future decisions on the enhancement of the two conservation areas and to underpin their value and role in the regeneration plans for the town centre. This report is divided into several parts. The opening section provides an overview of the historical development, followed by a discussion of the character of different parts of the study area. Several distinctive aspects of the historic built environment in central Rochdale are discussed in greater detail and the last section highlights a number of conservation issues in the study area. Two appendices provided further details about the Rochdale Canal and the Drake Street canal terminus, and the co-operative societies and their buildings. The third appendix takes the form of a street gazetteer, providing short histories of each street in the study area and any notable buildings.

### Methodology

The assessment follows the established methodology for historic area assessments, as set out in Historic England's guidance document *Understanding Place*.<sup>1</sup> The level chosen for this assessment is level 2 (rapid) as it was considered to provide the most suitable level of detail for the size of the study area and any regeneration proposals currently under discussion. A great strength of the historic area assessment methodology is its firm foundation in fieldwork and observing the current character of the area, which is supplemented by secondary sources and archival research using readily-available sources like historic photographs, maps and directories. The full range of archival sources has not been explored and there remains considerable potential for future research (see also Concluding Remarks).

### Extent of the study area

The boundary of the study area for this historic area assessment largely follows those of the two conservation areas, but excludes Broadfield Park, the parish church and the area to the west of the Town Hall and Cenotaph (Figure 1). Additionally, the study area includes the land between the conservation areas, the site of the Rochdale Canal's terminal wharves and the railway station to the south.

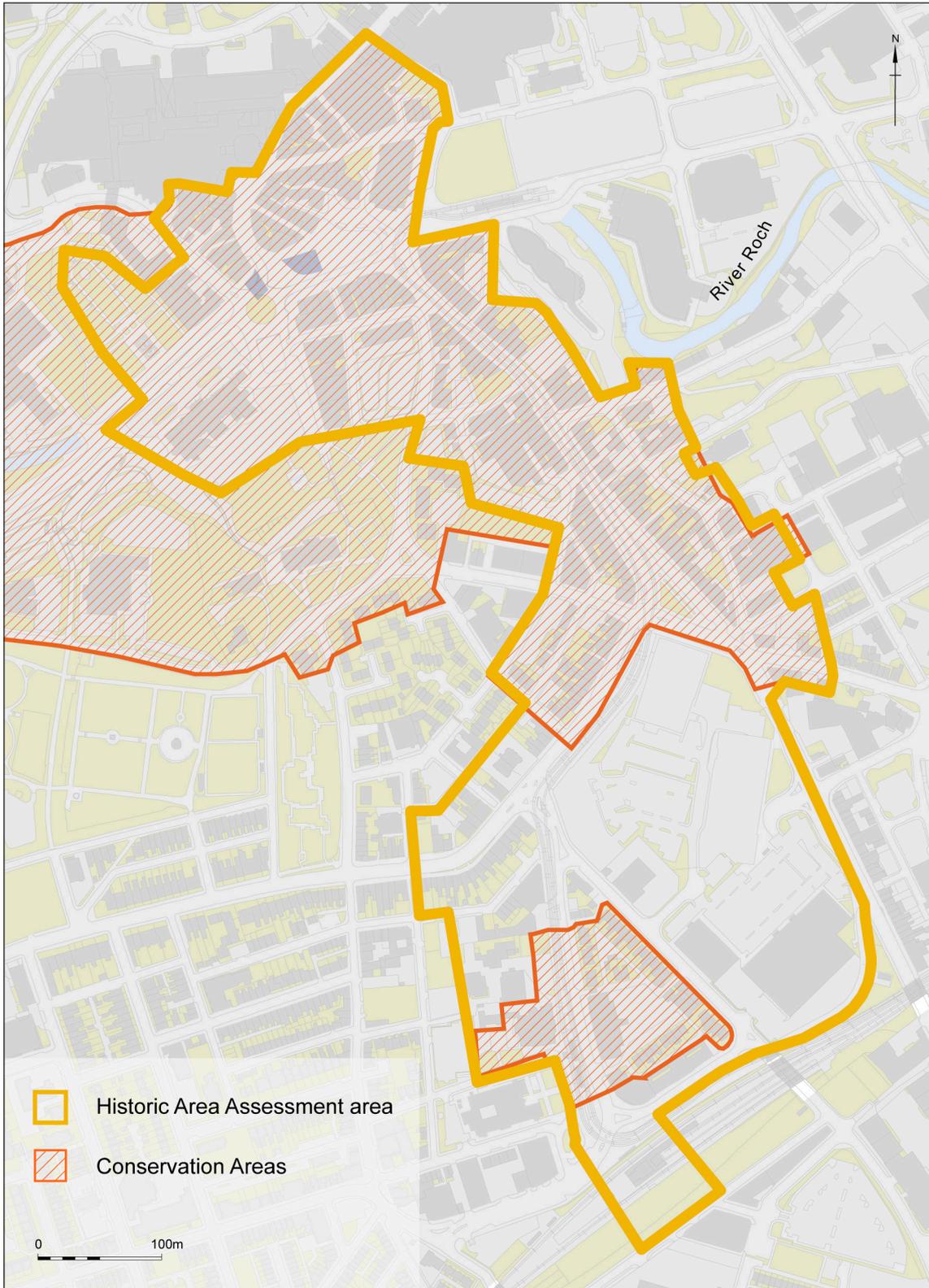


Figure 1: Map of central Rochdale (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

## Brief literature review

There have been relatively few published studies of the development and architecture of Rochdale's town centre. *The history of the parish of Rochdale in the county of Lancashire* of 1889 by local historian and former mayor of Rochdale Lieutenant Colonel Henry Fishwick (1835-1914) is still the standard source for the early history, although some of his conclusions have been superseded. Later overview works include the *Victoria County History* volume of 1911 and Rebe Taylor's *Rochdale Retrospect*, published for the borough's centenary in 1956. The entry in the revised *Buildings of England* volume for Manchester and south-east Lancashire proffers a succinct introduction. There have been other, more specialised studies, focusing on specific aspects of local history or building types for example, such as Williams and Farnie's study of cotton mills in Greater Manchester or Wild's study of leisure in Rochdale. Several popular publications of historic photos have brought these images to a wider audience but generally do not offer a coherent historical narrative of the social and economic forces which have shaped the town. There is also a wealth of grey literature, including a number of archaeological reports prompted by the recent town centre redevelopment projects. Rochdale was also covered as part of the Greater Manchester Urban Historic Landscape Characterisation Project carried out by the Greater Manchester Archaeological Unit in 2007-12. Although much has been written about the history of the Rochdale Canal in general, the development of the canal terminus and Drake Street remains a notable lacuna in the literature.

## Designations

The study area contains two conservation areas: the Town Centre Conservation Area (designated in 1980 and extended in 2011) and the Maclure Road Conservation Area (designated in 2006). There are 19 entries (some covering more than one building) in the National Heritage List for England. Most of them are listed at grade II; the only higher graded buildings are the grade II\*-listed Catholic church of St John the Baptist and the grade I-listed Cenotaph and Town Hall. The council maintains a local list and the study area contains 23 locally listed heritage assets, again with some entries covering more than one building.

## Location, geology, topography

Rochdale is in the east of the historic county of Lancashire, close to the border with West Yorkshire, and about 10 miles north-north-east of Manchester. It is located at the foot of the Pennine Hills, which surround the town to the north and east (Figure 2).

The bedrock geology of central Rochdale is part of the Pennine Lower Coal Measures Formation, a sedimentary bedrock of mudstone, siltstone and sandstone formed in the Carboniferous period (between 350 and 270 million years ago). This solid geology is overlain by alluvial deposits in and around the river bed (clay, silt, sand and gravel) and glaciofluvial deposits (sand and gravel) to the north and south, both of the Quarternary period (up to 2 million years ago).<sup>2</sup>



Figure 2: View of the Pennines from Church Lane (photo: Johanna Roethe)

The town centre straddles the valley of the river Roch, a tributary of the river Irwell. The river rises on Chelburn Moor, south of Todmorden, and flows through Littleborough and Rochdale before joining the Irwell just east of Radcliffe. It follows a largely meandering course through Rochdale, although the central stretch with the site of the historic ford and the medieval bridge is mostly straight. The main historic routes linking Rochdale to Manchester in the south-west and Leeds in the north-east formed an S-shape which crossed the river via the historic Rochdale Bridge. The steep-sided valley shaped the settlement's development and still determines the views within and through the town and how it is experienced by residents and visitors. For example, its location on the southern ridge provides a highly visible setting for St Chad's church, complete with the dramatic approach via the ancient Church Steps.

## HISTORICAL DEVELOPMENT

### Early and manorial history

First mentioned in Domesday Book of 1086, Rochdale's origins may go back to the Anglo-Saxon period but no archaeological evidence for the period has been discovered so far.<sup>3</sup> The dedication of the parish church to St Chad, a 7th-century bishop, and the circular shape of its churchyard suggest it may have been a pre-Norman and even Celtic foundation.<sup>4</sup> However, it is not mentioned in Domesday and the earliest documentary evidence of a church at Rochdale dates from about 1170 when Adam de Spotland granted land to the church.

At the time of Domesday, the town's name was 'Recedham', which may have meant 'homestead with a hall' or 'village of the people of Rheged'. The name of the river Roch (formerly spelled 'Roach') was derived from this name for the town. A hundred years later, by about 1195, the town had been renamed 'Rachedal', 'valley of the river Roch'.<sup>5</sup>

In 1066, under Edward the Confessor, two hides (or 12 plough-lands) and the lordship or manor were held by Gamel the Thane, one of 21 thanes (or thegns) in the Hundred of Salford. After the Norman Conquest, the hundred was part of the lands of Roger de Poitou, a Norman. Instead of the 21 thanes, five knights held land, including Gamel who now held two carucates of land (eight plough-lands), a reduction in the two hides he held in 1066.<sup>6</sup>

By 1212, the manor of Rochdale was owned by the lord of Clitheroe and was held by Roger de Lacy. It descended with Clitheroe to the earls and dukes of Lancaster and then to the Crown. In 1625, Charles I sold the manor to the trustees for the earl of Holderness. It was then sold to Sir Robert Heath, the attorney-general, who sold it in 1638 to Sir John Byron (from 1643 Baron Byron of Rochdale). The Byron family's connection to the manor went back further: from 1462 they had leased the manor for short periods, and from 1519 they held the stewardship of the lordship.<sup>7</sup> The manor remained in the Byron family until George Gordon Lord Byron, the poet, sold it in 1823 to James Dearden, after a thirty-year legal wrangle between their families about coal mining rights.<sup>8</sup> Rochdale appears to have had no manor house until Dearden's house, the Orchard, was so named.

### Medieval Rochdale

The parish of St Chad's, Rochdale, was one of the largest in the country, covering over 41,000 acres and extending north to Bacup and Todmorden (now in West Yorkshire) and from the Cheesden Valley in the west to Saddleworth in the east, with Rochdale located close to its southern boundary (Figure 3). For centuries, Rochdale was the administrative, ecclesiastical and economic centre of this large area. The parish was historically divided into four townships, including Castleton (with the parish church and the castle), Spotland, Butterworth and Hundersfield.<sup>9</sup> The town centre straddled three of them: Castleton which was located to the south of the river, Spotland to the north-west and Hundersfield (and later its subdivision Wardleworth)



Figure 3: The boundaries of the historic parish of Rochdale (\*please note this is only approximate)  
 (Contains OS data © Crown copyright and database right (2019))

to the north-east. The boundaries between Castleton and the northern townships appear to follow an earlier course of the Roch which had changed by 1831.<sup>10</sup>

If there was an earlier parish church, it was rebuilt after the Conquest. Norman fragments are said to have been discovered during building works in 1815 but today the earliest visible fabric is the nave arcade which has been dated to the 13th century.<sup>11</sup> Thus, it is likely that some rebuilding activity took place in the 13th century. The Normans probably also built a castle at Rochdale, which gave its name to the township of Castleton. It was built on top of Castle Hill, a natural feature to the south-west of the parish church. It was abandoned in the early 13th century and its site has since been built over.<sup>12</sup>

A market at Rochdale probably went as far back as the early 12th century.<sup>13</sup> It has been suggested that the original market place was located in Church Stile, near the parish church, although firm evidence is lacking.<sup>14</sup> In 1251, Edmund de Lacy was granted the right to hold a weekly market on Wednesdays at Rochdale and an annual fair on the feast of St Simon and St Jude (28 October).<sup>15</sup> Around the same time a borough with twelve burgesses was created, but this appears to have been short-lived and the town continued to be governed by the manorial court until the early 19th century.<sup>16</sup>

Little is known about the form of early development in Rochdale but it probably followed the local patterns in south-east Lancashire. Early houses would have been timber-framed and built on burgage plots. Rochdale was never a walled town and the suffix 'gate' in street names such as Newgate, St Mary's Gate and Vicar's Gate, means 'route' or 'way', as in many towns in the North of England and the Midlands.<sup>17</sup> The focus of the medieval settlement is unclear and may have been on the south side of the river, close to the parish church, although conclusive evidence is missing.

A ford, which remained in use until the 19th century, formed part of an early trade route through Rochdale and over Blackstone Edge and may have been of medieval date. It is not clear at which date this was supplemented by a bridge (Figure 4). The earliest reference to a bridge over the river Roch is thought to be a mention in 1324 of a man called 'John of the Brig'. While it is possible that the oldest portion of the current bridge contains medieval fabric, it cannot be dated with any precision.<sup>18</sup>

## The 16th century

The modern town started to take shape in the 16th century. The woollen industry, which was to be the main local industry into the 19th century, was well established in Lancashire by the end of the 15th century.<sup>19</sup> Rochdale's position in the economy of the wider area was closely linked to its location and function as a gateway to the western Pennines, an area noted for hill farming and the production of woollen textiles that roughly coincided with the parish boundary. As the administrative centre of the parish, and its largest town, Rochdale developed as a post-medieval trading centre for woollen cloth and yarn. Its role was further enhanced when in 1565 a deputy aulnager, an official responsible for the inspection and taxation of woollen goods, was stationed in the town.<sup>20</sup> The parish and surrounding areas developed a mixed economy in which land-owning clothiers combined woollen production with farming, and the countryside was characterised by a distinctive vernacular architecture of small farms and textile workshops. The cloth was delivered to Rochdale via a network of packhorse trails, established during the post-medieval period, as happened elsewhere in south-east Lancashire.<sup>21</sup> The name of Packer Street refers back to this mode of transport.

The town continued to be an important market place. In the 1540s the market moved north of the river to the south end of Yorkshire Street, which in the 1830s was still known as the 'Old Market'. The cattle market remained on the south side of the river, near the parish church, until the 1870s.<sup>22</sup> Rochdale was described in the 1607



Figure 4: Rochdale Bridge seen from the east (DP221862)

edition of William Camden's *Britannia*, which first appeared in 1586, as 'a market town well frequented'.<sup>23</sup>

Other industries supplied local needs. By the early 16th century, there were at least two water-powered corn mills in the centre, Rochdale Mill and Town Mill at Town Meadow on the north bank of the Roch.<sup>24</sup> They may have been on the site of medieval corn mills. Near the Town Mill was also a fulling mill, the first of several fulling mills, all apparently to the west of the bridge and ford.<sup>25</sup> By 1626, there was a horse-powered mill grinding malt near the site of the market.<sup>26</sup> In the wider area, there was some local coal mining in the form of pits cut into the side of a hill, and stone quarrying by the 1570s, although they never reached the scale of the woollen trade.<sup>27</sup>

The general growth of the town and prosperity of its merchants are demonstrated by two major building projects. In the 1550s, the nave of St Chad's church was rebuilt in the Perpendicular Gothic style and in 1565 a grammar school was built in School Lane. The town raised the funds for the school building, and the Archbishop of Canterbury, the vicar, the churchwardens, and the master and fellows of Corpus Christi College, Cambridge, endowed a stipend for the master and under-master. (The school was demolished in 1846 when a new building opened on Sparrow Hill.<sup>28</sup>) After the Dissolution, a number of grand houses were built near Rochdale,

some of which, like the Holt family's Castleton Hall, were built on the former lands of Whalley Abbey, a major landowner.<sup>29</sup>

## The 17th century

In 1626, Sir Robert Heath commissioned a descriptive survey of the manor, which provides a snapshot of Rochdale at that date.<sup>30</sup> The land to the south of the river, between Castle Hill to the west and Molesworth Street to the east, was glebe, i.e. land owned by the Church. (The glebe also included a small part of land on the north side, where the course of the river had changed over time.<sup>31</sup>) The cattle market was held in Church Lane (then Church Street), near what was probably the medieval market site, and which was also the site of the town stocks until 1891.<sup>32</sup> By 1626, the only buildings on the glebe lands were seven small houses or farms, six houses in Church Lane, the church, the vicarage and the grammar school.<sup>33</sup> More houses were built in this area as the century progressed, particularly in Church Lane and Packer Street.<sup>34</sup> The 'Church Steps' between Packer Street and the parish church were renewed in around 1660, when the churchwardens' paid £1 4s for eight loads of 'great stones from Blackstone Edge for the steps'.<sup>35</sup> Rochdale Bridge was 'in decay' by 1626 and in 1632 two surveyors reported to the Lancashire Quarter Sessions that it would cost £13 13s 4d to repair it. It was damaged by a flood in 1667, when the repairs cost £75 5s 2d.<sup>36</sup>

On the north side of the river was a cluster of houses, shops and inns around Yorkshire Street (then known as the High Street) and the market place at the south end of the street.<sup>37</sup> One of the inns was the Eagle Inn (later the Eagle & Child) on the site of 14 Yorkshire Street, which was described in the 19th century as 'an ancient and lofty building in the post, lath and plaster style, with high and pointed gables, and having a public stair in front as an approach to the upper rooms'.<sup>38</sup> The bottom end of Yorkshire Street was narrow and any such external projections limited the public space. In 1639, the owner of a house near the market was accused of encroaching on the street by building a porch and a 'penthouse' with stalls underneath for the use of strangers on market day. Others built external galleries accessed by stairs which were not deemed encroachments; according to Fishwick, a number of these galleries survived into the early 19th century.<sup>39</sup>

By the early 1640s, the population of the parish may have been around 10,000, a figure based on over 2,000 signatories from all adult males to the Protestation, a document declaring allegiance to the Protestant religion and Parliament.<sup>40</sup> By then, Rochdale was well-established as a local centre of the woollen industry and trade, not least because of its lack of a woollen guild to exclude or restrict new businesses. For the Hearth Tax of 1666 Rochdale was assessed for 1,267 hearths, a large number. Of the fourteen men (excluding the vicar) whose property had six or more hearths, all were woollen manufacturers or merchants.<sup>41</sup>

Several large houses were built in central Rochdale in the period, particularly on the river banks to the west of the bridge; none of them survives today. A house called Amen Corner or the Great House near Newgate may have been a 17th-century remodelling or rebuilding of an older house.<sup>42</sup> A deed of 1565, which mentions a

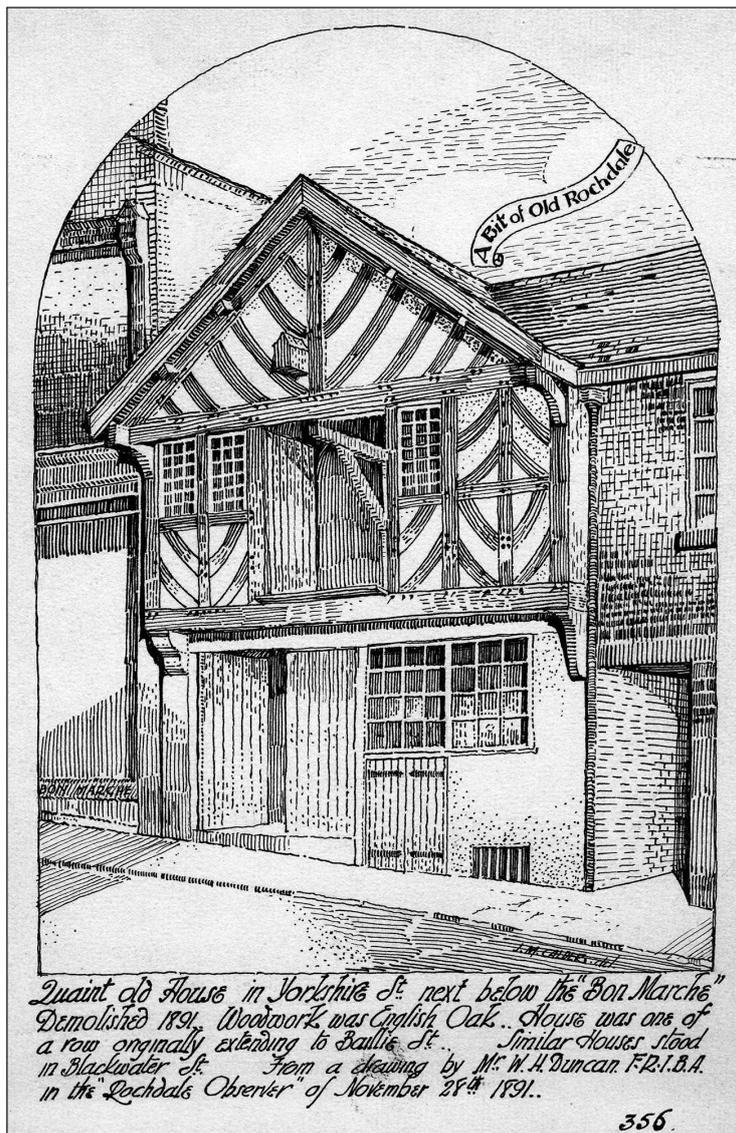


Figure 5: A drawing by JM Calder of Holt's grocery shop at 38 Yorkshire Street (Touchstones Rochdale, Rochdale Arts & Heritage Service, Yorkshire Street/Streets 2119)

'house wherein Robert Garside dwelleth' near the 'town gate' and a stream called Lothborne, has been linked to Amen Corner.<sup>43</sup> It is said to have had a date stone of 1612 with the initials of Richard Lynney but by 1692 it had been split into four different tenements.<sup>44</sup> Photographs from before its demolition in c 1910 show a two-storey stone building, with a projecting bay at the centre of the west elevation.<sup>45</sup>

Another early house was 'the Wood', which was demolished in the 1860s for the Town Hall. The earliest documentary mention of a house of this name dates from 1674 when Captain Ogden lived there.<sup>46</sup> A lease of 1764 described the house as the 'ancient messuage divided into cottages called the Wood, with that ancient dyehouse, gardens &c.'. In 1859 John Ruskin visited the Wood: 'Set close under the hill and beside the

river, perhaps built somewhere in the Stuart times, with mullioned windows and a low arched porch...There, uninhabited for many and many a year, it had been left in unregarded havoc of ruin...'<sup>47</sup>

In about 1698, Celia Fiennes described Rochdale as 'a pretty neat town, built all of stone'.<sup>48</sup> It is difficult to gauge without further evidence how accurate this statement is for buildings humbler than Amen Corner or the Wood. It was probably not a complete rebuilding of the town centre in stone, as several timber-framed buildings survived into the 19th century, such as for example the Eagle & Child Inn at 14 Yorkshire Street and a two-storey building at 38 Yorkshire Street (Figure 5).<sup>49</sup> Many buildings in the surrounding hamlets are said to have been rebuilt in local millstone grit, with roofs of slate or stone flags, chimneys, and mullioned windows. This

rebuilding activity using stone is thought to have been partly due to a greater wealth, and partly to a lack of timber.<sup>50</sup>

The main impact of the Civil War, when Rochdale was largely on the side of Parliament, was the growth of Puritanism and Nonconformism. A number of the vicars were Puritans and after the Act of Uniformity 1662 the Revd Robert Bath was deprived of his living because of his Puritan leanings. He went on to found Rochdale's first group of dissenters at Deeplish Hall.<sup>51</sup> A first dissenting meeting house existed in Rochdale by 1672, although its location is now uncertain and it might not have been purpose built.<sup>52</sup> Celia Fiennes commented on the 'good large meetingplace well filled', concluding that in 'these parts religion does better flourish than in places where they have better advantages'.<sup>53</sup> The first purpose-built Nonconformist chapel was probably the Presbyterian chapel in Blackwater Street of 1717.<sup>54</sup>

### The 18th and early 19th century

In the 17th and 18th centuries Rochdale probably functioned as an industrial market town which served both farming and industry in the surrounding area. Industrial market towns have been recognised as a distinct type, with a more diverse townscape spanning a wider chronological range than other market towns or later factory towns, and a wider variety of industrial and commercial buildings.<sup>55</sup> In this period, most of the industrial production took place in rural areas and most of the commerce was based in the towns. Rochdale's woollen industry operated as an out-working system, in which textile goods were transported widely across the countryside and spinning, weaving and other processes were carried out at home in workshops. The industry was organised by clothiers, who usually sent the work out to spinners and hand-loom weavers, and by merchants, who bought the raw materials, arranged for the cloth to be dyed and sold the products at regional fairs. The wool itself was originally produced locally but by the 18th century most of it was imported, either from other regions or from abroad. This was the thriving woollen industry that impressed Daniel Defoe during his travels in the 1720s, when he described Rochdale as 'a good market town ... of late very much improved in the Woollen Manufacture, as are also the villages in its neighbourhood' and as 'a market town of good traffic, a larger, and more populous town than Bury'.<sup>56</sup> Similarly, in 1750 the Revd Dr Richard Pococke, then the Archdeacon of Dublin, mentions in his description of the town that 'they have a large manufacture here of blankets, bales and shaloons'.<sup>57</sup> (Shaloon is a closely woven material mainly used for linings, for example of coats.) As the industry expanded, the more successful merchants built homes and warehouses closer to the markets, enhancing Rochdale's role as a hub of the woollen trade on the western side of the Pennines; Halifax developed a similar role on the east side.

A general increase in population and traffic necessitated the laying out of new roads and the improvement of existing ones. In 1713, Yorkshire Street was paved by the Scavengers, the town's official street cleaners. Several turnpike roads followed: in 1734, the road to Halifax over Blackstone Edge was turnpiked, followed in 1755 by the roads to Manchester and Burnley. Later in the century, the roads to Edenfield



Figure 6: A detail of an aerial photo taken in August 1926 showing the market hall of 1844-5 (© Historic England Archive (Aerofilms Collection), EPW016786)

(1794) and Bury (1795) were also turnpiked. In 1804 an Act of Parliament was passed for making a new road from New Wall (now South Parade) to Manchester. Drake Street was laid out on glebe land from the late 1790s, providing a major new route on the south side of the river (see discussion below). Travel wider afield also became easier and quicker. In 1770, a journey by horse-drawn chaise from London to Rochdale took 16 days and cost over £11, that is about 1s per mile. From 1772, there were coaches or carriers between Manchester and Rochdale on three days per week.<sup>58</sup>

The commercial centre of the town was north of the river, near the market in Yorkshire Street. By 1764, Toad Lane, Blackwater Street, Lord Street and the south end of Yorkshire Street (as far north as Penn Street) had been built up.<sup>59</sup> The market cross was located near 17 Yorkshire Street, but its head was broken off in the 1770s.<sup>60</sup> (This appears to be the cross now in the museum collections at Touchstones.) A new market cross was erected in the 1790s, which took the form of a column; it now stands behind the Town Hall.<sup>61</sup> By 1795, the market was held on Mondays and Saturdays, with fruit and vegetables mainly from Manchester and meat from Yorkshire.<sup>62</sup> In 1799, Mrs Murray advised other travellers not to pass through Rochdale on a market day as the traffic would cause a delay of 'an hour or two'.<sup>63</sup> In 1822, the Rochdale New Market Company purchased the market rights from Lord Byron, and obtained an act of parliament for moving the market away from the congested 'Old Market Place' at the southern end of Yorkshire Street to a new site slightly further north.<sup>64</sup> The Company erected a new U-plan building known as the 'New Market' off the west side of Yorkshire Street, which opened on 12 January 1824, having cost £30,000 to build.<sup>65</sup> This was replaced by a new market hall in 1844-5, designed by Mr Robinson (Figure 6).<sup>66</sup> It seems likely that Rochdale's first



Figure 7: 17 Yorkshire Street (DP248371)

bank was located near the market; this had been founded in around 1785 by Messrs Taylor, Heap & Co, a firm of wholesale grocers and provision merchants.<sup>67</sup> Also near the new market hall was the short-lived Cloth Hall near Spring Gardens, built in around 1805 but sold nine years later, as the local cloth merchants preferred meeting in pubs for their transactions.<sup>68</sup>

The area around the market place was criss-crossed by ginnels or alleyways, some of which led into back yards, others provided convenient shortcuts. Some may be of ancient origin but others were only laid out in the early 19th century, such as the Walk between Yorkshire Street and The Butts which is said to have been built by the Vavasour family in the 1800s but possibly followed the line of an older alleyway.<sup>69</sup> Bull Brow, between Baillie Street and the Butts Avenue, is said to have been used for cattle being brought to the market, the slaughterhouse or to the popular bull baiting in the river, which was discontinued after seven people died in 1820, when part of the bridge balustrade collapsed.<sup>70</sup>

Several substantial houses were built in the town centre during the 18th century, generally for merchants and mostly on the north side. In contrast with the earlier grand houses of local stone, these were largely built of red brick with stone dressings. Most were of two storeys and the larger houses had gables or pediments and



Figure 8: Butts House in about 1890 (Touchstones Rochdale, Rochdale Arts & Heritage Service, Town Centre River 001)

projecting porches. The earliest was the Vavasour family's residence of 1708 at the corner of Yorkshire Street and Lord Street. This is a sophisticated building for its early date, of brick with Ionic and Corinthian stone pilasters to the upper floors (Figure 7). Another building in Yorkshire Street (nos. 3-5) appears to have originated as a house, although by 1828 it had become the Blue Bell Inn. The brick building has a rainwater head with the date '1745' and the initials 'SS', which are said to refer to Samuel Stead.<sup>71</sup> Butts House which overlooked the river may have been the largest of this group in the town centre, with a frontage of seven bays with a central pediment (Figure 8). By 1824 it had become the residence of Henry Kelsall (1793-1869), partner in the adjoining Butts Mill complex.<sup>72</sup> The house was demolished in 1892.<sup>73</sup> Another grand house was the Orchard, built on the site of a former orchard west of Amen Corner and across the river from the Wood. A house on this site was first mentioned in 1713 but in 1745 it was acquired by the Dearden family who probably extended it.<sup>74</sup> When the Deardens became lords of the manor in 1823, this house became known as the Manor House. Historic photos show that the Orchard was erected in two main phases, both of brick: an earlier, three-storied, gabled part to the east with mullion-and-transom windows on the ground floor, and a two-storey building to the west with a shallower roof and a pedimented porch.

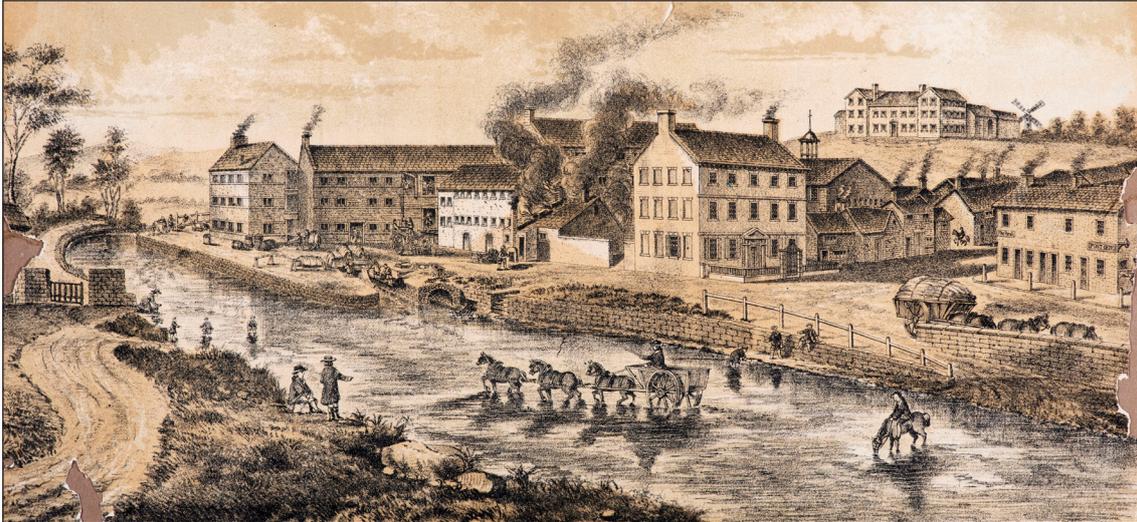


Figure 9: Print entitled 'Old Rochdale, crossing the Roche', after a lost painting of c 1780, showing Thomas Smith's house (later the Wellington Hotel) and Charles Smith's Summer Castle on the hill above (Touchstones Rochdale, Rochdale Arts & Heritage Service, misc sketches number 18 oversize)

There were fewer grand houses on the glebe land south of the river. In about 1724 the old vicarage, a thatched, timber-framed structure, was demolished and replaced by a smart, new one, said to have been based on the plan of the vicar's house in Great Marlborough Street, London.<sup>75</sup> And in the second half of the 18th century, two members of the Smith family of textile merchants and mill-owners built themselves fashionable residences on the south side. Thomas Smith (1743-1806) built a house at the north end of Drake Street which later became the Wellington Hotel.<sup>76</sup> A print after a late-18th-century painting shows fulling and dyeing mills behind the house, which may have been rebuilt by Thomas Smith (Figure 9). His older brother Charles Smith (1726-94) built the grand mansion called Summer Castle on the hilltop above.<sup>77</sup> Both were erected after the vicar gained in 1764 the power to grant 99-year leases for glebe land and had been completed by 1795. The Smith family was one of several local families who amassed great wealth through local industry. Thomas later lived at Castleton Hall and left £180,000 when he died.<sup>78</sup> His four daughters married into local landowning families, including long-established ones like the Entwistle family (also spelled Entwisle) of Foxholes and newly-arrived ones, like Colonel Baillie, while three of Charles's daughters married members of the Royds family.<sup>79</sup>

The Royds were another up-and-coming family. They were descended from John Royds (died 1772), a farmer, but soon established themselves in the textile business.<sup>80</sup> By the late 18th century, they had become one of the wealthiest landed families, who were also involved in the construction of the Rochdale Canal. Clement Royds (1785-1854), a woollen merchant, branched out into banking when he acquired in 1827 one of Rochdale's first banks, located in The Butts. This had been founded in 1819 as the branch office of John Rawson, William Rawson and Christopher Rawson & Co of Halifax, who had offered a weekly banking service in Rochdale on market day since 1818.<sup>81</sup> The Royds family lived in a grand house in the Butts from where they also conducted their banking business. A purpose-built extension for banking was only added in 1879, to a design by the local architect



Figure 10: The Royds banking complex comprising the bank extension of 1879 beside the Georgian staircase bay of brick (with the doorcase relocated from the main house), and the corner of the main building which was refronted in Portland stone (DP235543)

James Cheetham (Figure 10). However, Clement's grandson, Clement Molyneux Royds, amalgamated the bank only two years later with the Manchester & Salford Bank (later Williams Deacon's Bank, now part of RBS). In 1913-14 the former residence was refronted and remodelled by the architect Cecil Jackson as a Neo-classical bank.<sup>82</sup>

### Churches and schools

The general increase in population required additional worshipping space. The first Anglican chapel of ease, St Mary the Baum, was built in 1740-2, to the north of the city centre, followed in 1821 by St James's chapel at the north-east end of Yorkshire Street. Further new Anglican churches elsewhere in Rochdale followed later in the 19th century and the parish church was partly rebuilt and extended between the 1850s and 1880s.<sup>83</sup>



Figure 11: The former Congregational Sunday School in Moore Street (DP248355)

The number of Nonconformists increased rapidly from only 200 at the start of the 18th century and several new groups started to appear. Methodism was introduced during the 1740s and John Wesley opened the Methodist chapel in Toad Lane in 1770.<sup>84</sup> A Primitive Methodist chapel opened in 1831 on the west side of Drake Street, followed three years later by a Methodist New Connexion Chapel in nearby Water Street. Baptist services were first held in 1772 and in 1773 nine people were publically baptised in the river.<sup>85</sup> Their first meeting place appears to have been a room at the Bull Inn at the bottom of Yorkshire Street which in 1775 was superseded by a new chapel at Town Meadows to the west.<sup>86</sup> A Quaker congregation had formed in Rochdale in the 17th century but, like other Friends throughout the country, initially met at each other's houses, before building a meeting house in 1808. Roman Catholic services were held in Rochdale from about 1815 but a chapel was only built the year after full Catholic Emancipation, when St John's church at the corner of Ann Street and Dowling Street opened in 1830.

A number of schools were founded and endowed during the period. A school in Toad Lane was endowed in about 1740 and 'the Free English School' in Vicar's Moss (today's Milnrow Road) in 1769.<sup>87</sup> The National School of about 1815 in Redcross Street was an Anglican initiative but Nonconformist schools soon followed, such as the Congregational Sunday School in Moore Street (1829, Figure 11) and the British School in Baillie Street (1837).



Figure 12: The branch canal beside the listed Norwich Street Mills (33758\_015)

## The Rochdale Canal and industrial developments

The construction of the canal and its terminal wharves in Drake Street was a significant turning point in the development of the town (see the detailed discussion in Appendix 1). It was largely financed by established local merchants, industrialists and landowners who had been connected with industry in Rochdale for generations, including the Revd Thomas Drake, the Smith family and Thomas H. Vavasour. The Rochdale Canal was a major engineering project, requiring ninety-two locks and several large reservoirs, which connected the town with the national industrial infrastructure. As the first trans-Pennine canal to be completed it gave Rochdale a competitive advantage for half a century and was a great success for local business. The branch to Rochdale was completed in 1798 and resulted in the creation of new industrial and residential suburbs on farmland to the south of the town (Figure 12). Drake Street was created in around 1800, specifically to connect the wharves to the old town centre, with parallel streets, yards and housing added soon after (see discussion below).<sup>88</sup> The branch canal itself also provided a water supply for steam-powered mills, which along with related housing had formed a densely-packed industrial corridor by the mid-19th century.<sup>89</sup>

The route of the new canal included three main terminal wharves, at Rochdale, Manchester and Sowerby Bridge, each comprising a large complex with canal basins, warehouses, offices, workshops and facilities for the maintenance of boats. At Rochdale, a short branch canal led north to the terminus site, where it originally terminated in a single rectangular basin. By the early 1840s, another basin and a



Figure 13: The engine house, offices and warehouse of the former Water Street Mill, now known as Waterside House (DP221867)

short canal branch had been added. A number of buildings, especially warehouses, offices, maintenance facilities, textile mills and foundries, lined the basins and the branch canal.

Prompted by the Canal, the town's industrial growth accelerated after 1800 and was accompanied by a rapid increase in the population. In the first three decades of the century, the population of the parish of Rochdale doubled: from 29,101 in 1801 to 58,441 in 1831.<sup>90</sup> By 1821, the vast majority (8,259) of the 8,806 local families were employed in trade, manufacture or 'handicraft', while 336 were employed in agriculture and 211 in the professions or unemployed.<sup>91</sup>

The shift of the textile industry from rural to urban areas started with the construction of factories in the mid- and late 18th century. Much larger than the traditional fulling mills, the early woollen factories were a new type of building but were still water-powered, which limited their distribution to suitable sites. In Rochdale, industrial building from the 1790s had a marked influence on development to the east and south of the old town, including the study area. Water-powered factories were initially built on suitable sites in valleys throughout the parish, but steam power enabled mills to be built in urban areas, away from natural watercourses. In the first stage of development, factory-style woollen mills were built by local businesses along the River Roch, which along with associated housing on newly-created streets resulted in a dramatic transformation of the landscape close to the historic centre. Steam power was introduced gradually in Rochdale, initially supplementing water power until mills were built solely for steam power from the 1820s. One of the earliest steam-powered mills was Water Street Mill,

built in the late 1820s by the firm of William Chadwick, one of Rochdale's largest woollen manufacturers of the early 19th century. Its engine house survives as part of the mill's extant warehouse (Figure 13). A slightly later woollen mill was Kelsall & Kemp's Butts Mill, which started operations in about 1835 and later expanded into one of the largest mills in the town centre.<sup>92</sup>

The machinery used in the early factories also developed rapidly. The new mills in Rochdale were mainly used for spinning, which was located in factories for several decades while other processes such as weaving continued to be hand-powered. As a result, the early 19th-century mills were often accompanied by increased building of workshops for hand-loom weaving, either incorporated into housing or in dedicated free-standing buildings such as loomshops. Surviving domestic workshops are now rare in central Rochdale but documentary and photographic evidence indicates they were formerly a common feature of the town's early 19th-century housing.<sup>93</sup>

### The expanding town

Between about 1790 and 1840, a number of developments significantly expanded the town with new streets and buildings on both sides of the river. On the north side, new streets added to the existing built up area, while to the south there was a much more ambitious development focused around the new Drake Street.

Landownership to the north of the river was relatively fragmented. In about 1785, landowners on the north side included Simon Dearden, Charles Holland, Mr Smith, James Taylor, Mr Lord, and George Walmesley.<sup>94</sup> Chetham's Hospital and Library of Manchester owned land to the north and west of Yorkshire Street and around Cheetham [sic] Street, which they gradually developed. To the east were lands owned by John Entwistle, the town's second member of parliament (1835-7).<sup>95</sup> In about 1835, Entwistle, together with his brother-in-law Colonel Hugh Duncan Baillie (1777-1866) and others, laid out Baillie Street, Smith Street and John Street as part of a speculative development.<sup>96</sup>

However, the largest development of the period took place south of the river. Comprising 131 acres, the glebe land remained largely undeveloped until the end of the 18th century. A sketch map of 1754-7 shows that little development had taken place on the glebe land south of the river since the previous century and that only the area between Church Lane and Packer Street was built up, while the remainder was fields, bisected by the roads to Milnrow (School Lane and Vicar's Moss, now Milnrow Road), Oldham (Milkstone Road) and Manchester (the west end of Drake Street).<sup>97</sup> In 1764, the vicar obtained powers to grant 99-year building leases under a private act of parliament.<sup>98</sup> While this did not prompt immediate large-scale development, the total number of houses on glebe land had risen to around 200 by 1783.<sup>99</sup> The only new roads which were laid out during the 18th century were minor lanes, such as River Street and Baron Street, which were laid out between 1764 and 1795, probably as access lanes to Summer Castle.<sup>100</sup>

The most significant change for the glebe land came at the end of the century, when the Rochdale branch canal and the terminal wharves were developed in tandem



Figure 14: Plan of 1797, showing the glebe land with the new roads and the branch canal superimposed (Lancashire Archives, DDCC/ACC2665)

with Drake Street and its side streets. Several plans of the 1790s show the new streets and the basin overlaying the field boundaries; they were laid out shortly after (Figure 14).<sup>101</sup> The curving Drake Street, which was named after the vicar, the Revd Dr Thomas Drake (1745-1819), supplanted Packer Street and Church Lane as the main southern approaches to the town centre. It connected the river crossing in the town centre with the Rochdale Canal's terminal wharves and the Manchester Road (now the western part of Drake Street beyond Church Stile). The construction of buildings along the new roads continued over the following decades but was largely complete by 1844.

Industrial suburbs like the Drake Street area were a characteristic type of development in the Industrial Revolution and the result of the increasing urbanisation of industry. They were often associated with the creation of new infrastructure, such as roads and canals in the late 18th and early 19th century, and railways from the mid-19th century. They appeared in many industrial areas and included housing and related buildings for the new workforce, but their original buildings were often replaced later in the 19th century.

The new buildings on Drake Street formed a diverse group, including mostly terraced houses such as a curved terrace known as 'The Crescent', but also detached houses



Figure 15: 99-129 Drake Street, known as 'The Crescent' (photo: Johanna Roethe)

with front gardens, and semi-detached houses (Figure 15). Originally, many of the buildings closer to the town centre would have been the homes of craftsmen and retailers (and sometimes also their place of work), while those further away were the homes of the better off. Certainly, this appears to have been the general pattern by the time of the 1851 Census which lists trades like grocers, tailors and joiners as living in the northern part of Drake Street, and at the southern end annuitants, doctors, and mill owners like John Ashworth. Several original pubs survive from that first phase of development, notably the former Drake Inn (32-34 Drake Street), the former Navigation Inn (nos. 116-118), the former Citizen Inn (no. 110), the Nelson (no. 131) and the former Junction Inn (now Cask and Feather, 1 Oldham Road). By contrast, industry and more humble workers' housing were mostly relegated to the side and back streets, such as Baron Street and Back Drake Street, although there were some buildings with workshop windows on the main roads.

Early 19th-century street developments in Rochdale typically took the form of a regular grid of streets, such as that formed by Baillie Street, Smith Street and their side streets. Other examples are the streets developed by Chetham's Hospital in around 1828, between Toad Lane to the west and Whitehall Street to the east.<sup>102</sup> Most of the side streets of Drake Street also form such a grid but are less regular as they follow the curve of the road.

The first detailed map of Rochdale is that surveyed in 1824 for Edward Baines's *History, Directory and Gazetteer of the County Palatine of Lancaster* (Figure 16). It shows the growth of the town centre north of the river along the main arteries of Yorkshire Street and Toad Lane, although some houses with large, landscaped gardens and a bowling green remained on the fringes. At the centre was the new covered market. To the south of the river was the densely built-up area framed by



Figure 16: Plan of Rochdale, surveyed in 1824 by William Swire and published by W. Wales & Co in Baines 1825



Figure 17: Detail from the 1844 tithe map for Castleton (Touchstones Rochdale, Rochdale Arts & Heritage Service, T2)

South Parade (then New Wall), Packer Street and Church Lane. But development had also spread along the relatively recent Drake Street, as far west as the junction with Church Stile and Milkstone Road. Despite the proximity of the canal terminus, and its wharves and warehouses, most of the buildings on the west side and particularly at the south-west end of the street were residential, including terraces (such as nos.

99-129) and free-standing semi-detached houses (such as no. 142-144). Grand houses in large gardens, like Summer Castle, the vicarage and the Wood, could still be found on the fringes of southern central Rochdale. As well as the canal, other recent additions are proudly depicted on the map, such as a new road to Manchester from Holland Street on the north side of the river, and the gasworks of 1824, whose classical building is depicted in a small vignette.

The progress of Rochdale's development can be tracked through several other maps of the first half of the 19th century, such as that engraved by William Murphy and published in 1831 by John Wood.<sup>103</sup> A tithe map exists only for the Castleton township but this provides a valuable, detailed depiction of the newly developed south side of the town in 1844 (Figure 17).<sup>104</sup>

### **Housing associated with industry**

The early 19th-century expansion of Rochdale included a variety of house types for the industrial community that contrasted with those in the older parts of the town. Mid-19th-century maps show a number of Georgian and Regency period villas in their own grounds in the rural area alongside the branch canal, but most were replaced by the spread of factory-workers' housing and mills by the late 19th century.<sup>105</sup> The original working-class housing in the industrial suburbs was typically arranged around rectangular communal yards, known as courts, influencing the development of a grid pattern of new streets alongside Drake Street and parallel with the canal. The houses were mostly terraces of small two- and four-roomed cottages, but included larger dwellings incorporating workshops. As in most parts of England, only partial fragments of the earliest generation of factory-worker's housing survive, although the study area included several notable examples of artisans' houses with distinctive workshop windows. Surviving examples include 13-17 Milnrow Road (Figure 18) and 146-8 Drake Street; other examples on Richard Street were recorded by the Royal Commission on the Historical Monuments of England (RCHME) prior to their demolition in the 1990s.<sup>106</sup> These reflect the continued use of hand-power for some textile processes in the early 19th century.

As in other towns and cities during the Industrial Revolution, back-to-back houses were built in Rochdale as a cheap form of working-class housing. Back-to-backs were small houses of frequently poor quality which were arranged around courtyards with a water pump and shared privies. The front house was accessed and lit from the street; the back house from the courtyard or a back passage. Back-to-back houses quickly acquired a reputation for overcrowding and being unsanitary. A local variation was the 'inset cottage'. Built in Rochdale between about 1850 and 1872, this was a two-roomed dwelling which was encased on three sides by through-houses with yard access.<sup>107</sup> The Playfair Commission's 1845 report on the state of the large towns in Lancashire concluded that 'the sites of houses in Rochdale are naturally good; but owing to the defective state of drainage are very generally unhealthy. There are some courts unfavourable to ventilation; and the irregularity in the erection of the buildings for the poorer classes, and the frequency of back-to-back houses, increases this evil'.<sup>108</sup> Even more unsanitary were so-called cellar dwellings, which consisted of one room without natural light, proper ventilation or adequate



Figure 18: 17 Milnrow Road (DP221875)

protection from flooding or sewage. The workshop buildings at 13-14 Richard Street included such cellar dwellings.<sup>109</sup>

Most of the early housing was removed in the 20th century, but a report by the Medical Officer of Health published in 1911 gives a detailed picture of the nature of early industrial housing in Rochdale and was a prelude to later 'slum' clearances.<sup>110</sup> Houses were categorised into four types of 'through houses' and eight types of back-to-backs, which were the earliest and still formed 24% of the housing stock (about 5,482 buildings). The report states that Rochdale was one of the pioneers of improvements to housing in the late 19th century, including replacing earth privies with 'pail closets' and a weekly collection service from 1871, and classifying a house as overcrowded if it contained more than two people per room.<sup>111</sup> The early 19th-century communal yards were considered to be healthier than smaller private yards and many still contained shared privies, although most houses had a water supply in a scullery. Flushing privies were still unusual in 1911, however, with 79% of households using pail closets. The privies in the yards were shared by up to twenty households.

## The Victorian and Edwardian town

Like many other towns, Rochdale experienced major changes during the Victorian period: it became a parliamentary borough, its local government was organised and formalised, the railway arrived, the textile industry boomed, and its population grew rapidly. It became famous all over the world as the place where the world's first modern co-operative society originated and where John Bright, the radical and reformer, had been born. Many landmark buildings were erected during the period, not least the imposing Town Hall. New roads were laid out and new suburbs built, while mills and warehouses lined the river, the canal and the railway goods station. The population of the parliamentary and then the municipal borough more than tripled over the course of Victoria's reign: from 24,423 in 1841 to 83,114 in 1901.<sup>112</sup> This represents a stronger population growth than the doubling of the national figures for England and Wales, and the slightly more than doubling of the figures for Lancashire for the period.<sup>113</sup>

### Local government

Before the early 19th century, there were various forms of local government and law enforcement, notably the parish vestry, the county magistrates, the justices of the peace, and the manor court. Overseers organised the poor relief until the Rochdale Poor Law Union was formed in 1837. Many of these historic bodies were changed or entirely superseded in the early 19th century. In 1825, the first Rochdale Improvement Act established a body of 131 commissioners who were responsible for 'lighting, cleansing, watching and regulating' the town.<sup>114</sup> After meeting temporarily at the Wellington Hotel, from 1839 they convened at the Commissioners' Rooms in Smith Street.<sup>115</sup> Their duties and remit were amended by subsequent Improvement Acts of 1844 and 1853, which reduced the overall number first to 60 commissioners, then to 42.<sup>116</sup> These acts included some building regulations, such as the banning of thatched roofs from 1844.

After the Reform Act of 1832, Rochdale was enfranchised as a parliamentary borough whose boundaries were a three-quarter mile radius around a centre point near the Roebuck Inn and the market place.<sup>117</sup> John Fenton, the banker, was elected as the town's first member of parliament. In 1839, a court of requests was set up and in 1847 the county court.

In 1856, the town and borough of Rochdale were granted a charter of incorporation. The town commissioners were thus superseded by a corporation of mayor, aldermen and burgesses. The first mayor in 1856-7 was Jacob Bright, a mill owner and brother of John Bright. The centrepiece of the new borough's arms was the woolpack, circled with cotton plants and surmounted by the crest of a millrind (a cross-shaped iron support for millstones) and a fleece (a sheepskin suspended by a ring). In 1888, Rochdale became a county borough.



Figure 19: Rochdale Town Hall (DP221956)

## The Town Hall

The new Corporation of 1856 urgently needed a town hall which was not only large enough for its new powers and staff, but which also reflected the new status and importance of the town. The resulting Town Hall transformed a previously run-down corner of the town centre and over time became the focus of several public buildings (Figure 19).

In December 1859, the new Corporation took the decision to build a new town hall and four years later they acquired the site of the derelict house called the Wood for £5,225 from the vicar.<sup>118</sup> An architectural competition, announced in January 1864, was won by the architect William Henry Crossland (1835-1907) of Leeds. The clearance of the site began in late 1864, and in 1866 Warburton Bros. of Harpurhey, Manchester, were appointed as the main contractors. Crossland's winning design in the Gothic Revival style was modified over the years, for example by enlarging the Great Hall and raising the tower by a stage, all of which added to the overall cost. He employed a mixture of nationally renowned craftsmen and local firms. For example, the opulent interior decoration of the main rooms was by Heaton, Butler & Bayne of London, while other rooms were by William Harrison Best of Rochdale. John Bright laid the foundation stone in March 1866 and it was opened by the Mayor George Leach Ashworth on 27 September 1871. The final cost was £155,000, a huge increase compared to the original budget of £20,000 and Warburton Brothers' tender of £26,510. However, much of this was covered by profits from the municipal



Figure 20: The former Post Office in Packer Street, built in 1875 and extended by two bays after 1892 (DP221930)

gasworks, rather than the rates.

In 1882, dry rot was discovered in the spire and work started to rebuild it, when a fire broke out on 10 April 1883 which destroyed the tower. The library in the east wing was damaged and the Magna Carta mural in the Great Hall also sustained water damage. Crossland offered to supervise the rebuilding works but the Corporation turned instead to the eminent architect Alfred Waterhouse who designed a replacement tower slightly further east, which was 15.2m (50 feet) lower than the old one. The foundation stone was laid in October 1885 and the topping out ceremony

was held two years later, to coincide with Queen Victoria's Golden Jubilee on 20 June 1887.

A direct consequence of the fire at the Town Hall was the construction of a purpose-built public library further west along the Esplanade. The library of 1883 was designed by Jesse Horsfall of Todmorden, who was also responsible for the attached Art Gallery and Museum of 1903 with an extension of 1913.<sup>119</sup> Over time several other functions moved out of the Town Hall, such as for example the fire station which moved in 1893 into a new complex in Alfred Street.<sup>120</sup>

The building of the Town Hall prompted a number of improvements to its setting. In 1871, the Esplanade, a tree-lined avenue 21m (70 feet) wide, was opened as its main approach, linking the bridge and Manchester Road to the west. The construction of the Town Hall also affected adjacent properties, especially those in Packer Street. The west side of the street had been demolished in 1864 as part of the site clearance for the Town Hall. Over the next few decades, the east side was steadily being rebuilt, with a mixture of civic and commercial buildings such as a bank of 1870, the Post Office of 1875 (Figure 20), the Central Hotel of 1880 and the Empire Hall of c 1904.

Around the same time, the glebe land to the south was turned into a public park. In 1868, the Ecclesiastical Commissioners (in whom the glebe had been vested in 1866) sold several plots to the Corporation, including Broadfield and Sparrow Hill.<sup>121</sup> They were landscaped and opened as Broadfield Park on 1 August 1874.<sup>122</sup>

## Transport

In 1839, the railway arrived in Rochdale. The first stretch of the Manchester & Leeds Railway as far as Littleborough to the north-east of Rochdale was ceremonially opened on 3 July that year, by two trains carrying 500 people including the engineer George Stephenson.<sup>123</sup> The first station in Rochdale was located to the east of Oldham Road, where today only the name 'Railway Street' is a reminder of the site's original function. By 1856, there were 13 trains per day to Manchester, ten to Leeds and eight to Liverpool.<sup>124</sup> But the station was soon insufficient and plans were made for a new one further west, where the viaduct could be widened to accommodate additional platforms. On 28 April 1889, a new railway station for passengers opened, with four through lines and four bays.<sup>125</sup>

A few years earlier, in 1883, the first steam tram operated by the Manchester, Bury, Rochdale & Oldham Tramway Company ran from the Wellington Hotel to Buersil. The network expanded over the next few years, connecting Rochdale to Bury and Royton. In 1904, the company was acquired by the Corporation who proceeded to convert the steam tram lines to electricity, having run the first electric tram on their own lines two years earlier.<sup>126</sup> By 1910, the river between the Butts and South Parade had been covered and the new space had become the 'Tramway Centre', where tram lines converged from four directions (Newgate, the Esplanade, Drake Street and Smith Street) and passengers could wait in two tram shelters.

## Industrial development in the mid- and late 19th century

By the mid-19th century, Rochdale was distinguished by a more diverse range of industries than other mill towns, reflecting both its long association with the woollen industry and the more recent influence of the canal. It was home to two main textile industries, with cotton firms added to the existing woollen trade and overtaking it by the 1830s. The Factory Inspector's Report of 1835 listed 53 working woollen mills and 68 working cotton mills in a period when the cotton industry dominated other towns, although the cotton mills in Rochdale already employed far more workers.<sup>127</sup>

Other industries developed which were related to the construction and equipping of textile mills, including foundries and engineering in the town, and quarries and brickmaking in the surrounding area. The first iron foundry in Rochdale was probably that established by Jeremiah Meanly on a site between Packer Street and the tower of the later Town Hall. In 1815, this was taken over by Charles Meredith who specialised in the production of ovens and 'cottage boilers'.<sup>128</sup> Of particular interest were the firms of John Petrie, a major manufacturer of mill engines based at the Phoenix Foundry on Whitehall Street (established 1814), and John Mason, a manufacturer of textile machinery at the Globe Works on Nelson Street. The Globe Works site was redeveloped in the 1920s, but parts of its cast-iron framework

were preserved as a visual feature on Greenwood Street.<sup>129</sup> John Halstead's Union Foundry was established between 1831 and 1844 in Foundry Brow (now the site of Wet Rake Gardens). Others were more specialised: for example, Edmund Leach of Summer Castle manufactured power looms and John Clegg in Union Street was the first local jenny maker. Messrs John Ackroyd & Wilkinson's factory in River Street (also known as the 'Wellington foundry') is said to have been the first to produce machine-made nails in Rochdale.<sup>130</sup> The tithe map of 1844 shows a particular cluster of foundries to the south of the river, where they outnumbered other industries: three iron foundries, one wrought-iron foundry, two brass and iron foundries and the nail factory. The diversity of Rochdale's industrial economy probably contributed to the town centre retaining a strongly industrial character until well into the mid-20th century.

The Manchester & Leeds Railway had a similar impact to the canal, leading to more industrial building and opening up new areas for suburban expansion, mostly to the south of the study area. The railway followed the same route as the canal, but the Rochdale section was diverted north to a station built close to the canal wharves site, which was a thriving centre of the local economy by the mid-19th century.<sup>131</sup> As in other areas, railways became the main form of industrial infrastructure in the second half of the 19th century while the use of canals declined. The Rochdale Canal and the railway were operated together between 1855 and 1876, when the canal was leased to four railway companies, and goods were transferred from boats onto branch lines near the canal terminals.<sup>132</sup> The development of the wharves site reflected changes to local industry and the uses of the canal. The dramatic expansion of the Lancashire cotton industry reached Rochdale with the construction of several groups of new mills around the town and the conversion of some earlier mills to cotton, although the woollen trade persisted in Rochdale throughout the 19th century. The construction of late 19th-century cotton mills was accompanied by further developments of residential suburbs. At the canal wharves, new warehousing for the cotton trade was built in the 1890s, replacing the original warehouse built during the construction of the canal.<sup>133</sup> Extended facilities for the maintenance of boats were added in the 1890s, when the canal company became the main carrier and operated a fleet of barges.<sup>134</sup> The housing which accompanied the new industrial development contrasted with the earlier back-to-backs and small through-houses which at that time still dominated the study area. Mid- and late 19th-century housing, such as that in the area between Drake Street and Tweedale Street, was built in long terraces with rear alleys with pubs and corner shops, instead of the earlier enclosed courts. The houses were generally larger with well-built front elevations, increasingly with architectural embellishment, and perhaps reflected some pride in social and architectural improvements as Victorian Rochdale's townscapes became more typical of those in other late 19th-century Lancashire mill towns.

### Urban improvements

In 1845, the Royal Commission on Health in Towns condemned the sanitary conditions in Rochdale as one of the worst in the county.<sup>135</sup> Three years later, the local pharmacist and alderman Edward Taylor again highlighted the low average life expectancy in Rochdale of only 21 years and the dire need of improving drainage,

paving, cleansing, housing, water supply and, most importantly, sewerage. Of Rochdale's 193 streets only 14 were well drained, while 74 streets had no sewer or drain and the 166 courts only surface drains.<sup>136</sup> Progress to remedy this was slow, although the improvement acts gave the municipality more powers. In particular, the poor quality of housing remained unsolved until the early 20th century. Important amenities like water and gas supply were municipalised during the 19th century: in 1844, the town commissioners acquired the Rochdale Gas Light and Coke Company, and in 1866 the Corporation acquired the Water Works Company, which had been in existence by 1806. In the 1880s, sewage works were established and in 1900 the municipal electricity works opened in Dane Street.

The state of the roads remained an ever-present issue and a programme of general improvement resulted in 116 paved streets by April 1868.<sup>137</sup> However, the local stone proved too soft and the following year granite setts from Caernarvonshire were first used in Smith Street, opposite the Commissioners' Rooms.<sup>138</sup> By June 1906, over 163,000 square yards of granite setts had been used to pave 13.5 miles of roads.<sup>139</sup> A number of cobbled or setted streets survive in the town centre, notably Church Lane and its side streets. In Butts Avenue and Bull Brow the paving retains parallel tracks of flagstones which were set into the cobbles to create a smoother surface for cart wheels. In a few places, especially around the Town Hall, on the river bridges, and on the tramways near places of worship, hardwood setts were used instead of granite, in order to reduce noise. Excluding the tram tracks, timber setts were used for half a mile of paving in total.<sup>140</sup> A number of setts made from beech wood have recently been exposed in King Street, near the Town Hall (Figure 21).<sup>141</sup>

Between 1850 and 1906, 18 roads in the town were widened to allow for increases in the size and number of vehicles, including the south end of Yorkshire Street in 1849-50, and South Parade and The Butts in 1856.<sup>142</sup> Planned as early as 1899, Maclure Road opened in 1906 as a more direct route from Drake Street to the railway station.<sup>143</sup> It was named after the Very Revd Edward Craig Maclure (1833-1906), a former vicar of Rochdale and later Dean of Manchester. In 1910, Newgate, originally a narrow lane, was widened in conjunction with the partial culverting of the river and the extension of the Spotland tram service into the centre. The trams in particular required more space in the centre, which led to a programme of covering the central stretch of the river with reinforced concrete slab vaults that were constructed by LG Mouchel & Partners using the Hennebique system.<sup>144</sup> This was undertaken in four stages which were completed in 1904, 1910, 1923 and 1926.

## Schools

Rochdale's School Board was one of the first to be approved under the Elementary Education Act of 1870, which encouraged the provision of schools for children aged between 5 and 13 by means of government grants.<sup>145</sup> The first new board school was built in 1878 in Halifax Road and three others followed. The existing Baillie Street School was extended in 1884 and in 1893 moved to the new Central School in Fleece Street.<sup>146</sup> This school backed onto the site of the Technical School in Nelson Street, which was opened on the same day, 23 April 1893, by Sir Bernhard Samuelson. The Manchester practice of Smith, Woodhouse and Willoughby had won the



Figure 21: The timber setts in King Street (DP221833)

architectural competition for the Technical School in 1891.<sup>147</sup> In 1906, an extension was built to accommodate the overwhelming demand and also the School of Art.<sup>148</sup> The Rochdale School Board remained the local education authority until 1902, when responsibility passed to the council. The church schools continued alongside this new municipal education system. The Roman Catholic school beside St John's church was rebuilt and extended several times between 1845 and 1910.<sup>149</sup> In 1895 a new Anglican parish school was opened in Dowling Street, near the railway station.<sup>150</sup>

### Shopping and banking

The Drake Street area quickly established itself as a commercial centre to rival Yorkshire Street, although subtle differences remained between the two streets. Drake Street was initially a mixture of residential and commercial buildings with some public houses and the warehouses of the canal terminus, but the arrival of the railway accelerated the conversion of ground floors into shops. Anyone arriving at the old or new railway station would have had to pass through Drake Street to reach the town centre. Notable local businesses moved to Drake Street, including the *Rochdale Observer* newspaper, which moved there in 1861, five years after its foundation. Others included the jeweller's Butterworth and Iveson's, a drapery and house furnishing business, which later expanded around the corner into Nelson Street (Figures 22, 23).



Figure 22: 14 Drake Street (DP221858)

By the end of the 19th century, local businesses were still dominating Drake Street and Yorkshire Street, providing the whole range of retail services, from milliners to tobacconists, pianoforte dealers, window blind manufacturers, brush makers, fried fish dealers, and sellers of baby linen. However, the last quarter of the 19th century saw the rise of the multiple or chain stores, which could be nationally or regionally based. WH Smith's bookstalls at railway stations were an early national example and by 1873 the company had a

stall at Rochdale's station.<sup>151</sup> Another early example was the branch of the Singer Manufacturing Co., at 19 Drake Street (extant by 1894). The company had been founded in America in 1851, but quickly expanded its British network of branches to 160 by 1877.<sup>152</sup>

The sector which was particularly successful with chain retailing was the grocery business and by 1894, the three largest national companies were represented in Yorkshire Street: Maypole Dairy (founded in 1887 but with earlier origins) at number 44, Lipton's (founded in 1876) at number 46 and the Home & Colonial Stores (founded in 1883) at number 64.<sup>153</sup> In addition, a local chain of grocery stores was founded by James Duckworth (1840-1915), a self-made businessman who had started his business by selling tea.<sup>154</sup> His first store at 15 Oldham Road opened in 1870, but the business expanded rapidly and by 1906 there were 90 branches (known colloquially as 'Jimmy Duck's') across the wider region, including one at 12-14 Yorkshire Street.<sup>155</sup> Other sectors where the chain format found early success were the boot and shoe industry, and the pharmaceutical industry. By 1894, the bootmaker W. Timpson (founded 1865) had a branch at 56 Drake Street, and by 1916 Boots could be found at 42 Drake Street.



Figure 23: Drake Street in about 1904, with the former Iveson's store to the left (Touchstones Rochdale, Rochdale Arts & Heritage Service, Drake Street 2166)

Banking remained largely concentrated on the north side of the town, with the exception of the South Parade area just across the river. In the 1890s, two banks built new premises on opposite plots at the south end of Yorkshire Street, which resulted in a grand entrance to the street: the Lancashire and Yorkshire Bank (now Barclays) of 1895-96 at no. 1 and the Oldham Joint Stock Bank (now HSBC) of 1892-95 at no. 2.<sup>156</sup> Both were in the neo-classical style, with rusticated ground floors and attached columns on the first floors, and faced with Yorkshire stone, resulting in a harmonic and dignified ensemble (Figure 24). On the south side, the Italianate building of the Manchester & Liverpool District Bank (now NatWest) opened in 1870 at the corner of Packer Street and Fleece Street, followed by the Palatine bank at 7 South Parade and in about 1906-07 by the lavish Edwardian Mannerist building of the Union Bank of Manchester at 5 South Parade.

### The co-operative movement in Rochdale

In the 19th century, Rochdale became the birthplace of co-operation. While there had been earlier co-operative ventures in the town and elsewhere, the formulation of the 'Rochdale Principles' in August 1844 by the 30 or so founding members of the Rochdale Society of Equitable Pioneers is seen as the founding moment of the modern co-operative movement. The Industrial Revolution brought growing urban populations and increasing mechanisation, and, together with high food prices, created an urgent need for fair prices for good quality food. Co-operative shops



Figure 24: The south end of Yorkshire Street in about 1925 (Touchstones Rochdale, Rochdale Arts & Heritage Service, Yorkshire Street/Streets 2085)

gave impoverished and disenfranchised workers the means of feeding their families and taking control of their lives. Inspired by Chartism and the teachings of Robert Owen, the Pioneers' principles included open membership, democratic voting rights (including for female members), political and religious neutrality, fixed and limited interest on capital, cash trading only, the sale of pure and unadulterated goods, facilities for members' self-improvement, and the 'divi' or dividend, which distributed the profit of the society among its members based on their purchases.<sup>157</sup> As Johnson Birchall has pointed out, 'the Pioneers' achievement was not to invent new principles but to bring them all into a right relation with each other', with the 'divi' as the crucial element which reconciled self-interest with mutuality.<sup>158</sup> Published in 1857, George Jacob Holyoake's book *Self-help by the People* brought the Rochdale Principles to a worldwide audience.

While the Pioneers are mainly known today as a retail co-operative, their aims were much wider, providing for the educational and social needs of its members, instigating several producer co-operatives and even building housing. For example, in about 1867 the Pioneers built 84 houses in five terraces, including Equitable Street and Pioneers Street.<sup>159</sup> They established newsrooms and libraries in most of their branches and held educational classes for their members.



Figure 25: The former branch no. 2 of the Rochdale Pioneers, 7-11 Oldham Road (DP221845)

The Pioneers initially rented the ground floor of 31 Toad Lane, a mid-18th-century former warehouse, and the shop opened on 21 December 1844. In 1849, they took a lease of the whole building and the upper floors were used as a library and reading room, a shoe and boot repair room, and the drapery department.<sup>160</sup> By the 1860s the building had become too small and the Pioneers moved their headquarters to a larger store further up Toad Lane. This new central store opened on 28 September 1867.<sup>161</sup> It included show rooms, stores, workshops and offices, but also a news room, a library, committee rooms and a hall which could seat 1650 people.<sup>162</sup> Each co-operative society had such large ‘central premises’ which combined numerous departments, in addition to smaller, frequently suburban, branches and sometimes specialist production sites, such as corn mills, bakeries, laundries etc. The central premises frequently included an upstairs hall for members’ meetings and social and educational events, while branches might have upstairs newsrooms or libraries for the members.

Compared to other co-operative societies the Pioneers started to establish a branch network at a relatively early date. Their first branch store opened in 1856 in a rented building at the corner of Oldham Road and Durham Road (then Collinge Street). This was quickly followed the next year by another rented shop (branch no. 2) in School Lane. Both of these branches were soon to be replaced by purpose-built shops at new sites: branch no. 1 moved to a new three-storey building of 1859-60 at 253-5 Oldham Road (demolished in 1992) and branch no. 2 moved to 7-11 Oldham Road, a two-storey building of 1864-5 (Figure 25).<sup>163</sup> Both buildings had some involvement, if only supervisory, by James Cheetham, who by 1867 was said to have the ‘architectural management’ of several Pioneers branch stores.<sup>164</sup> Further



Figure 26: The former central premises of the Rochdale Conservative Industrial Co-operative Society, at the corner of Milnrow Road and Oldham Road (DP235563)

expansion followed and by 1875 there were 16 branches, of which ten were purpose-built.<sup>165</sup>

Other co-operative societies were founded in Rochdale over the following decades. Some were specialist ventures, such as the Rochdale District Corn Mill, the Rochdale Co-operative Manufacturing Society's cotton mill, the Rochdale Horseshoeing Co-operative Society, the Rochdale & District Potato Chippers Society and the Rochdale & District Co-operative Laundries Association (see Appendix 2). Most of these were located outside of the town centre and some were collaborations between the main co-operative societies. For example, the foundation stones for the steam laundry in Norman Road

were laid in about 1914 by the presidents of the Pioneers and the Provident Co-operative Society.

Two other retailing or distributive societies offered, like the Pioneers, a wide range of products and services, from grocery to dairy, drapery, tailoring and shoe repairs. These direct competitors of the Pioneers were both break-away groups who had been formed following a disagreement with the older society: the Rochdale Conservative Industrial Co-operative Society was founded in 1869 to counter the liberal-leaning influence of the Pioneers;<sup>166</sup> and the Rochdale Provident Co-operative Society was set up in 1870 by members aggrieved by the Pioneers' dealings with the Co-operative Wholesale Society.<sup>167</sup> Both were relatively short-lived: The Conservative Society was wound down in 1906<sup>168</sup> and the Provident Society merged with the Pioneers in 1933. Both societies built their own central premises and a network of branches. The Conservative Industrial Co-operative Society was first based at 62 Water Street but in 1877 built a new central store at the corner of Oldham Road and Milnrow Road (Figure 26).<sup>169</sup> The Provident Co-operative Society was initially based at 38



Figure 27: Drawing of the north elevation of the former central premises of the Rochdale Provident Co-operative Society (now Pioneer House), 1897, Butterworth & Duncan (Touchstones Rochdale, Rochdale Arts & Heritage Service, R684)

Cheetham Street and 21 Oldham Road, and by 1887 at 2 Wood Street, off Oldham Road.<sup>170</sup> But on 16 June 1900 they opened their new central premises in Lord Street, just off Yorkshire Street and opposite the market (Figure 27).<sup>171</sup> One of the grandest co-operative buildings in Rochdale, it was designed by the local architects Butterworth & Duncan.<sup>172</sup> Costing over £20,000, this tall gabled, red brick building was opened with a procession through the town centre and an evening meeting in the upstairs hall. Today, the building is known as 'Pioneer House', as it later became the headquarters of the Pioneers.

In 1887, the Equitable Pioneers were by far the largest of the three retail societies with 11,084 members and 20 branches, followed by the Provident Society with 3,592 members and 14 branches, and the Conservative Industrial Society with 994

members and four branches.<sup>173</sup> Over time, the Pioneers took over many smaller local societies, such as the Castleton Co-operative Society and the Brickfield Co-operative Society.

The design, decoration and planform of co-operative stores varied widely across the country and even within one society.<sup>174</sup> Most societies employed a local architect or held an architectural competition to find a suitable design. As far as is known, the stores in central Rochdale were all designed by local men, although smaller buildings were probably erected by a local builder without the involvement of an architect. The Pioneers' central premises of 1867 were designed by the local architect James Cheetham, who also designed in 1870 a branch store in Regent Street for the Conservative Society.<sup>175</sup> It is not known if any of the Rochdale co-operative societies used the services of the architect's department of the Co-operative Wholesale Society, which from 1897 was available to local societies.

Purpose-built central premises and branch shops were frequently built on corner sites or junctions, to improve their visibility. Good examples of such corner buildings were the central premises of the Pioneers in Toad Lane and of the Conservative Industrial Society at the corner of Oldham Road and Milnrow Road. Not all shops were purpose-built. Some societies, like the Pioneers themselves, started out in converted premises before they could afford to erect a new building. But even well-established co-operative societies were not averse to re-using a building if it fulfilled their requirements. From 1922, the Pioneers used the former Duckworth's Temperance Hotel as a drapery store and renamed it 'Fashion Corner'.

Many, but not all, Victorian and Edwardian co-operative buildings included symbolic carvings such as clasped hands, wheatsheafs and beehives. An early example of the beehive as a symbol for industry was that on the parapet of the Pioneers' central premises in Toad Lane (now in the garden of The Baum pub). But most co-operative shops in central Rochdale had no such programmatic emblems and relied mainly on shop front fascias for identification and advertisement. Many such fascias have since been removed, making the visual identification of former co-operative stores difficult. The Provident Society's central premises in Lord Street relied on architectural lettering on the front elevation which spelled out the society's name, in order to distinguish it from other commercial premises. (This inscription is no longer visible due to the abutting shopping centre and car park.)

## **Entertainment**

The people of Rochdale had been entertained by theatres since the 18th century, and early examples included Chorlton's theatre in Anchor Yard, and a converted Wesleyan chapel in Toad Lane. The Theatre Royal in Manchester Road opened in 1867.<sup>176</sup> Other kinds of entertainment buildings followed, including the music halls which emerged from the 1850s. In 1863, Burgess Hall opened in the converted Methodist chapel in Drake Street; two years later it was renamed Jefferye's Music Hall.<sup>177</sup> In the early 1880s, another music hall venue, called the Circus, opened near Newgate; it was rebuilt in 1908 as the Hippodrome.



Figure 28: Duckworth's Temperance Hotel, 57-59 Drake Street, decorated for the golden jubilee of the Corporation in 1906 (Touchstones Rochdale, Rochdale Arts & Heritage Service, Drake Street/Streets536)

Music halls and theatres were soon joined by the cinema, which offered cheap entertainment mainly for working classes and lower middle classes. Initially, films were shown in a variety of venues. For example, in 1900 films were shown during the Rochdale Trades and Domestic Exhibition at the Drill Hall and at Charles Parker's 'Saturday Pop' concerts in the upstairs hall of the Provident central store

in Lord Street.<sup>178</sup> The Circus showed films from 1903 and the Empire Theatre of Varieties in Packer Street from 1910. Purpose-built cinemas proliferated after the Cinematograph Act of 1909. The earliest ones in central Rochdale, both built in 1911, were the Palace cinema in Great George Street and the Coliseum at the southern edge of the canal site, which was an addition to the Palace Roller Skating Rink of 1909.

Pubs were ubiquitous in the 19th century. For example, in 1851 there were nine within the study area in Drake Street, and another dense cluster surrounded the market hall on the north side. The temperance movement was keen to provide an alternative in the form of coffee houses. In 1877 the Rochdale Coffee House Company opened Rochdale's first public coffee house at 42 Drake Street.<sup>179</sup> Shortly afterwards, the company was acquired by Duckworth, in support of the movement. In 1883 he opened Duckworth's Temperance Hotel at 57-59 Drake Street, a multi-purpose building which accommodated three shops, tea rooms, a restaurant, an assembly hall and hotel accommodation (Figure 28).<sup>180</sup> Another like-minded institution in the area was the temperance billiard hall of 1909 in nearby Nelson Street.

## Interwar Rochdale

The interwar period was one of mixed fortunes for the town. The borough's population increased from 87,189 in 1906 to 95,370 in 1933 and a number of important buildings were constructed during the period. On the other hand, the British textile industry contracted after the First World War and its structural vulnerability was further aggravated by the international depression of the 1930s, leading to mill closures and high unemployment. Engineering, the second largest industry in Rochdale, also suffered, due to its close links to the textile industry.

One of the first building projects in Rochdale after the First World War was the war memorial to commemorate the 2,000 Rochdadians who had died in the conflict. Sir Edwin Lutyens, the designer of the Cenotaph in Whitehall, prepared an initial design of a low level monument on a bridge but the councillors preferred a conventional monument on the site of the former Manor House opposite the Town Hall. The completed cenotaph with a 'war stone' in front was unveiled by the 17th Earl of Derby on 26 November 1922 (Figure 29).<sup>181</sup> Other projects, which had been delayed or interrupted by the war, came to fruition in the 1920s, like the new Roman Catholic church of 1925-7 which had been designed by Oswald Hill (died 1917) before 1914. Similarly, a new General Post Office (GPO) had been first planned in 1911 but construction on a site adjacent to the cenotaph only took place in 1923-27. It was designed by the Office of Works architect Charles P. Wilkinson and Rochdale Council contributed £2,900 towards the cost of a more elaborate street elevation which would be worthy of the Town Hall opposite.<sup>182</sup> A matching building had been mooted to the west of the war memorial but was abandoned due to cost.

As elsewhere in the country, private building activity resumed in the 1920s, before slowing down in the early 1930s due to the economic depression. For example, in 1925, the *Rochdale Observer* opened its new printing works in Greenwood Street

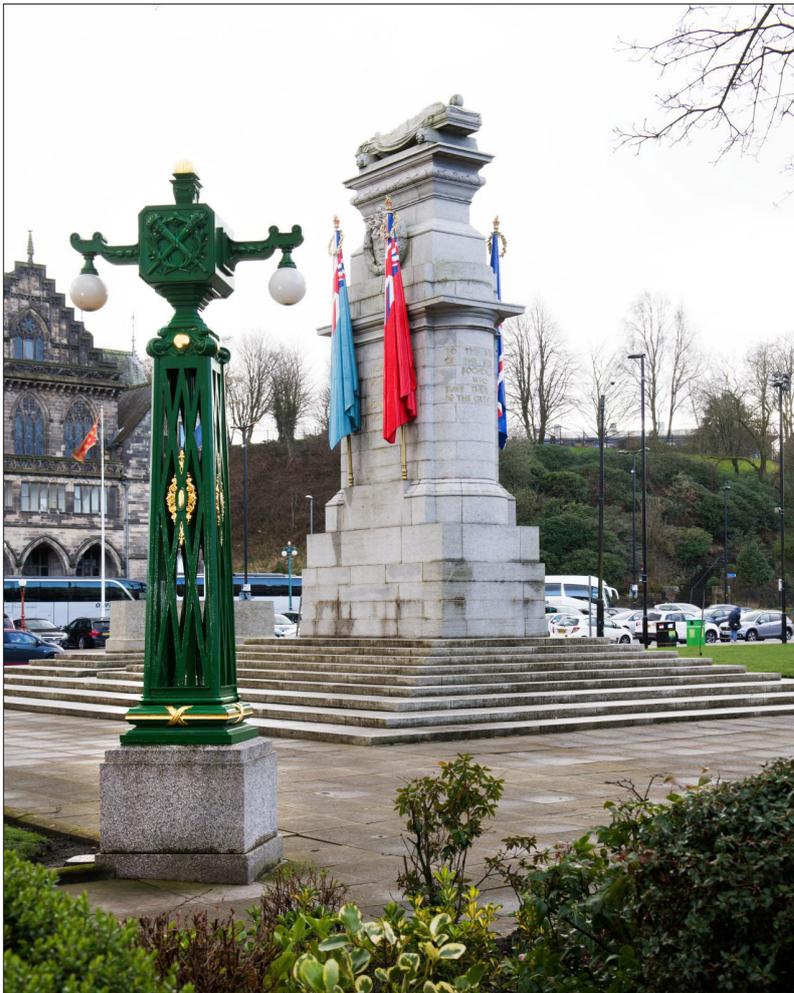


Figure 29: The war memorial with Lutyens's cenotaph (DP221893)

and the same year the Methodists opened the Champness Memorial Hall in Drake Street, named after Thomas Champness (1832-1905), a Methodist minister. Several new buildings encroached on the canal terminus site, whose importance as a cargo transport hub was waning in the 1920s; a trend that had started before 1914 but now accelerated. A Freemasons' Hall was built in Richard Street in 1926 and two years later the Rialto cinema opened at the northern corner of the site. Existing buildings were gradually turned over to other uses, such as the warehouses along Drake Street which

by 1935 housed a range of shops and offices. In a parallel development, the declining textile industry was gradually being superseded, most visibly by the Regal cinema which opened in 1938 on part of the site of Butts Mills.

Due to government spending restrictions, there were far fewer public building projects. Among them was the completion of the programme to cover the river in the 1920s, and the construction in the 1930s of a group of buildings near the station, comprising a new fire station, a labour exchange, a weights and measures office, and 32 houses for firemen and policemen (Figure 30). Most public housing efforts were focused outside of the town centre. While the 1911 report into Rochdale's housing conditions had had no tangible effect before the First World War, the post-1919 housing acts prompted the Council to take action. In the interwar years, nearly 4,000 houses were built on around 20 estates, most of which were in the suburbs.<sup>183</sup> The majority of the town centre's sub-standard housing was demolished between 1930 and 1959. The back-to-backs of the Cloth Hall Road area were demolished in 1936, and after 1945 the site became a Garden of Remembrance as a setting for the war memorial.<sup>184</sup> The site of the notorious Gank alley, which had been cleared in the second half of the 19th century, was laid out as St Chad's Gardens in 1924-25, the



Figure 30: The former fire station in Maclure Road (DP221908)

second public park in the centre after Broadfield Park.<sup>185</sup> In 1930, the Council built electricity showrooms and offices known as Electric House at the corner of River Street and Smith Street. One major building project at the end of the decade was the rebuilding of the market hall after a fire on 8 December 1937, only a year after the Corporation had bought the market rights. The replacement building opened on 18 December 1939, followed by cold stores which were first used in April 1940.<sup>186</sup>

Most new buildings of the 1930s were commercial ones. Major retail chains such as Burton's (c 1926), Marks & Spencer (1932) and Woolworths (1938) built new shops on the north side of the river (Figure 31). The dominance of the chain store affected the Rochdale Provident Co-operative Society, the smaller of the two remaining local co-operative societies, which in 1933 agreed to a take-over by the Pioneers.

The dominant construction firm during the interwar years was that of R & T Howarth of Rochdale, who were responsible for building the GPO, the Catholic church, Champness Hall, the *Observer* printing works of 1924, and Electric House. There was no single dominant architect but several buildings, such as the *Observer* printing works and the Rialto, were designed by James Muir Calder (1873/4-1945) of the local architectural firm of Butterworth & Duncan. The interwar buildings in Rochdale reflect a wide stylistic spectrum, from the stripped civic classicism of the GPO to the neo-Georgian of the employment exchange, and the moderne style of the Regal cinema. Several 1920s buildings are relatively conservative in their choice of style, such as the *Observer* printing works, and the Flying Horse Hotel in Packer Street. Cladding in faience or tiles appears to have been particularly fashionable,



Figure 31: Woolworth store at 41-43 Yorkshire Street shortly after its completion in 1938 (© Historic England Archive, FWW01/01/0274/001)

and several examples survive in and around Drake Street, such as the former Iveson's warehouse in Nelson Street and the Fisherman's Home pub at 81 and 81A Drake Street.

### Since 1945

Central Rochdale remained untouched by air raids during the Second World War but the post-war period saw significant change as the vestiges of industry were swept away to be replaced by new infrastructure and buildings on an increasingly large scale. As part of the local government reorganisation in 1974, the Metropolitan Borough of Rochdale was created, merging the

former county borough with the districts of Heywood, Middleton, Littleborough, Wardle and Milnrow. The increase in motor traffic in the centre became a major consideration for town planners. Rochdale's Development Plan of 1953 proposed the construction of an inner ring road and the closure of Yorkshire Street to through traffic, both of which came to pass in the following decades. The removal of the tram lines after 1932 freed up the large space over the culverted river for automobile traffic.<sup>187</sup>

In the immediate post-war years, there were few major building projects in central Rochdale, not least due to restrictions in materials and building licences. One notable exception was the new *Observer* offices and printing works on Drake Street of 1954-56 (Figure 32). Designed by Frank Bradley of Bolton with the consulting architect J. Peter Stott, it opened in time for the newspaper's centenary celebrations.<sup>188</sup>

In 1962, the Council recognised that the town centre needed new development if it was to keep pace with other shopping centres in the Greater Manchester area. It



Figure 32: The former Rochdale Observer building, 82-92 Drake Street (DP221852)

asked several developers for proposals, and chose that by Laing Properties Ltd in February 1963.<sup>189</sup> This was to result 15 years later in a large new shopping centre (see discussion below). Also in the early 1960s, several large public construction projects were completed, including the police station (1963) and the seven tower blocks on the College Bank estate, known colloquially as the ‘Seven Sisters’ (1966). In 1964, work on the ring road started which included the widening of St Mary’s Gate, requiring the demolition of the Pioneers’ central premises in Toad Lane.<sup>190</sup>

New developments in the next decade tended to have a larger footprint and were predominantly on the north side of the river. In the mid-1970s, new council offices by Essex, Goodman & Suggitt opened on the site of Butts Mills, just to the east of the Regal Cinema. Attached to it by high-level walkways was the bus station with a multi-storey car park above (Figure 33). Both the offices (nicknamed ‘the black box’) and the bus station were dark in colour, leavened only by an orange canopy to the latter. The dark colour scheme also continued in the brown tiles of the Rochdale shopping centre (now the Rochdale Exchange) which was opened in 1978 by Rochdale-born singer and actress Gracie Fields CBE (Figure 34). Designed by the Building Design Partnership, this was an undertaking by a partnership of the Council, the Co-operative Insurance Society and Laing.<sup>191</sup> Its site included that of the market and continued this historic association by providing an indoor market hall. But the shopping centre extended beyond the market’s footprint, across Toad Lane and Lord Street to include a whole block of streets to the west. It incorporated a new Woolworth’s shop and also annexed the former Provident central premises



Figure 33: The bus station and car park with the council offices beyond in 1978, seen from the corner of Baillie Street and Milton Street (© Historic England Archive (The John Laing Collection), JLP01/10/05394)

which became a new department store of the Pioneers' Society, with a new entrance from Lord Square (the rump of the former Lord Street). (The shopping centre was remodelled in the 1990s in a post-modern style with imitation stone.<sup>192</sup>) Also in the 1970s, the railway station was radically modernised, removing all the Victorian structures and canopies on the platforms and at the entrance, and replacing them with yellow brick buildings. Most of the original eight platforms were closed, leaving only three open.

A second shopping centre, also on Yorkshire Street, opened in 1990. Named the Wheatsheaf Centre after the historic Wheatsheaf Hotel which was demolished for it, it replaced warehouses and workshops between Bell Street and Penn Street but in Yorkshire Street has only two relatively narrow frontages between historic buildings which were preserved. The opening of the two shopping centres, together with the decline of the canal trade, appears to have sealed the pre-eminence of Yorkshire Street over Drake Street. But the gradual decline of the latter as a shopping destination appears to have started earlier. For example, a report of 1976 noted Drake Street 'has been declining as a shopping street for some time'.<sup>193</sup> Between 1967 and 1971 about 11,000 sq ft of retail floorspace in Drake Street became offices. The growth of out of town shopping centres since the 1980s and the rise of online



Figure 34: The Rochdale Shopping Centre (now the Rochdale Exchange) in 1979 (© Historic England Archive (The John Laing Collection), JLP01/10/06603)

retailing have taken away further business from the town centre.

As was the case with most British co-operative societies, the fortunes of the Equitable Pioneers waxed and waned during the 20th century. Their takeover of the Provident Society in 1933 was followed by the closure of a number of branches. By 1940, the *Co-operative Directory* listed 51 branches, only one more than they had prior to the amalgamation. Their membership numbers were 29,947, only a modest increase from the 1932 figures, suggesting the Provident members did not all join the larger society.<sup>194</sup> By

1951, this had increased slightly to 31,856, following the national trend of a post-war boost.<sup>195</sup> The decline in the fortunes and market share of the co-operative societies caused several mergers and name changes. In 1982, the Pioneers merged with the Norwest Regional Society to form the Norwest Pioneers Co-operative Society.<sup>196</sup> This society, in turn, merged with United Co-operatives Ltd in 1991 and in 2007 became part of the Co-operative Group (trading as the Co-op), the descendant of the Co-operative Wholesale Society.

The decline of Rochdale's 19th-century industries was similar to that in other former mill towns (Figure 35). Following the construction of the last generation of textile mills in the first three decades of the 20th century, both the cotton and woollen industries suffered from over capacity, changing markets and increasing competition from overseas. Consolidation of the textile industries in Britain led to widespread mill closures, with the result that derelict and part-empty mills became a characteristic feature of manufacturing areas by the late 20th century. In Rochdale, Water Street Mill was in alternative uses by 1952; the main mill building was demolished after a fire in 1979.<sup>197</sup> The iron, steel and engineering industries



Figure 35: The covered river in 1905 with Butts Mills on the north side, looking north-east. Over a hundred years later, most of these buildings have been demolished and the character of the area completely changed (see Figure 36). (Touchstones Rochdale, Rochdale Arts & Heritage Service, The Butts 002)

also saw a dramatic transformation, with foundries and engineering works largely disappearing from town-centre locations, and new types of steel replacing iron for structural and mechanical engineering. In contrast with textile mills, iron, steel and engineering sites were often demolished soon after closure, perhaps because their buildings had far-less potential for conversion for new uses. The national canal system was in decline from the late 19th century, and the last complete trip along the Rochdale Canal (before restoration) was in 1937. The branch canal was closed in the early 1950s, and along with the terminal basins and wharves was filled in during the 1950s and 60s.<sup>198</sup> The two main warehouses remained largely intact until their demolition by the early 1980s.<sup>199</sup>

One response to the widespread decline of traditional industries was the greater appreciation, protection and regeneration of industrial heritage, notably during the period of greatest demolition in the last three decades of the 20th century. Studies by local authorities and amenity groups quantified the huge problem of empty industrial floor space in the 1970s and 80s, and were followed by regional studies of textile mills by RCHME in the 1980s and reappraisals of industrial listing by English Heritage in the 1990s.<sup>200</sup> In the same period the grant-aided demolition of unwanted textile mills and other industrial sites increased markedly. More recently a variety of positive approaches have been found for dealing with surviving industrial heritage. In many industrial towns historic mills, warehouses and other industrial



Figure 36: The new developments on either side of Smith Street, looking west. This includes the site of the mills and warehouses seen in Figure 35. (33760\_008)

buildings are now accepted as central features of urban regeneration schemes, but in others the threats to industrial heritage and its demolition have continued. In central Rochdale, the canal warehouses and basins were lost despite being of at least equal significance to those in Manchester, which were listed and successfully re-used. Only archaeological investigation can reveal how much of the canal wharves and buildings survives underground.

Some historic buildings in the town centre were demolished in the post-war period to make way for new structures, others because of their poor state of repair. Several sites, including that of the former Technical School which had closed in 1989, were repurposed as car parks. On the other hand, there were some creative uses of empty or redundant buildings. For example, the building at the corner of Kenion Street and Baron Street was used between 1977 and 2001 as music recording studios, including by the band Joy Division.

After about 2000, regeneration efforts gathered pace, giving the town new optimism and stimulating the local economy (Figure 36). Recent development has focused on the east side of the town centre, where a new bus station, the Rochdale Interchange by AHR, and new council offices, One Riverside by Faulkner Brown Architects, opened in 2013. They were built on the site of the 1930s Electric House and a Victorian church, and archaeological excavations also uncovered evidence of foundries and Water Street Mill.<sup>201</sup> Just to the north, the old council offices and bus station of the 1970s were demolished and their sites will be replaced by a new leisure and retail development called 'Rochdale Riverside' for which work started in 2018.

Public sculpture was also utilised in regeneration efforts. In 2002, a sculpture commemorating the Rochdale Olympic car by Adrian Moakes was installed at the junction of Drake Street and Nelson Street. In 2016, a statue to Gracie Fields by Sean Hedges-Quinn was unveiled in Town Hall Square, in memory of the most famous 20th-century Rochdalian.

In 2014, trams returned to Rochdale when the extension of the Oldham & Rochdale branch of Greater Manchester's Metrolink tram network opened. This has resulted in a better connection to Oldham and the places between the two towns. On the other hand, the lack of a tram stop between the railway station and the centre, and the closure of the north end of Drake Street to vehicle traffic is said to have caused a reduction in footfall in Drake Street. In 2015-6, two sections of the river Roch were permanently uncovered on either side of the historic bridge, in order to expose this ancient crossing point and to alleviate flooding (see Figure 4).<sup>202</sup> This was part of general public realm improvements in the centre, including new paving and benches, and was preceded by a full recording and laser scan of the historic bridge by Oxford Archaeology North.

## THE CHARACTER OF CENTRAL ROCHDALE

The study area is defined by the route from the railway station via Maclure Road and Drake Street to the river and the Town Hall, and across the river to Yorkshire Street. Several streets are of ancient origins, while others are more recent in date. All have seen phases of rebuilding activity which have contributed to their character. According to the *Understanding Place* guidance, 'character in the historic environment is a subtle compound of many different ingredients'.<sup>203</sup> They include visual attributes such as the type, scale, style and materials of buildings, but also topography, the street pattern, vistas, open and enclosed spaces, and street surfaces. For the purposes of defining this character, the study area has been divided into four sub-areas or character areas. This chapter also notes their general condition and integrity, and their vulnerability to further change.

### The town centre sub-area

The character of the town centre is largely determined by its topography, street pattern and surfaces, and its civic and commercial buildings from the Victorian period and later. Topographically, this sub-area comprises the bottom of the river valley, as well as the bottom of the slopes on either side. The excavations around the Town Hall have changed the slope there to an abrupt cliff. Yorkshire Street curves down the hill towards the river but in contrast to the Drake Street area there are fewer long-distance views and vistas due to the curve of the street and its taller buildings.

Historically, the route through Rochdale was formed by Yorkshire Street, Rochdale Bridge, Packer Street and Church Lane, which are among the oldest streets in this sub-area. The commercial importance of Yorkshire Street was confirmed in the 1540s when the market moved here, bringing traders, and later banks and shops. In the 17th and 18th centuries, several grand houses were built around the river crossing, of which two survive: 17 Yorkshire Street of 1708 and nos. 3-5 of 1745. In around 1800, Packer Street and Church Lane were eclipsed by Drake Street as the main southern approaches. Late Georgian planned developments included the laying out of Baillie Street in c 1835 and the creation of the Walk as a shortcut to the Butts and a footbridge. The area was profoundly changed when the Town Hall was built on the site of the Wood in 1866-71, prompting the demolition of one side of Packer Street and the complete rebuilding of the other. Other drastic interventions in the townscape include the widening of Newgate in 1911, and the covering of the river between 1904 and 1926.

The Town Hall was the first of a group of civic and public buildings, some of which are just outside of the study area. In contrast to the Gothic town hall, the two former post offices are neo-classical buildings. This formal, civic group to the west of the historic bridge contrasted sharply with the tall mills, chimneys and foundries formerly located to the east of the bridge along Smith Street (see Figure 35).

Another important group of buildings are banks and commercial buildings, in a variety of styles and materials. The former in particular clustered around the river

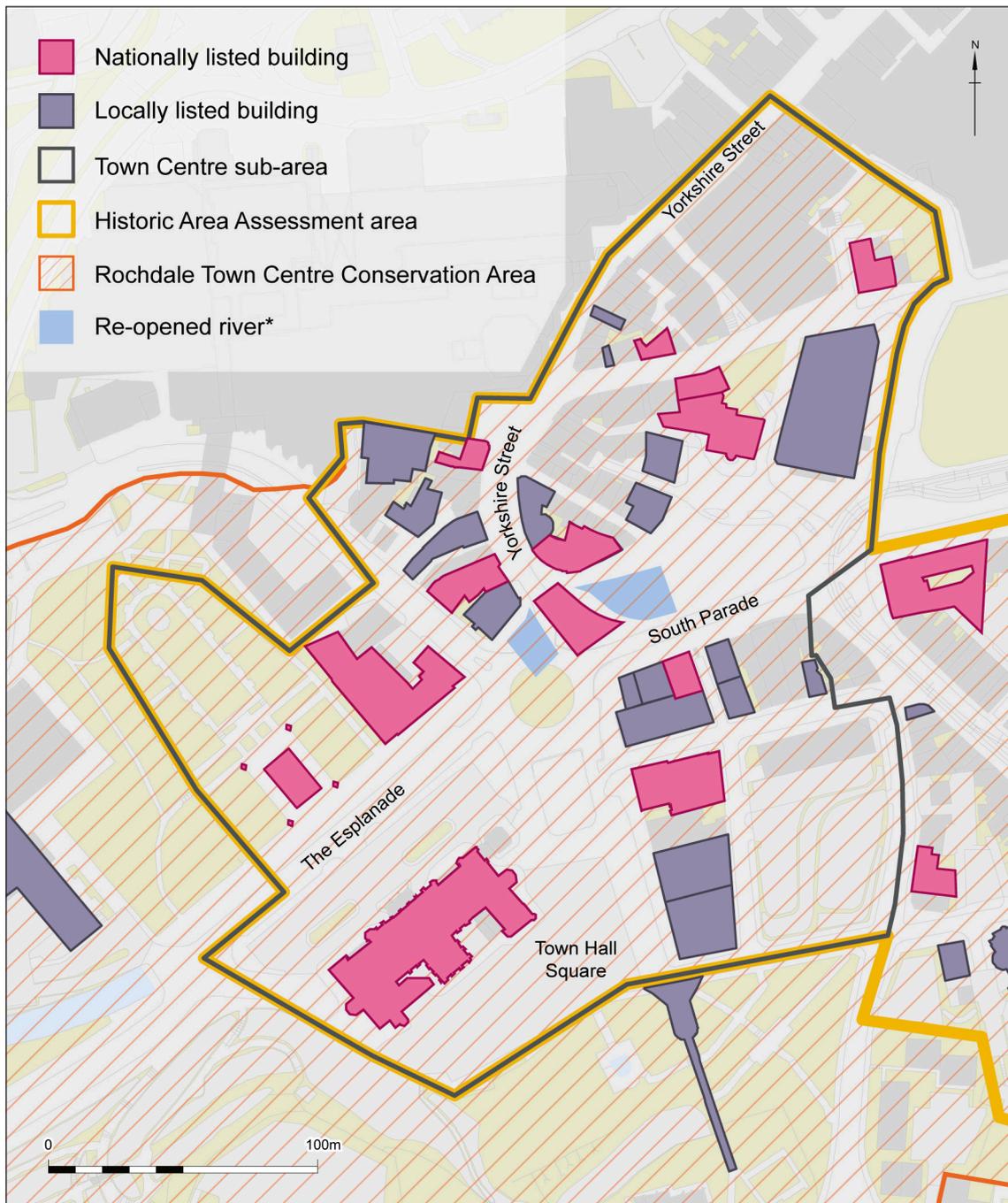


Figure 37: Map showing the town centre sub-area (\* location approximate) (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

crossing and at least eight purpose-built banks – in variations of the classical style – survive today. Early purpose-built shops include that of c 1840 at 5 Baillie Street; later examples include the former central premises of the Rochdale Provident Co-operative Society, and several interwar buildings such as Marks & Spencer and Burton’s. While commercial use and land values have clearly driven the frequent waves of rebuilding in the Yorkshire Street area, the side streets have some warehouses (e.g. 17A and 19 Baillie Street) and more humble structures, such as the small cottage at the corner of the Walk and the Butts. 17 Fleece Street is an example



Figure 38: The Butts Avenue, looking towards the former Royds Bank (DP235539)

of a warehouse with what appears to have been a workshop behind. Baillie Street in particular has a good group of 19th-century commercial buildings of red brick, including shops, a bank, and warehouses, some of which date from the first phase of development; others were added later in the century. South Parade marks the architectural transition between Drake Street and the town centre: its east end follows the scale and form of the late Georgian buildings, while its west end is firmly Victorian and Edwardian in date and commercial in character, with the Union Bank of c 1906-7 and the former Prudential Chambers of 1913-14 forming a particularly strong group. Victorian and Edwardian

commercial buildings in this sub-area are generally faced in stone, either local sandstone ashlar or Portland stone.

The ginnels and alleyways are a characteristic part of the north side of the river and form an effective contrast with larger open spaces like the Butts and Town Hall Square. Originally they provided convenient short-cuts (such as the Walk) or evolved out of former courtyards (such as Lyceum Passage). Some buildings, such as the Roebuck pub, are only accessible through such alleys. The buildings of the Walk give an impression of the narrower streets and the smaller scale of historic shops, especially vis-à-vis the nearby shopping centre. Butts Avenue and Bull Brow are particularly good survivors, complete with cobbled street surfaces (Figure 38). They



Figure 39: The town centre with the uncovered river on either side of the historic bridge (33758\_038)

are part of a small group of surviving historic street surfaces in this sub-area, which also include the now rare timber setts in King Street (see Figure 21).

The partial demolition of Packer Street and the covering of the river profoundly changed the relationship of the historic streets. In the 1960s the architectural historian Nikolaus Pevsner found the centre of Rochdale confusing: ‘The open spaces seem accidental, and the streets have no axial relations.’<sup>204</sup> The recent uncovering of the river on either side of the historic Rochdale Bridge has gone some way towards restoring the axial relationship between Yorkshire Street and the bridge (Figure 39). Another lost historic relationship is that between the shape of the roughly triangular area of the Butts and the approach to the long-vanished river ford which was further obscured when the river was covered.

The buildings and streets of the town centre are important evidence of Rochdale’s development from a market town to an industrial centre. The grandeur of the Town Hall expressed the Victorian town’s self-confidence and industrial wealth, underlined by the presence of the numerous banks in the vicinity. While the market hall has disappeared and many buildings have new uses, there is still some sense of the commercial importance of this part of the town. Most industrial buildings have disappeared from the town centre; the mills and foundries to the east of the study area have been demolished and redeveloped, some of these sites for the second time.

The town centre is generally better preserved than the Drake Street area as it was designated earlier as a conservation area; it also has more listed buildings than the other sub-areas. The largest losses of historic fabric have been the destruction



Figure 40: Signage at 5 Baillie Street (DP248349)

buildings are underused or empty. Unsympathetic shop signage and other alterations have generally diminished the special character of the area (Figure 40). Empty and frequently poorly maintained upper floors further contribute to a sense of slow decay in some areas.

### The Drake Street sub-area

The development of the Drake Street area dates back to the laying out of the canal basins and wharves, and this late Georgian, planned character is still discernible today in the form of buildings and the street layout. A few streets in this sub-area are of older origin but were comprehensively rebuilt during the 19th and 20th centuries. An important aspect of the sub-area's character is the hierarchy of streets: Drake Street was, and still is, the main route with the largest houses, while mews, industry and lower class housing were relegated to courtyards or the back streets.

Several roads pre-date Drake Street, although no early buildings survive: Church Lane is probably of medieval origin and certainly existed by 1626. Milnrow Road and its continuation School Lane were extant by the 1750s. River Street and Baron Street were laid out in the second half of the 18th century but remained largely undeveloped until the next century. But the main development on the

by fire of the market hall in 1937, the redevelopment of the surrounding streets for the shopping centre, and the demolition of the Technical School in the 1980s. While Pioneer House was preserved, it is brutally encased on two sides by the shopping centre which has destroyed its most decorative elevation. On the other hand, the public realm around the river and the newly exposed bridge have recently been improved. The former Regal cinema, the two former post offices and the former Burton's all have found new uses. But the condition of properties in Fleece Street and Yorkshire Street is more mixed, where some

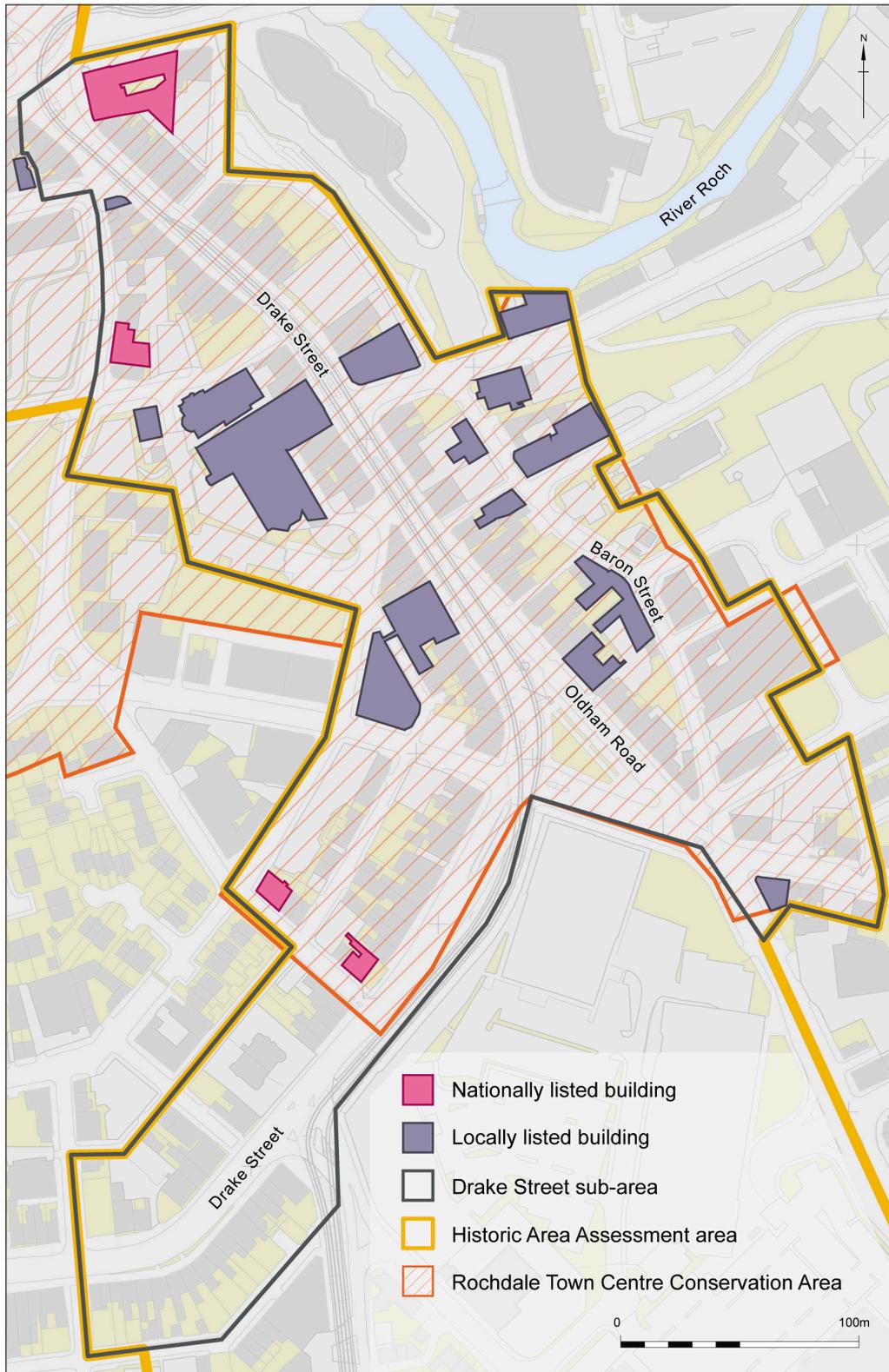


Figure 41: Map showing the Drake Street sub-area (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

south side of the river happened between the 1790s and 1810s, when a grid of streets was laid out with Drake Street at its centre. The side streets were either parallel



Figure 42: The three-storey building (34 Drake Street) is the oldest part of the former Drake pub, which is first mentioned in 1818 (DP221866)

with it (Back Drake Street, Great George Street and Henry Street) or at right angles (Moore Street and Caton Street). Further side streets were laid out between 1824 and 1851, including Oldham Road, Nelson Street, Ann Street and Water Street. A small number of streets were added or extended in the second half of the 19th century, but by about 1850 the current street network was essentially in place and largely built up. Since then, buildings have been replaced piecemeal. The largest erosion of historic fabric was the demolition of back-to-back and courtyard housing, and industrial buildings in the 20th century.

Drake Street is the main street in this sub-area. It is noticeably wider than the side streets and widens at the junction with Milnrow Road and Oldham Road, which is marked by a small garden known as 'Wet Rake'. The street takes the form of a long curve from the south-west to the north-west. Its character changes subtly between the northern and southern halves. The northern part of Drake Street (north of Milnrow Road) and its continuation Oldham Road are late Georgian streets which later became part of a local shopping street of some importance. They retain a number of buildings from the early 19th century, both detached and terraced, and no higher than two or three storeys (Figure 42). The original street elevations are generally of rendered or plastered brick, with few embellishments. Victorian and later buildings were generally of a grander scale, like Duckworth's Hotel. The two

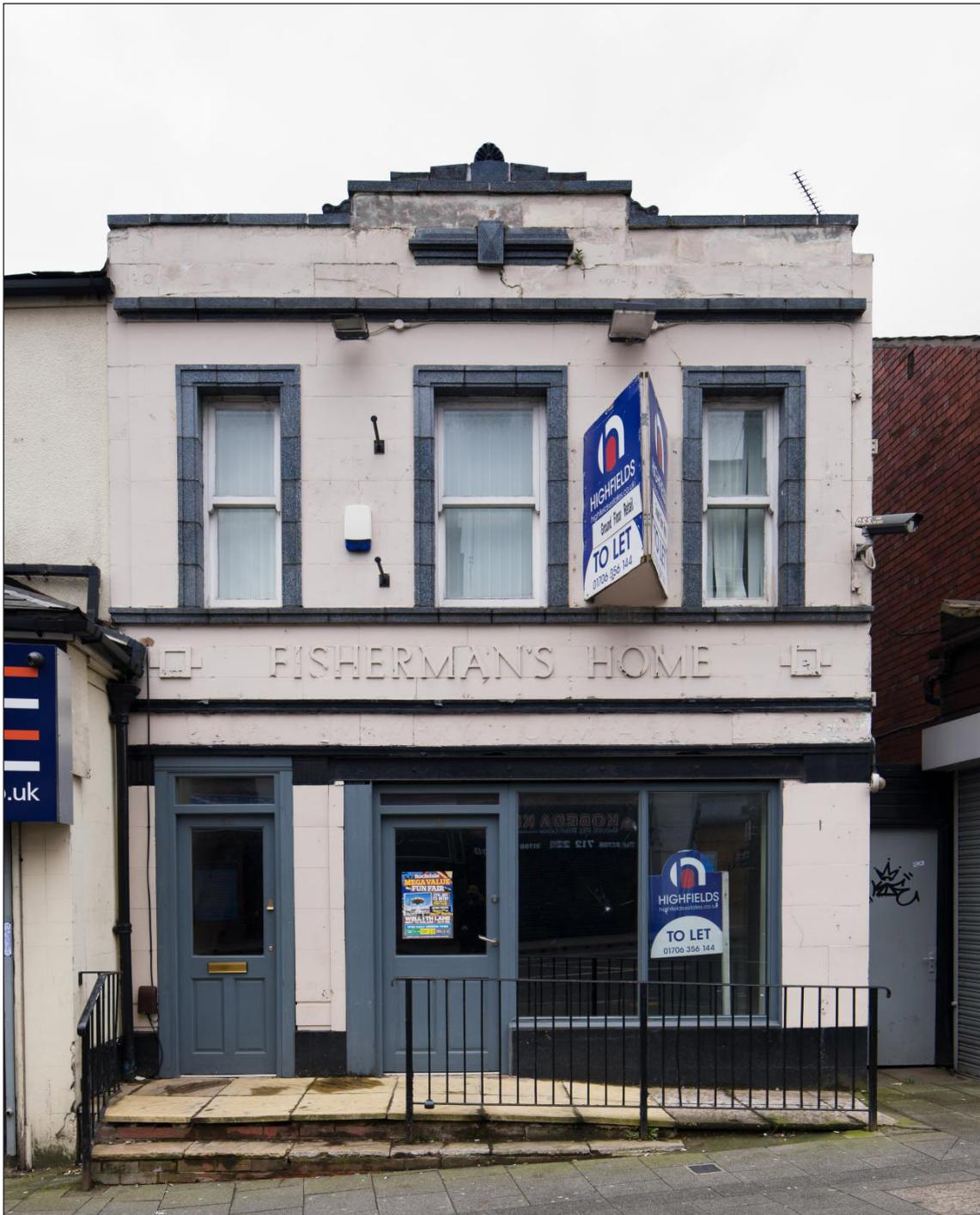


Figure 43: The former Fisherman's Home pub (DP221827)

co-operative stores (7-11 Oldham Road and at the corner of Milnrow Road and Oldham Road) are important examples of purpose-built shops in this street. 20th-century insertions have generally replicated the scale and use of brick, albeit on larger footprints, with a few exceptions like the Portland stone cladding of the *Observer* offices. Today, nearly all buildings have been converted to commercial uses with modern shop fronts; the Victorian-style shop front at Butterworth's jeweller's shop is a rare survival, although this appears to be largely a restoration of 1981 (see Figure 22).<sup>205</sup> Few other examples of historic signage are visible; they include the



Figure 44: 150-154 Drake Street (DP221917)

tilled frontage of 81 and 81A Drake Street, with the name of the Fisherman's Home pub and, more faintly, the name of the Bury Brewery Company Ltd (Figure 43). The street frontages are punctuated by side streets, narrow alleys and the occasional courtyard entry.

To the south of Milnrow Road, Drake Street retains more of its late Georgian domestic character with fewer shop fronts. Converted houses tend to be used as offices, rather than shops, including the attractive group of nos. 150-154 and the curved terrace of 99-129 Drake Street (Figure 44). A few historic doorcases survive, for example at no. 132 and no. 150. As elsewhere in central Rochdale many historic roofing materials have been replaced with modern ones, but at least one stone flag roof appears to survive at no. 122. The only surviving front gardens can be found in this southern stretch of Drake Street; due to greater commercial pressures, those in the northern part have long been built over.

The back streets generally have a much lower degree of historic integrity. The demolished early workers' housing and industrial complexes have been replaced by modern industrial sheds or car parking on gap sites. Most of these back streets only contain isolated buildings of architectural or historic interest. However, there are good groups in several streets, such as the former Sunday School of 1829 in Moore Street beside two slightly earlier former back-to-backs, the Edwardian buildings

around the former Deaf and Dumb Institute on the east side of Church Lane, the industrial buildings and warehouses in Baron Street, and the group of three houses with workshop windows at the corner of Milnrow Road and Pickup Street.

Topography also shapes the character of this sub-area. The southern part of Drake Street is, like the parish church and the former canal basins, on the plateau overlooking the river valley but the northern part and its side streets slope down towards the river. This allows good views of the varied streetscape and the Pennines in the distance, but also of the monolithic shopping centres and the new Rochdale Riverside development (see Figure 2).

This sub-area is an important example of a suburb developed during the Industrial Revolution. The creation of the branch canal and the terminal wharves prompted the large-scale development of the glebe, which previously had only been sparsely built up. Although the canal basins and wharves have been lost from the urban landscape, Drake Street and its network of side streets are an important part of Rochdale's post-medieval development. This area also contains a number of industrial remains, from domestic workshops in Drake Street and Milnrow Road to warehouses in Water Street, Kenion Street, Fleece Street and Livsey Street.

Overall, the condition of this sub-area is poor and its special character is vulnerable to further changes. Many buildings have experienced unsympathetic alterations in connection with shop use, such as fascias, signage and roller-shutters. Many shops and the majority of pubs are now closed and upper storeys are frequently unoccupied. Almost all historic windows have been replaced in uPVC, most roofs have been covered in modern materials and a number of chimneys have been removed. All of these incremental changes affect the overall character and appearance of the conservation area. The area's historic integrity has been further eroded by the demolition of key buildings and the re-use of gap sites as car parks. Many streets would have been originally paved with stone setts (cobblestones); those in Church Lane, Nelson Street and Greenwood Street are the main survivors today.

### **The site of the Drake Street canal terminus (Central Retail Park)**

The development of the canal terminus in the years around 1800 was a pivotal moment in the history of Rochdale and prompted the development of the glebe south of the river. It remained a busy transport hub for about 150 years, until the canal's closure in the 1950s. During the 1960s the branch canal and the basin were filled in and many buildings demolished. By the 1980s, most of the site had been redeveloped with large retail sheds, although pockets of older buildings remained for a time. By 2001, those on the southern half of the site had been swept away for more retail sheds and car parks. Since then, the northern half has been cleared of all buildings, except the Masonic Hall in Richard Street (Figures 45-6).

This sub-area has experienced the largest loss of historic buildings. All buildings relating to the basin and the canal trade have been demolished and the basins filled in and concreted over. The only above-ground indication of the branch canal within the study area is a now redundant bridge which carried High Level Road over the

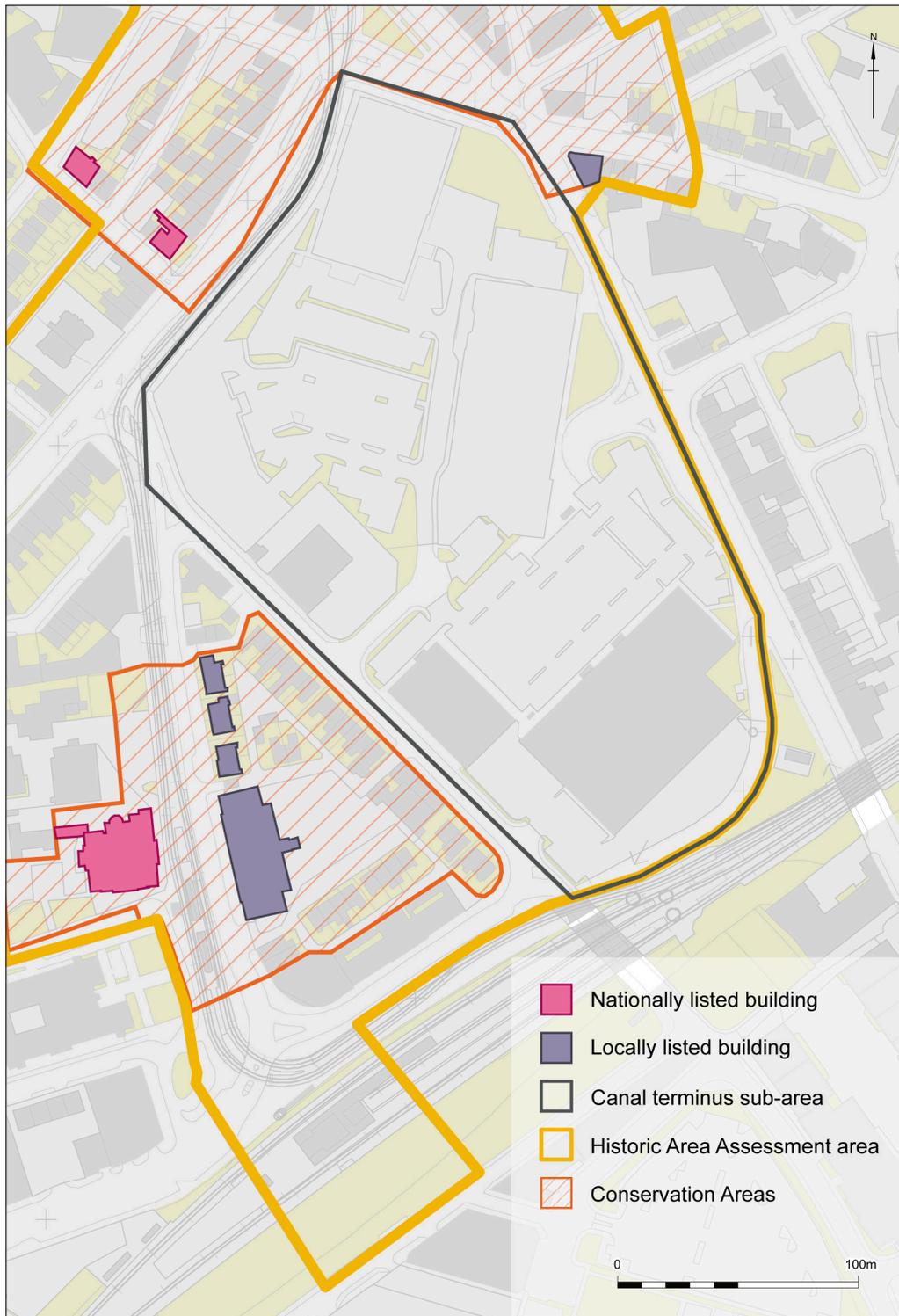


Figure 45: The canal terminus sub-area (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

canal. In general, the character of the site is that of a bland retail park, without any indication of the former purpose and significance of this 200-year old site. (See next chapter for a discussion of the significance of the site.)



Figure 46: Aerial photo showing the site of the former canal terminus, looking north-east (33760\_032)

## The Maclure Road sub-area

This sub-area focuses on the approach to the railway station but also includes a few earlier side streets (Figure 47). Richard Street and Henry Street were both laid out as part of the development of the Drake Street area between the 1790s and 1810s. The railway station opened in 1887-9 but was initially approached via Richard Street and Pitt Street. In 1906, Maclure Road was created as a more direct approach from Drake Street.

The sub-area is dominated by interwar buildings of brick, notably the Roman Catholic church of St John the Baptist and the former fire station (Figure 48). The church's planned tower was never executed but the fire station's hose tower is said to have been designed to appear in its position in some views. The fire station was part of a larger development of the triangle between Maclure Road and Richard Street, with a group of houses for firemen and policemen, and a weights and measures office. A further interwar building is the former employment exchange (now Deen House) in Station Road. A few earlier buildings survive in the sub-area, including fragments of housing dating from the second half of the 19th century (3-4 Hampden Street and 3-9 Henry Street) and a pair of Edwardian buildings (29-31 Maclure Road). In front of the railway station is a wide T-junction which was not completely built up until the post-war years when a garage was erected on the east corner.

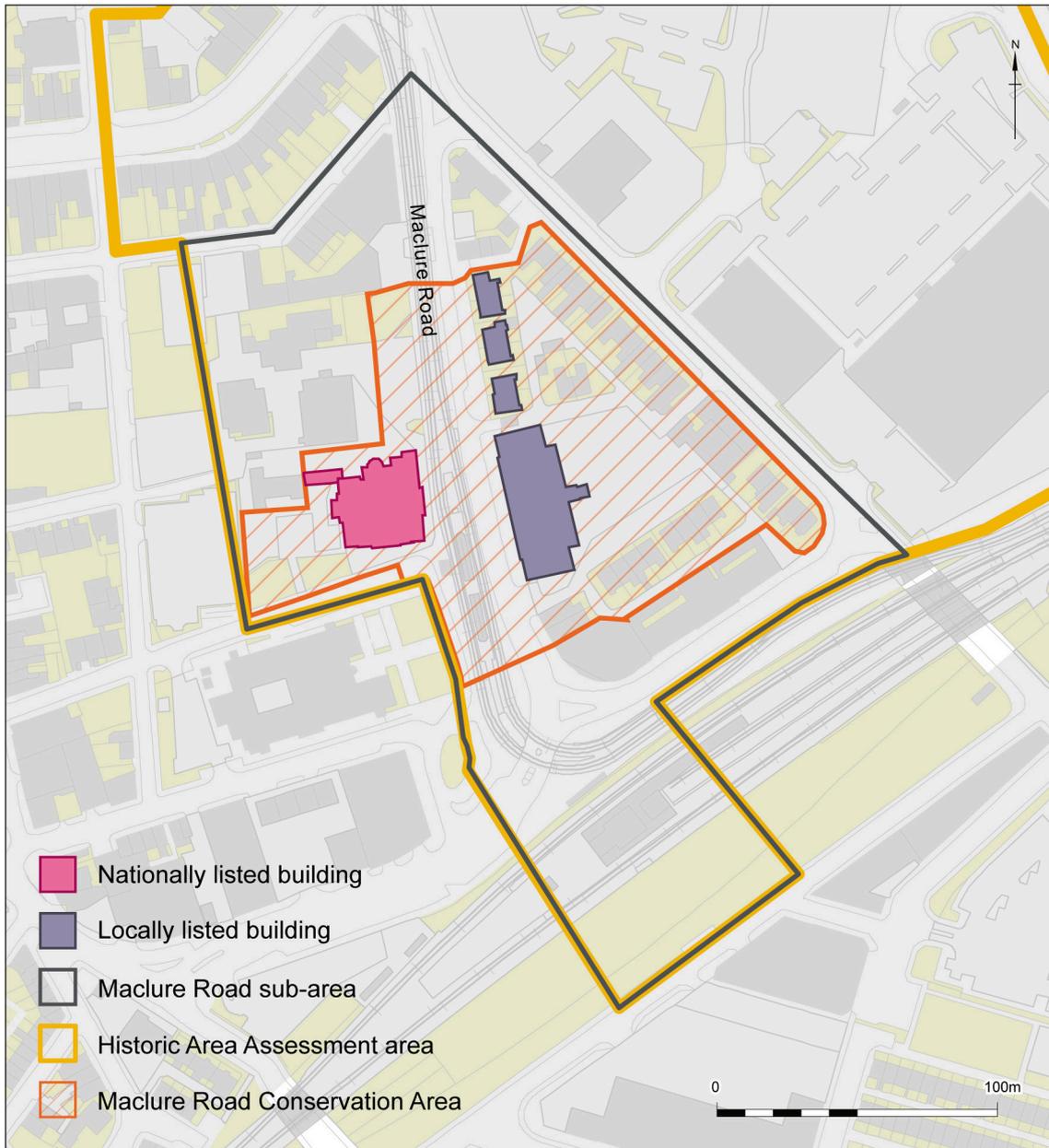


Figure 47: Map of the Maclure Road sub-area (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

The condition of the buildings is generally good, although the Catholic church is on Historic England’s Heritage at Risk register due to the corrosion of the concrete reinforcements.<sup>206</sup> The fire station currently stands empty and disused but plans and funding are in hand to convert it into a museum for the Greater Manchester Fire Service. The historic integrity of the sub-area is higher than in adjoining streets, such as Ann Street. Notable losses include the Victorian railway station and 13-16 Richard Street, a group of early 19th-century workers’ houses, which were demolished in 1994 after a period of dereliction.<sup>207</sup> Just outside the study area, a former parish school of 1894-5 was recently demolished, although its replacement, Nye Bevan



Figure 48: The Maclure Road sub-area from the air (33758\_014)

House, largely respects the historic building line, being set back behind the site of the former playground towards Maclure Road.<sup>208</sup>

The sub-area's character is defined by its important group of interwar civic, religious and domestic buildings. Their collective special character was recognised in 2006 when the area was designated as a conservation area. However, it is vulnerable to incremental changes, potential development proposals and the deteriorating condition of buildings like the Catholic church.

## SIGNIFICANCE AND DISTINCTIVENESS

During its history Rochdale has been subject to many complex and interacting forces which have shaped the town's built environment. Many are common among Lancashire towns of a similar size, such as the rise and fall of industry. However, in combination with local factors they gave Rochdale its special and distinct character. In regard to historic buildings, four aspects in particular contribute to Rochdale's distinctiveness: the shops and banks of the town centre, the important 19th-century co-operative buildings, Drake Street as a Georgian canal-related development, and the surviving examples of industrial buildings and workers' housing in the town centre.

### Shops and banks

Historically, Rochdale has been a key local and regional shopping centre, and the surviving shops and banking buildings are important evidence for this aspect of the town's development and its commercial significance. Long before it became an industrial centre, Rochdale was an important market town at the centre of a large parish. While there are few physical remains of the open-air markets north or south of the river or the successive market halls off Yorkshire Street, the commercial importance of central Rochdale is amply illustrated by the surviving shops and banks.



Figure 49: Courtyards between Oldham Road and Baron Street (33759\_020)



Figure 50: The former Burton's store (DP221860)

In the last two centuries there have been two complementary and rivalling shopping streets: Yorkshire Street and Drake Street. While not unique, their co-existence and rivalry are important parts of Rochdale's story. By the time the market moved to the north side of the river, the Yorkshire Street area may already have been the principal commercial centre of the town, a position which it consolidated over the next centuries. Drake Street appears to have been first developed as a mixed residential and commercial street but its commercial importance and character came to dominate, not least due to the presence of the canal terminus. Since

about 1945, its commercial importance has declined, while that of Yorkshire Street has been generally bolstered by the two shopping centres and the presence of more chain stores. This development is reflected in the built fabric of the two streets. With some exceptions (including co-operative buildings), the shops in Drake Street are largely late Georgian buildings with shops on the ground floor, which were either built for the dual function of domestic accommodation and retail, or assumed it over time. The few surviving alleyways indicate that rear courtyards were used for deliveries, storage and small-scale industrial activity (Figure 49). By contrast, the commercial buildings north of the river are mostly of a later date and were generally purpose-built as shops, such as Pioneer House and the interwar stores of Marks & Spencer and Burton's (Figure 50). While historically chain stores also operated from Drake Street, including Timpson and Boots, they increasingly gravitated to the north side of the river in the later 20th and early 21st centuries.

Banks were also predominantly built on the north side of the river, with the exception of a small group of banks and offices just over the river in South Parade (Figure 51). The emergence of local banks in around 1800 was connected to Rochdale's role as a local shopping centre, but also to its importance in the manufacture and trade of textiles. The two were closely linked, with merchants and manufacturers requiring a trustworthy bank for their transactions. Some indeed became themselves bankers,



Figure 51: The group of bank buildings and insurance offices in South Parade (DP248366)

such as Clement Royds, a woollen merchant who in 1827 moved into banking. Surviving bank buildings form an important group, ranging from the early 19th-century District Bank at 2-4 Baillie Street to the interwar building of the Yorkshire Penny Bank at 9-11 Yorkshire Street. Most bank buildings date from the decades either side of 1900 and their significance has been largely recognised by local or statutory listing.

Central Rochdale's distinctiveness largely derives from the nuanced differences between its two main commercial streets, particularly in the scale and character of their buildings. They clearly demonstrate that Yorkshire Street

has suffered greater commercial pressures than Drake Street, which led to frequent rebuilding campaigns with shops of ever-greater footprints, culminating in the two shopping centres. By contrast, the Georgian character of Drake Street, albeit eroded in parts, has been largely preserved, not least by the relative lack of commercial pressures in the second half of the 20th century.

### Co-operative buildings

Rochdale is closely associated with the history of the international co-operative movement and this was recognised in 2011 by its designation as 'the global capital of co-operation' by the International Co-operative Alliance. The focus of this association has traditionally been the original Pioneers' shop in Toad Lane, which has been a museum since 1931 and of which a replica was erected in Kobe, Japan, in 1991. The later buildings of the Pioneers and those of the other co-operative societies in Rochdale remain less well-known but were an important part of the town's social and economic history.

The surviving buildings in central Rochdale were built by the three main co-operative retail societies, as well as one manufacturing society. A significant early



Figure 52: 24a Baron Street (DP235582)

purpose-built store is the Pioneers' second branch store of 1864-5 at 7-11 Oldham Road. Although there has been so far no comprehensive national study of the survival rates of early purpose-built co-operative stores, this appears to be one of the earliest surviving ones in England and the earliest in Rochdale. The earliest known purpose-built co-operative shop at Sheerness (1851-2) no longer survives. Existing early shops at Burnley (1862), Ramsbottom (1862-3) and Delph (1864), all in Lancashire, are all central premises, as opposed to branch stores.<sup>209</sup>

The other co-operative buildings in central Rochdale are important evidence of the rapid growth and popularity of the movement. They include the central premises of the two other retail societies in Rochdale: the building now known as Newbold Buildings, at the corner of Milnrow Road and Oldham Road, built in 1877 for the Rochdale Conservative Industrial Co-operative Society; and Pioneer House, built in 1900 for the Rochdale Provident Co-operative Society. A third building, the stables and forge in Baron Street used by the Rochdale Horseshoeing Co-operative Society Ltd, may not have been purpose built but represents an important survivor of one of the less well-known buildings of small manufacturing co-operatives (Figure 52).

Collectively, the co-operative buildings of central Rochdale represent the wide range of such buildings, from a branch store, to central premises, and stables with a smithy. They are an important part of Rochdale's co-operative history and their significance has been recognised by local listings.



Figure 53: Drake Street from the air, looking west (33758\_046)

### Drake Street as canal-related development

The most significant surviving canal-related structures in the study area are the late Georgian buildings and streets in the Drake Street sub-area, which was planned and laid out at the same time as the canal terminus (Figure 53). The new streets covered a large area south of the river, and linked the canal terminus with the market on the north side of the town. Drake Street was intended as the main thoroughfare with a mixture of commercial and residential properties, while the narrower side streets had smaller houses, ancillary buildings and industry. This social hierarchy of the streets is still discernible today.

The businesses on Drake Street had a close and complex relationship with the canal terminus. Some, like the public houses, catered directly to the workers in the warehouses and wharves. Others profited from the increased footfall and activity in the road. While the canal's decline can be said to have started with the arrival of the railway, canal carrying continued as a profitable enterprise into the early 20th century. The waning of Drake Street's importance may have started around the time the branch canal closed in the 1950s.

In around 1800, canals prompted development in many areas throughout the country. A few were complete towns, such as Stourport-on-Severn, Runcorn, Ellesmere Port and Goole. Of these, the earliest and best-preserved is Stourport-on-Severn in Worcestershire, which developed from the late 1760s around the terminus basins of the Staffordshire & Worcestershire Canal.<sup>210</sup> But most other canal-related developments were smaller in scale and, like Rochdale, suburban in nature. Such suburban developments would be impossible without the approval and initiative

of the landowner, like the vicar of Rochdale. For example, the arrival of two canals in Digbeth in Birmingham – the Birmingham & Fazeley Canal with a branch of 1790 and the Warwick & Birmingham Canal of 1799 – coincided with Sir Thomas Gooch's interest in developing his estates and prompted him to obtain an act of parliament in 1788 to grant building leases.<sup>211</sup> Within ten years, about half of a 50-acre site had been developed with a grid network of streets and a mixture of domestic and industrial buildings.

It is impossible to quantify the survival of such canal-related suburbs from the late Georgian period but it seems fair to assume that the survival varies greatly. For example, while the canals and streets in Digbeth survive, only one building, the former Spotted Dog pub of c 1810, remains from that first phase of development.<sup>212</sup> By contrast, the survival of many of the original buildings on Drake Street is noteworthy, especially in light of their later commercial uses. The street's status as one of the main historic shopping streets in Rochdale in the 19th and first half of the 20th centuries is well known; its close relationship with the canal terminus deserves to be better known. The varied nature of the surviving original buildings, from detached houses to terraces, makes a significant contribution to the diverse character of central Rochdale's built environment. Of the original buildings in the side streets only isolated examples survive, but they offer an important glimpse of artisanal industry and workers' housing (see discussion below).

### **Industrial buildings and workers' housing**

Historically, Rochdale was a significant local centre of textile production, initially of woollen and later of cotton. Mills and warehouses came to dominate whole swathes of the town, while there was a cluster of foundries and engineering workshops on the south side of the river. Since 1945, the industrial buildings in central Rochdale have been much diminished and any survivors are of local significance. No intact mills survive in the town centre and the only fragment, apart from warehouses, is the 1820s engine house of Water Street Mill, now part of Waterside House. Listed mills on the outskirts of Rochdale are generally of later date, such as Norwich Street Mills of c 1860 and the Arrow Mill of 1907-8, both listed grade II.<sup>213</sup>

There are now few surviving above-ground remains in the study area of the former branch canal and the terminal wharves, which played such a pivotal role in the development of Rochdale to the south of the river, although the adjoining road layout still reflects the boundaries of the wharves and the canal. Above-ground features include the road and railway bridges over the former branch canal and the former Navigation Inn in Drake Street (Figure 54). Outside of the study area, a few structures relating to the branch canal survive, such as the grade II-listed Halfpenny Bridge of 1831 and the unlisted Durham Street bridge.<sup>214</sup> The sites of the branch canal and the canal terminus are still clearly discernible, however, suggesting that both may retain below-ground archaeological evidence, notably in the present retail park. They are of strong historical and archaeological significance.

The remaining industrial buildings in central Rochdale fall into three main categories: small-scale artisan buildings including domestic workshops, warehouses,



Figure 54: The former Navigation pub, 116-118 Drake Street. The left (south) half is the original pub of 1800 (DP221901)

and housing. Domestic workshops, recognisable by their long multi-light windows, were built in Rochdale in the late 18th and early 19th centuries, representing an influx of weaving and related trades from their traditional locations in the surrounding countryside, particularly in the northern part of the parish. They were associated with Rochdale's long relationship with the woollen industry, which persisted for several decades after cotton started to dominate other towns in the area. The building of such workshops increased following the construction of the first generation of water- and steam-powered factories. They are a transitional building type dating from the period when spinning was mechanised in factories, but other processes, notably weaving, were still hand powered and sent out to domestic workers. The early workshops, and some of the early mills, were built with similar materials and details to vernacular industrial buildings. A good example is 17 Milnrow Road, which was built using watershot stone; the rear elevation of 102 Drake Street is also of stone. Workshops could be used for a variety of other trades in addition to textiles. Later examples in brick are often associated with the growth of factories and related housing in industrial suburbs. The survivors in central Rochdale, such as 102 and 146-8 Drake Street (Figure 55) and 13-17 Milnrow Road, probably date from the first decades of the 19th century and are unlisted. Outer Rochdale has a better survival rate for these buildings. A notable early group are the



Figure 55: 146-8 Drake Street (DP248379)

grade II-listed houses in 31-35 Broad Lane, Buersil, which are said to date from 1787 and c 1800.<sup>215</sup>

Other examples of small-scale industry are complexes of a house with a workshop and/or warehouse, such as that at 24 Baron Street (Figure 56). This small house with an adjoining workshop/warehouse is a typical example of the incremental development and expansion of artisan industry. Small-scale industry gradually outgrew the domestic context and moved to workshops to the rear of houses, while the houses were converted to workshops or offices. Similar

developments took place in other regions but are rarely well preserved. One example is Birmingham's Jewellery Quarter, where purpose-built houses, such as those in Vyse Street, were converted by small jewellery and metalworking firms and their back gardens built over with small workshops.<sup>216</sup> The group of buildings on the west side of Baron Street (nos. 4, 24, 24a, 26-28) is perhaps the best surviving example in the town centre of the type of small-scale industrial development which once characterised parts of Rochdale.

The most numerous group of surviving buildings relating to the textile industry are warehouses, which can be found throughout the study area. They vary enormously in size and style. Some warehouses, like the locally-listed warehouse in Fleece Street, are of a relatively modest size. By contrast, 13-17 The Butts is a substantial brick building, which according to map evidence was built between 1831 and 1851. Later 19th-century warehouses placed a greater emphasis on architectural decoration. For example, the late 19th-century warehouse at 17a Baillie Street formed part of an architecturally unified complex which also included an office and a showroom at no. 19 (Figure 57). The warehouse now known as Waterside House was built in four phases. The engine house belongs to the original mill building of the 1820s; the western five bays were built between 1831 and 1844; the five bays to the east were added between 1851 and 1872; and the whole was refronted in 1872 with a highly



Figure 56: 24 Baron Street (DP235587)



Figure 57: 17a and 19 Baillie Street, the former warehouse to the left and the offices and showroom to the right (DP221947)



Figure 58: 4-6 Moore Street (DP248357)

decorative elevation with stone dressings, glazed bricks and a sculptural brick frieze (see Figure 13).

Surviving examples of back-to-backs and other forms of workers' housing are much rarer and even partial remains are generally of local importance. Former back-to-back houses generally only survive because they were converted to through-houses at some point, as happened at 4-6 Moore Street (dating from before 1824; Figure 58) and 9-17 Water Street (built between 1844 and 1851). The two brick houses at 3 Maclure Road and 4 Hampden Street are fragments of a modest terrace built between 1851 and 1892. There are other isolated examples beyond the study area boundary, including at least one remaining building from 'No. 3 Court' at 37 Henry Street and a group of inset cottages at 1-3 Lake Street, behind 6-12 Tweedale Street, a local variation of back-to-back houses. Other remains include the entrances and cobbled surfaces of enclosed yards, and cottages on the north side of Fleece Street and the west side of Baron Street; outside the study area a terrace of modified early 19th-century cottages survives at 24-38 Church Stile. There were many forms of workers' housing and a more detailed study of the different types and their development might discover more examples.

## HERITAGE AND CONSERVATION

The town centre has faced many challenges since the end of the Second World War which affected the historic environment. Most notably, changing shopping habits and the disappearance of city-centre industry and the canal carrying trade have altered the character of the area and led to the loss of several key buildings and structures. During the 1970s, the first large-scale developments replaced the finer historic urban grain. The Rochdale Exchange shopping centre was built on the historic market site and several streets to the west, while in the same decade the bus station and council offices were built over nearly four street blocks. A great loss to the urban landscape was the infilling of the canal basins in the 1960s and the demolition of canal warehouses which continued for several decades. The early 20th-century covering of the river obscured a formerly highly visible element of the urban landscape; the recent partial re-opening has restored part of the Roch to the town centre and exposed the historic bridge.

Other losses occurred incrementally over time but have similarly eroded the historic streetscape. Several large Victorian buildings, particularly on corner sites, have lost their formerly prominent domes, which were generally removed due to their poor condition. Examples include Fashion Corner (the former Duckworth's Hotel) on Drake Street, Champness Hall opposite, and Barclays Bank at 1 Yorkshire Street. A number of buildings have been re-fronted or re-clad, a practice which might obscure the building's date and original function. For example, the 1872 elevation of Waterside House disguises the fact that the building includes three earlier phases. In undesignated heritage assets this practice poses the danger of early buildings being overlooked for designation or in planning decisions.

### Conservation issues

The buildings of central Rochdale face many challenges from poor condition to lack of use. At the time of writing, Historic England's Heritage at Risk register includes the Catholic church of St John the Baptist as well as the whole Rochdale Town Centre conservation area. The area around the restored and exposed historic bridge has been much improved but the condition of Drake Street remains an issue, which the Heritage Action Zone initiative attempts to tackle.

As most of the study area consists of two shopping streets, the fortunes of its retail and commercial buildings are largely tied to the general economic health of the town centre. Within Greater Manchester, Rochdale is a relatively minor retail centre, with the lowest number of retail businesses and employees.<sup>217</sup> Over the last forty years or so, competition from shopping centres (in central Rochdale and out-of-town), central Manchester, the Trafford Centre, and online retailing have increasingly affected the retail businesses in central Rochdale. This was compounded by the recession of 2008-9. Ten years later, high vacancy rates remain a problem in central Rochdale. According to the Council's own figures, 16.8% of the retail units in the town centre were vacant in 2019, an increase of 2% from 2017.<sup>218</sup> The two indoor shopping centres had the largest percentages: 20% in the Rochdale Exchange, including 4,390sqm of the former indoor and outdoor market area, and 42% in the Wheatsheaf

shopping centre. In Drake Street 30% of retail units were empty, followed by 12.5% in Yorkshire Street. The area north of the river has weathered the difficult retail climate slightly better than Drake Street, partly due to the presence of most of the chain stores. Drake Street with its smaller and more specialised shops has suffered numerous closures over the last 20 years or so. Anecdotally, the arrival of the trams in 2014 has led to a further loss in footfall but similar concerns were raised in the 1960s and 1970s when parking restrictions were introduced in Drake Street.<sup>219</sup> In fact, the causes of the street's commercial decline are clearly more complex and probably started with the closure of the canal terminus.

As happened elsewhere, over the last few decades a number of family-run businesses have closed and their buildings were left empty. A particularly drastic example is Iveson's home furnishings stores (founded in 1810), which closed in 1992. After standing empty for over 20 years, their main store in Drake Street was demolished in 2013 due to its dangerous condition. This case starkly illustrates the dangers of long-term disuse. At present, many of the upper floors of shops are empty and a substantial number of shops and pubs in Drake Street are closed.

The banks in the town centre have mostly escaped the recent waves of branch closures, with the notable exception of two grade II-listed banks: the former Lloyds bank at 17 Yorkshire Street and the former RBS bank in the Butts. The latter's closure in August 2018 was a particular caesura, after having been in continuous use as a bank for nearly 200 years.

## Recent initiatives

Recently, Rochdale Council and the Rochdale Development Agency have placed the conservation and sympathetic re-use of historic buildings at the heart of their regeneration efforts, something which the Heritage Action Zone initiative will build on. A notable success is the grade II-listed Wellington Hotel at the bottom of Drake Street which in 2017 was brought back into use as a pub after standing empty for some years. Similarly, the locally-listed former Burton's store in the Butts has been restored and reopened as a home for the outdoor market with an upstairs café. The partial reopening of the river on either side of Rochdale bridge, which was recently listed grade II, has allowed for the recording and conservation of the historic fabric and formed part of a general enhancement of the public realm in this central site.

Two projects in the study area are currently receiving funding from the National Lottery Heritage Fund (NLHF, formerly the Heritage Lottery Fund). The fire station in Maclure Road which closed in 2014 will house the Greater Manchester Fire Service Museum with the help of an NLHF grant. The museum, which had previously used a workshop to the rear, is set to re-open in the whole building in 2020. Another NLHF success was the stage-1 pass in 2018 for a project to restore the Town Hall as a museum and events venue.

## CONCLUDING REMARKS

Nikolaus Pevsner stated in 1969 that ‘Rochdale is a town of the 19th and 20th centuries’.<sup>220</sup> However, as this historic area assessment has shown, some earlier buildings and much of an earlier street layout survive today, despite large-scale, post-war developments. The town centre’s character and built form has changed numerous times during its history – from a small medieval settlement, to a thriving market town, an early industrial centre, a confident Victorian town ringed by large mills and their chimneys, and the centre of a metropolitan borough seeking a new identity in the post-industrial era. Rochdale shares many of these wider developments with other towns within Greater Manchester such as Stockport. However, what makes central Rochdale distinctive is the special character of the sub-areas, and four specific groups of buildings: the commercial and co-operative buildings, the late Georgian buildings and street layout of the Drake Street area, and the surviving examples of industrial buildings, such as warehouses, domestic workshops, workers’ housing and a mill’s engine house.

Much remains to be discovered about the early history of Rochdale. The numerous instances of re-fronting raise the possibility of older buildings hiding behind later facades. More detailed investigation than was possible for this project might discover more. There is also significant scope for future research into Rochdale’s history, notably the detailed development of the canal basins and wharves; the types and survival rates of workers’ housing; the buildings of small-scale artisan industry; the surviving buildings from the first phase of Drake Street’s development; and the history and relationship of the two main shopping streets. Other topics worthy of further study include the local businesses, such as Iveson’s and Duckworth’s, and the shops and warehouses they built or occupied. A systematic study of the buildings of the various co-operative societies is needed to identify their surviving branch stores and related buildings in central and outer Rochdale.

Due to time constraints, it has not been possible to explore for this project all the archival sources at the Local Studies Centre in Rochdale and elsewhere. For example, Chetham’s Library in Manchester holds a number of early deeds for the Chetham Hospital estate in Rochdale and also Canon Raines’s collection of antiquarian notes and deeds for Rochdale. Another large, uncatalogued collection of deeds for Rochdale’s glebe is in the collection of Lancashire Archives, spanning the period from the 1760s to the 1860s.<sup>221</sup> While the Rochdale Canal Company’s drawings in Manchester Central Library have been examined, the larger collection of the company’s minutes and papers has not, nor have the plans in the Parliamentary Archives. The uncatalogued drawings of the local architects Butterworth & Duncan at Manchester Central Library might be another useful source of information on buildings in central Rochdale.

This historic area assessment aims to contribute to the better understanding of the history, character and significance of central Rochdale’s historic built environment. The study area faces many challenges, not least of finding sustainable and sympathetic new uses for empty buildings. This is a particular focus of the Heritage Action Zone initiative, especially in Drake Street with its large proportion of empty

shops and pubs. The HAZ aims to change this ‘failing, retail dominated street into a vibrant area of mixed-use development that acknowledges and celebrates heritage’.<sup>222</sup> This report shows that the important and varied historic buildings of central Rochdale deserve to be at the heart of such endeavours.

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Abbreviations:

AHP = The Architectural History Practice  
GMAAS = Greater Manchester Archaeological Advisory Service  
GMAU = Greater Manchester Archaeological Unit  
LA = Lancashire Archives  
NHLE = National Heritage List for England  
OAN = Oxford Archaeology North  
PRO = Public Record Office  
RLSC = Rochdale Local Studies Centre, Touchstones Rochdale, Rochdale Arts & Heritage Service  
RMBC = Rochdale Metropolitan Borough Council  
UMAU = University of Manchester Archaeological Unit

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## APPENDIX 1: THE ROCHDALE CANAL AND THE DRAKE STREET CANAL TERMINUS

The Rochdale Canal was one of the most impressive achievements of the canal-building boom of the late 18th century, representing a major challenge to some of the best-known early canal builders and engineers. It was the first canal to be completed across the Pennines, taking over ten years to build and several decades of survey and planning. It was also one of the most expensive canal projects of the period, reflecting Rochdale's status as an early centre of the woollen industry. Following the ceremonies to celebrate its completion in 1804, the canal was a great success which undoubtedly helped Rochdale to compete with other industrial towns in the early and mid-19th century. In addition to its role in supporting trade and industry, the canal also had a great influence on the urban growth of Rochdale. The main canal and its branch into the town strongly influenced the construction of streets, factories and housing, and later the development of the regional railway which would eventually replace it.

### Historical background

In the late 18th century the expanding national canal network provided a vital industrial infrastructure that was closely associated with the expansion of industrial towns in many areas. The first attempts to gain support for a canal linking Rochdale to Manchester and Yorkshire dated from the 1760s, when Rochdale was already the commercial hub of a well-established Pennine woollen industry.<sup>1</sup> These very early proposals to connect Rochdale with other centres of industry indicated the progressive thinking of the town's merchants, and their recognition of the great potential of a canal to the town's development. From the outset it was known that the most beneficial route would link the industrial areas of Lancashire and Yorkshire, and would involve overcoming significant engineering problems including the construction of tunnels, aqueducts, a large number of locks and providing an adequate water supply. The proposals were further refined in the early 1790s, including surveys of the route of the canal, but two schemes were defeated in Parliament before the Rochdale Canal Act was finally passed in April 1794.<sup>2</sup> The huge costs of survey, planning and construction were raised by subscriptions, increasing from the initial £200,000 in 1791 to around £600,000 when the canal was completed. Most of the subscribers were from the Rochdale area, including the Revd Thomas Drake, the Smith family and Thomas H. Vavasour, with relatively few from the Yorkshire end of the route, so not surprisingly the proposals included a branch canal leading to a large terminal basin at Rochdale.<sup>3</sup>

The initial schemes were opposed by competing canal companies and by the owners of fifty-nine water-powered mills located along the route.<sup>4</sup> The latter raised concerns that their water supplies would be badly compromised by the construction of a canal. The 1791-2 proposal, based on a survey by John Rennie, was for a narrow canal to be supplied by eleven pumping engines. Following opposition from mill owners the plans were modified in 1793 to include reservoirs and a 3,000 yard tunnel at the highest point along the route, but this was also defeated in Parliament. For the successful proposal the route was re-surveyed by William Jessop to include

more reservoirs with fewer pumping engines to ensure the water supply would be independent of the mills. It was to be a broad canal, useable by a wider range of boats, which included locks in a cutting instead of the tunnel.

The thirty-three mile route of the canal passed to the south of Rochdale and linked the town with Manchester and Sowerby Bridge, both served by existing navigable waterways. It included three main terminal wharves, at Rochdale, Manchester and Sowerby Bridge, each comprising a large complex with canal basins, warehouses, offices, workshops and facilities for the maintenance of boats. The canal crossed the Pennines by a traditional high-level route between Littleborough and Todmorden, the highest point being named Summit during the construction of the canal. After it was completed Rochdale benefitted greatly from its connection with the expanding canal network. At Manchester the main terminal basin of the Rochdale Canal was connected to the Bridgewater Canal, the Peak Forest Canal and eventually the navigable River Irwell and Liverpool. At Sowerby Bridge the Rochdale Canal was connected to the Calder-Hebble Navigation and other routes to the east of the Pennines, reaching the east coast at Hull. The Rochdale Canal also included local branches to Heywood and Oldham, in addition to Rochdale itself, with numerous smaller basins and wharves serving individual businesses.

## Construction

The canal was constructed in stages between 1794 and 1804, with the highest sections across the Pennines built first. The resident engineer of the project was William Crossley until his death in 1796, when he was replaced by his son William Crossley junior.<sup>5</sup> It was completed from Sowerby Bridge to Todmorden in August 1798 and to Rochdale in December 1798, with the whole route to Manchester opened in December 1804.<sup>6</sup> Four more Rochdale Canal Acts were needed to raise additional funds to complete the canal and the large number of related structures along the route, with early alterations including building thirty lock houses and two more reservoirs. Related features included numerous bridges, two aqueducts, a thirty-eight feet deep cutting at Summit and a forty-three yard tunnel at Sowerby Bridge.

The canal was designed to be forty-two feet wide to accommodate boats of seventy-four feet with a beam of fourteen feet two inches. The ninety-two locks would require considerable maintenance and were designed to have a constant rise of ten feet, to simplify the replacement of lock gates.<sup>7</sup> The extensive system of reservoirs built to supply the canal was an ambitious, complex project in itself, including earthwork dams and watercourses.<sup>8</sup> Two reservoirs were included in the original scheme but eight were needed as traffic on the canal increased greatly in the early to mid-19th century. The largest reservoir was Hollingworth Lake near Littleborough, which was supplemented by a pumping engine, and the highest were located on the peat moorland of Blackstone Edge above Summit, fed by high annual rainfall and an extensive system of leats.



Figure 59: Detail of a map of the glebe lands, surveyed in 1795 by C. Stott, with Drake Street shown in green and the branch canal and the basin in blue (Lancashire Archives, DDCC/ACC2665)

## The Rochdale Branch Canal

The half-mile branch linking the main canal with the terminal wharves at Rochdale was included in John Rennie's surveys from August 1791 and retained in the later plans for the canal developed by William Jessop. A map of 1795 shows its proposed route, and a newly-built terminal warehouse, superimposed on existing field boundaries (Figure 59).<sup>9</sup> The map confirms that the roads enclosing the canal wharves were constructed at the same time as the canal. The planned route of Drake Street was marked as 'The Intended New Road' to connect the wharves with the centre of Rochdale and the turnpike road to Manchester to the south west.

The branch canal was of similar width and built of similar materials to the main canal, with a towpath along its east bank. Along with the adjoining sections of the main canal, it included a number of arms and wharves serving industrial

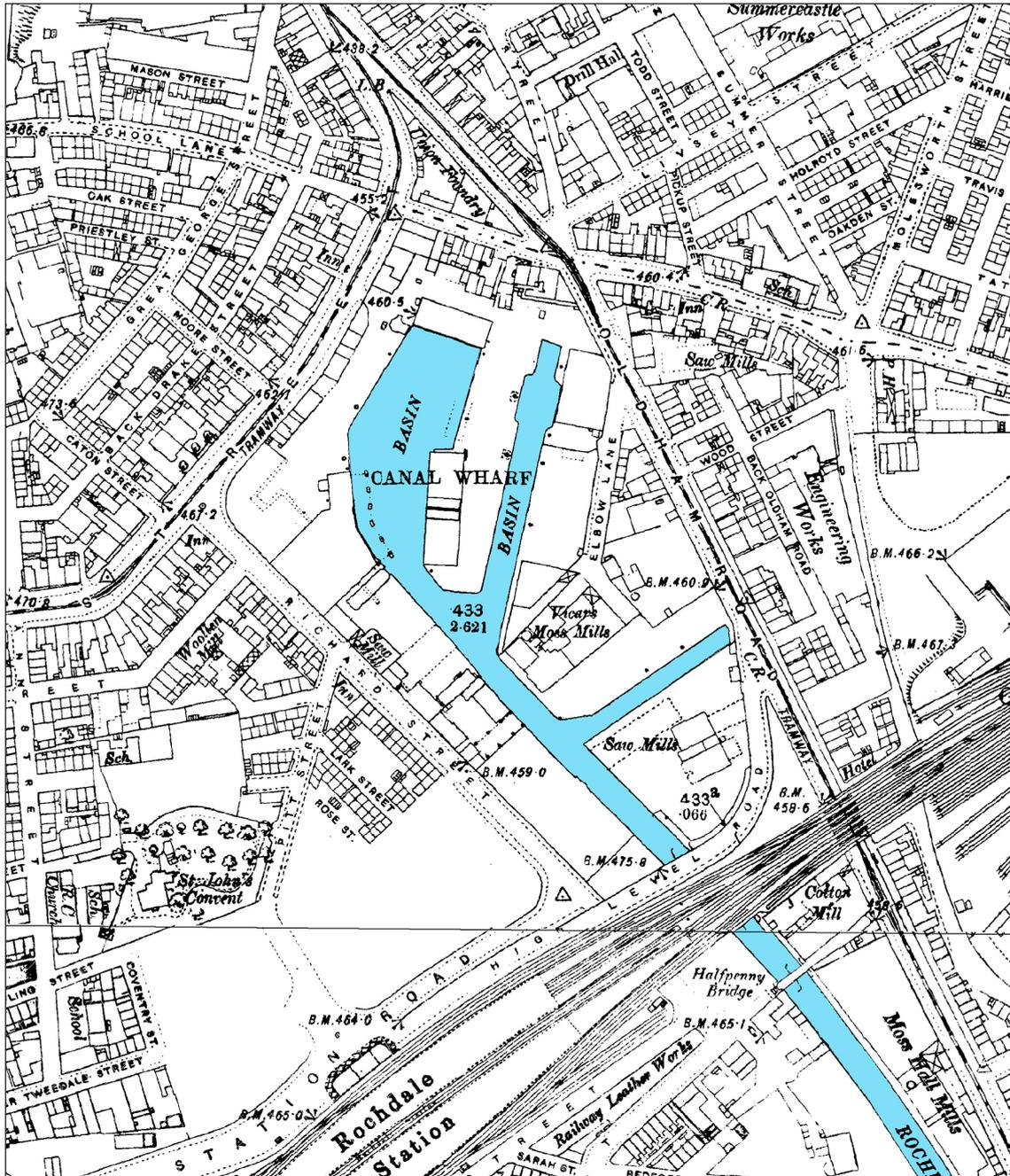


Figure 60: Detail of the Ordnance Survey map published in 1893, with the branch canal and the basins highlighted in blue (© and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.)

premises. In the early 19th century the branch passed through farmland, with related development including several large villas in extensive gardens to the west and the newly-built Oldham Road to the east.<sup>10</sup> As was the case in other areas, the branch canal initially provided the essential water for steam plant in addition to transportation, leading to the development of a corridor of steam-powered mills and factories. Late 19th-century maps show a classic example of an industrial suburb along the canal, with urban expansion characterised by steam-powered

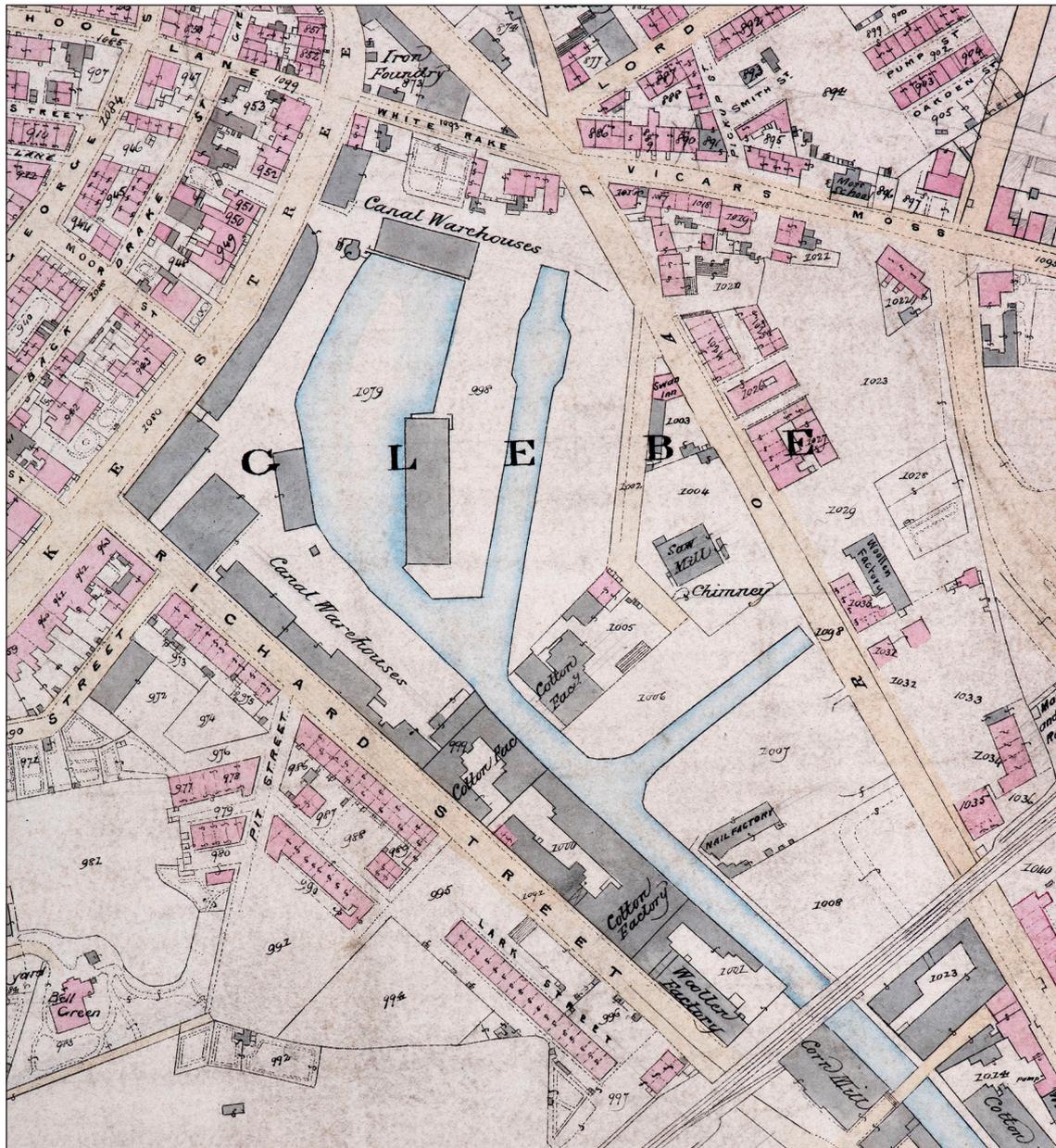


Figure 61: Detail of the 1844 tithe map showing the canal terminus (Touchstones Rochdale, Rochdale Arts & Heritage Service, T2)

industry, densely-packed linear street pattern and a succession of house types for the industrial community (Figure 60).

The branch canal was crossed by a series of bridges, which were built and removed at various dates as nearby development continued. The only original crossing was probably Crossfield Bridge, shown on the 1795 map, but this was removed and replaced by Durham Street Bridge a short distance to the south in the late 19th century. The latter is an extant masonry bridge which now marks the north end of the short intact section of the branch canal. To the north, Halfpenny Bridge was added in 1831 to provide pedestrian access to newly-built factories and housing



Figure 62: The canal terminus in an aerial photo taken in August 1926 (© Historic England Archive (Aerofilms Collection), EPW016792)

along this part of the canal. Halfpenny Bridge is a well-preserved ornate cast-iron footbridge, and is probably the most significant above-ground survival of the Rochdale Branch Canal.<sup>11</sup> Parallel with it to the north, the railway bridge of the Manchester and Leeds Railway (later the Lancashire and Yorkshire Railway) was completed in 1839, forming the southern boundary of the canal company terminal wharves.<sup>12</sup> The railway bridge was later extended and inspection is needed to ascertain if any original fabric survives. The extant road bridge attached to its north side, carrying High Level Road, was added in the late 19th century.<sup>13</sup>

### **The Drake Street canal terminus**

The canal terminus at Rochdale was an extensive site which was originally comparable to those at the Manchester and Sowerby Bridge ends of the canal. With several large warehouses, offices, basins, canal arms and maintenance facilities the whole site occupied 9.56 acres (3.87 hectares), dominating the suburban development of south Rochdale for over half a century.<sup>14</sup> The archaeological remains of the wharves and branch canal form the largest historic feature in the study area. The branch canal originally terminated in a single rectangular basin, which by 1824 was enclosed by wharves and three large warehouses (see Figure 16). The complex reached its maximum size by the early 1840s, by which time a second basin and a separate canal arm had been added to the east, and the completion of the surrounding streets and railway bridge formed the site boundary (Figure 61).<sup>15</sup> By this time the site included both public and private wharves and several textile mills and foundries. Most of the site remained intact up to the mid-20th century, and is well-illustrated on air photos of the 1920s (Figure 62).<sup>16</sup>

Warehouses are a characteristic building type at canal basins, being essential for both organising traffic on the canal and the distribution of goods away from the site, and at the Rochdale wharves a wide variety of warehouses were partly occupied by the Rochdale Canal Company and partly sub-let to independent carriers.<sup>17</sup> The canal company's site plan of 1851 identified the three early warehouses and was later updated to show the addition of new warehouses in the 1890s (Figure 63).<sup>18</sup> The original warehouse was built to the east of the main basin and known as the 'Old Warehouse' in 1851, when the key on the canal company plan indicated it was of two storeys. It is also shown on the 1795 plan, suggesting it was built before or during the construction of the branch canal. By 1824 two larger warehouses had been added around the main basin.<sup>19</sup> The three-storeyed 'Stone Warehouse' was built at the north end of the basin and may have been the main terminal warehouse after the canal was completed. It is shown on air photographs of the 1920s, and seems to have been of similar watershot stone and appearance to the extant warehouse of 1806 at the Manchester terminal basin.<sup>20</sup> The third warehouse was the largest, the five-storeyed 'Brick Warehouse' which was built on the east side of the main basin, opposite the Old Warehouse, and equipped with a pair of shipping holes for internal loading by barges (Figures 62, 64).<sup>21</sup> The main later alteration to the warehousing at Rochdale was the addition of a large two-storeyed cotton warehouse in two phases to the west of the main basin in the 1890s. The second phase probably included the demolition of the Old Warehouse, which is no longer shown on air photographs of the 1920s.<sup>22</sup>

The terminal wharves included a wide variety of other building types and by the mid-19th century were characterised by a high density of mixed industrial development. The southern part of the site was dominated by large industrial buildings built by other companies, including steam-powered textile mills, foundries, engineering works and a saw mill. At the north end of the site the canal company built several offices, including an entrance lodge by the main gate on Drake Street and an octagonal office with a weighbridge at the north-west end of the main basin, which was probably used for the payment of tolls. Maintenance facilities for barges were grouped to the south of the Old Warehouse. They were extended in the 1890s when the canal company began to operate its own barges as the main carrier along the canal.<sup>23</sup> The facilities eventually included a dry dock, a launching dock, a basin, a smithy, stores, carpenters' and engineers' workshops, and yards with overhead cranes.<sup>24</sup>

## Closure of the Rochdale Branch Canal

The use of the Rochdale Canal declined from the late 19th century, as the competing railway network expanded, with the last barge travelling along the whole trans-Pennine route in 1937. The Rochdale Branch Canal was closed in 1952.<sup>25</sup> Air photographs indicate that the northern half of the main basin was filled in by 1949, and both basins and the Oldham Street arm were filled in and built over by 1964.<sup>26</sup> The branch canal itself was filled in from the wharves to the Durham Street Bridge between the mid-1960s and the early 1970s, although most of it was not built over and its position is still clearly discernible.<sup>27</sup> Large-scale maps indicate the canal terminus site was fully redeveloped by the mid-1980s, with most of the





Figure 64: The large 'Brick Warehouse' in an undated photo (Touchstones Rochdale, Rochdale Arts & Heritage Service, Wharves and warehouses 003)

new structures still reflecting the location of the site boundary and the positions of the former wharves and warehouses.<sup>28</sup> However, the planned abandonment of the main canal was stopped and from the 1970s various bodies, including the Rochdale Canal Society (founded in 1974), campaigned for the restoration and reopening of the canal. Sections were restored over the following decades until 2002 when the whole Rochdale Canal (except for some branches and basins, such as those in Rochdale and Heywood) was again open for navigation.

## Endnotes

- 1 Hadfield and Biddle 1970, 263
- 2 Rochdale Canal Act 1794 (34 Geo. III cap 78)
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- 9 Lancashire Archives, DDCC/ACC2665, *A map of that part of the Glebeland which lays contiguous with the Rochdale Canal, by C. Stott, Oct 1795*
- 10 1:1056 OS plan, published 1851
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- 14 The area of the site is given on a plan of 1851 as 46,270.5 square yards. Manchester Central Library, Archives & Local History, GB124.B2/Plans/Box 8/1, Plan of the Rochdale Canal Warehouses and Wharfs, Oct 1851
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- 17 Hadfield and Biddle 1970, 431
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- 19 Lancashire Archives, DDCC/ACC2665; William Swire's Map of 1824
- 20 Manchester Central Library, Archives & Local History, 1921 air photo, BG127.M54242; NHLE, entry 1200845; a notable difference was the inclusion of shipping holes at the Manchester warehouse.
- 21 The 'Brick Warehouse' was similar to the extant 1836 Rochdale Canal Warehouse at Tariff Street, Manchester; NHLE, entry 1254689
- 22 Manchester Central Library, Archives & Local History, GB124.B2/Plans/Box 8/1, Plan of the Rochdale Canal Warehouses and Wharfs, October 1851;

Historic England Archive, air photo EPW016792, August 1926

- 23 Hadfield and Biddle 1970, 436
- 24 Existing and proposed facilities are shown on a plan of 1892; Manchester Central Library, Archives & Local History, GB124.B2/Plans/Box13/20, plan of the proposed carrying department dockyard, 1891
- 25 Hadfield and Biddle 1970, 437; 'The Rise and Fall of Rochdale', *Rochdale Observer*, 24 July 2002
- 26 Historic England Archive, air photo EAW022017, 14 April 1949; air photo MAL/64644/V/122438, 20 February 1964
- 27 'The Rise and Fall of Rochdale' *Rochdale Observer*, 24 July 2002
- 28 1:1250 OS plan, published 1985

## APPENDIX 2: CO-OPERATIVE SOCIETIES AND THEIR BUILDINGS IN CENTRAL ROCHDALE

### Chronological list of co-operative societies in Rochdale

Rochdale Equitable Pioneers Co-operative Society Ltd, founded in 1844, renamed Norwest Pioneers in 1982, absorbed by United Co-operatives in 1991, part of the Co-op Group since 2007

Rochdale District Co-operative (corn mill), founded in 1850, taken over by the Co-operative Wholesale Society in 1905<sup>1</sup>

Rochdale Co-operative Manufacturing Society Ltd (cotton mill), founded in 1854, closed at some point between 1924 and 1932

Co-operative Land and Building Co., founded in Nov 1860<sup>2</sup>

Co-operative Sick and Burial Society, founded in 1860<sup>3</sup>

Rochdale Conservative Industrial Co-operative Society Ltd, first meeting 14 December 1868, founded 1869, last meeting in 1905, wound down in 1906

Rochdale Provident Co-operative Society Ltd, commenced business on 8 June 1870<sup>4</sup>; in 1933 taken over by the Pioneers

Rochdale Horseshoeing Co-operative Society Ltd, founded in 1879, dissolved by 1932

Rochdale & District Potato Chippers Society Ltd, founded in 1903, dissolved by 1932

Rochdale & District Co-operative Laundries Association, founded in 1914, extant in 1951

### Purpose-built central premises and branch stores in the study area

#### Rochdale Society of Equitable Pioneers (also known as Rochdale Equitable Pioneers Co-operative Society)

Branch number 2, 7-11 Oldham Road (locally listed): Built in 1864-5, this was the Pioneers' second purpose-built branch store (see Figure 25), and is now their oldest surviving one after the demolition of branch number 1 of 1859-60 at 253-255 Oldham Road.<sup>5</sup> The architect is not known but it may have had some involvement by James Cheetham, the Society's consultant architect. It was built with two shop units (a grocer and a butcher) on the ground floor, and a newsroom and library on the first floor where also regular lectures were held.<sup>6</sup> According to a drawing in the Handbook for the 1892 Co-operative Congress, there was originally a central archway to the rear yard (now blocked).<sup>7</sup> To the rear are two full-height wings of unequal width. By

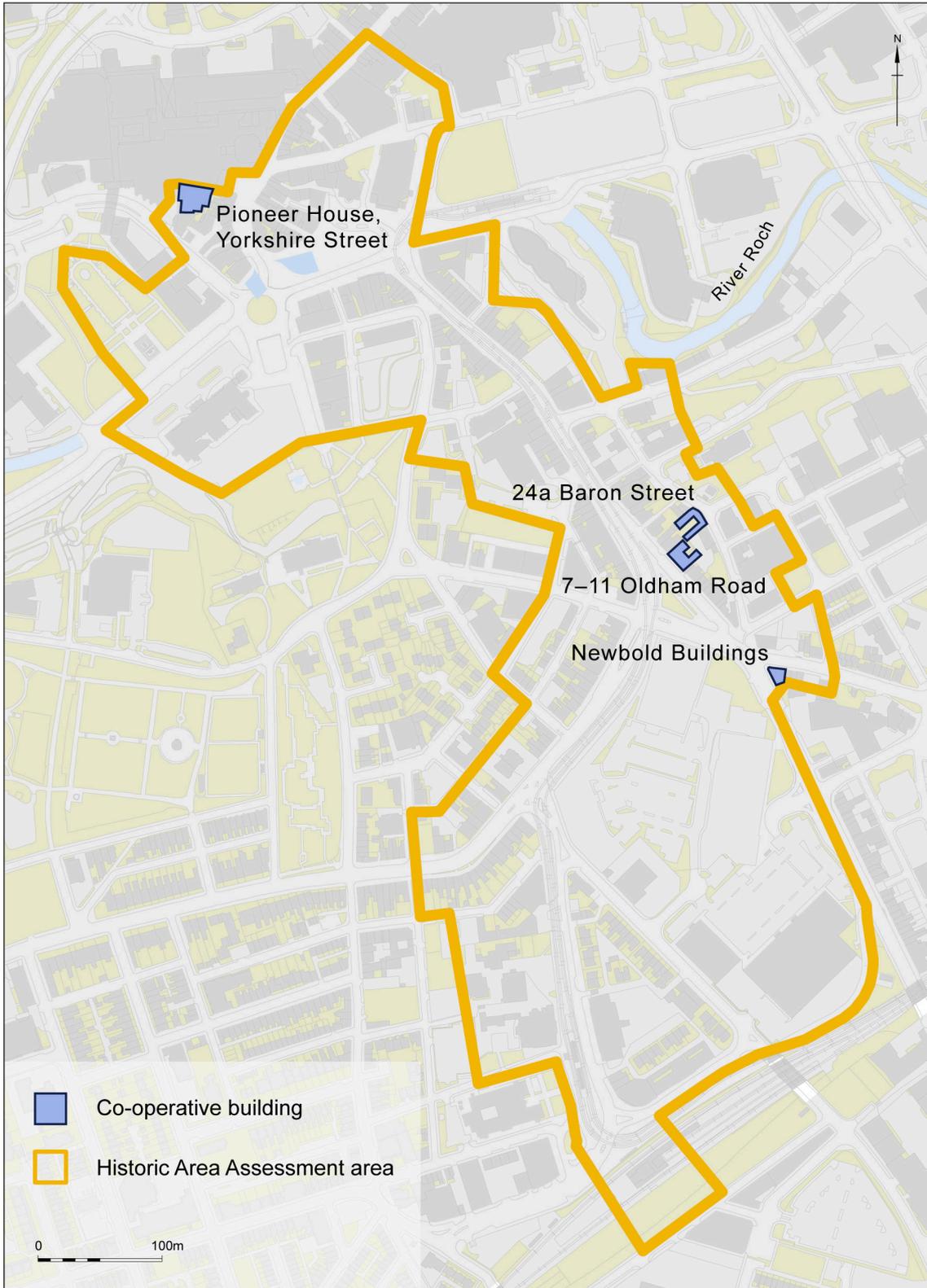


Figure 65: Map showing the location of co-operative buildings in central Rochdale (The base map is © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.)

1951, the building housed a grocery shop (no. 7), a boot and shoe shop (no. 9), and no. 11 was an outfitter.<sup>8</sup> Number 13, the adjoining property to the south-east, was an optical shop. By 1959, no. 11 was used as a Freemasons' hall.

### **Rochdale Conservative Industrial Co-operative Society**

Central premises, now Newbold Buildings, Milnrow Road/Oldham Road (locally listed): The former central premises of the Rochdale Conservative Industrial Co-operative Society were built in 1877 (see Figure 26). The architect has not been identified. This is a symmetrical corner building of red brick with stone dressings. It has three gables to each side elevation and one gable to the curved corner, which has a clock and the inscription 'Established/March 1869/Erected 1877', referring to the foundation of the Society and the erection of the building. After the RCICS was wound down in 1906, it became known as Newbold Chambers and home to the Newbold Friendly Society.<sup>9</sup>

### **Rochdale Provident Co-operative Society**

Central premises (now Pioneer House), off Yorkshire Street (locally listed): This was designed in 1897 by the local architects Butterworth & Duncan (see Figure 27).<sup>10</sup> It opened on 16 June 1900, having cost over £20,000 to build.<sup>11</sup> It had showrooms on four floors, for shoes, drapery, millinery and furnishing, as well as stores, offices, workshops, committee rooms and a board room. On the top floor was a galleried assembly hall, and to the rear were ancillary spaces, a heating chamber, a hoist and an engine with dynamo. After 1933, it was used by the Pioneers and became known as 'Pioneer House'. It was much altered in the 1970s when the Rochdale Exchange shopping centre was built and the building incorporated into a new 'Pioneers' department store with a new entrance. This later became a branch of Sunwin, the brand name of the Yorkshire Co-operative Society, and is now (2019) an Emmaus charity store.

### **Other co-operative buildings of note in the study area**

The stables and forge of the Rochdale Horseshoeing Co-operative Society Ltd, 24a Baron Street (locally listed): These former 19th-century stables and forge were used for at least 14 years by the Rochdale Horseshoeing Co-operative Society (see Figure 52). Behind the frontage to Baron Street is a courtyard with buildings on either side (see Figure 49). The north-west range is first shown on the 1844 tithe map, when it appears to have been part of a complex owned and occupied by James Irvine (or Erving), which included 3-5 Oldham Road and the adjoining plot to the south-east (the later site of 7-11 Oldham Road). By 1851, the courtyard was accessed through an arch between 3 and 5 Oldham Road. The south-east courtyard range was built between 1930 and the 1950s. The courtyard was probably 'Irwin's Yard' or 'Erving Court', which between about 1880 and 1894 housed the Rochdale Co-operative Horseshoeing Society (established in 1879), with stables, a forge, and a veterinary surgeon.<sup>12</sup> By 1894, the complex was known as 'Veterinary Buildings' and by 1916 a veterinary surgeon was still listed at 3a Oldham Road, which may relate to this site.<sup>13</sup>

## Endnotes

- 1 Heywood 1931, 113
- 2 Mattley 1899, 30
- 3 Ibid
- 4 Ibid, 51
- 5 RLSC, M861, *Rochdale Pioneers, the branch store agitation*, bound volume of relevant excerpts from the minute books; Cole, J 'When Pioneers branched out to spread the service' *Rochdale Observer* 30 August 1986; *Rochdale Observer* 19 August 1992, news clipping in RLSC, volume *Co-operative Newspaper Cuttings volume 1*
- 6 RLSC, CBR/5/57, 1880 ratebook
- 7 Anon 1892, 97
- 8 Co-operative Union 1951, 308-10
- 9 Heywood 1931, 113; Clegg 1916, 166
- 10 RLSC, R684
- 11 *Manchester Courier and Lancashire General Advertiser* 18 June 1900, 10
- 12 Slater 1844, 159; RLSC, CBR/5/57, 1880 ratebook; Central Co-operative Board 1887; Duncan 1894, 102
- 13 Clegg 1916, 169

## APPENDIX 3: GAZETTEER OF STREETS AND BUILDINGS IN CENTRAL ROCHDALE

This gazetteer has been compiled using only readily available sources, including secondary sources, historic maps, historic photos from the Rochdale Local Studies Centre at Touchstones, and historic directories. Unless otherwise stated, dates are derived from the map sequence or the historic directories.

Abbreviations:

I, II\*, II= listing grade

HEA = Historic England Archive

LA = Lancashire Archives

LL = locally listed

NHLE = National Heritage List for England

OS = Ordnance Survey map

RLSC = Rochdale Local Studies Centre, Touchstones, Rochdale Arts & Heritage Service

RO = *Rochdale Observer*

### Ann Street (part)

Designation/s: none

Building types: houses, pub, commercial, car parks, playing fields

Earliest phase: 1820s

Later phase: 21st century

Predominant materials (walls, roof): rendered brick walls

Predominant use: mixed

Condition: fair

Historic integrity of area: low

Development: Ann Street was laid out after 1824. By 1831, it had been laid out as far south as Milk Street and by 1844 as far as William Street. The remainder was laid out and built up by 1892. It was reportedly named after the daughter of the Revd Drake. A Catholic chapel was built near its southern end in 1829-30 (see Maclure Road).

### Back Drake Street

Designation/s: Numbers 6-14, 11-15 in Town Centre Conservation Area

Building types: residential, commercial

Earliest phase: 1820s

Later phase: 21st century

Predominant materials (walls, roof): brick walls

Predominant use: a back alley with yards, gardens, parking and loading bays; a few houses

Condition: fair

Historic integrity of area: low

Development: Back Drake Street was laid out at the same time as Drake Street in around the 1790s-1810s as the back alley behind part of the west side of Drake Street. The tithe map shows a number of small industrial works interspersed with terraced housing and a group of back-to-backs, most of which had been demolished by 1959.

Buildings of note:

11 Back Drake Street: a small, two-storey, one-bay brick house of the early 19th century. The 1844 tithe map shows it in residential use. The entrance door has a moulded architrave surround of stone.

### **Baillie Street (1-21, 2-16)**

Designation/s: 1-21, 2-16 in Town Centre conservation area; No. 5 II, Nos. 10-16 (even) II, 17A and 19 II

Building types: houses converted to shops, purpose-built shops

Earliest phase: c 1840

Later phase: late 20th century

Predominant materials (walls, roof): walls: red brick, some stone; roofs not visible

Predominant use: shops

Condition: good but some vacant upper floors

Historic integrity of area: medium

Development: Baillie Street was laid out in the 1830s as a speculative development on the site of gardens, alleyways and a bowling green. It is first shown on a map of about 1835 as part of a small grid of new streets imposed on the earlier streetscape on the east side of Rochdale town centre (RLSC, R244). It was named after Colonel Hugh Duncan Baillie, one of the owners of the land. No properties appear in a trade directory of 1837 indicating that they were still under construction. The lease of the British School in Baillie Street is dated 1837 (OAN 2009, 23). Beyond the boundaries of the study area, the street had several public buildings including a public hall, the School Board Offices of 1890, and a Methodist chapel of 1837 (all demolished). The street was renumbered in 1893 (street re-numbering volume in RLSC).

Buildings of note:

1 Baillie Street (LL): a two-bay, three-storey Victorian building with a shaped gable, of brick and terracotta

2-4 Baillie Street: a four-bay red brick building with a dentilled cornice, dating from between c 1835 and 1844 (RLSC, S194; Slater 1844, 154). It was probably purpose-built as the District Bank.

5 Baillie Street (II): a purpose-built shop, later railway parcel and enquiry office, c 1840 (NHLE 1242950). Early street numbering changed several times, hampering the identification of the early uses. The earliest user may have been William Fulton, spirit, ale and porter merchant (list entry). In 1916 the Rochdale Card & Blowing

Room and Ring Spinners' Association was at number 5 and the London & Yorkshire, London & Northwest, and Midland Railways joint office (Clegg 1916, 121).

6 Baillie Street: a three-bay red brick house, built between 1835 and 1844, with straight joints in the brickwork on either side. The rear elevation to Butts Avenue has an early (possibly Georgian) rainwater head. By 1844 this was The Tweedale Hotel, named after its proprietor Abraham Tweedale (Slater 1844, 161), and by 1908 the Grapes Hotel, a pub, which may have been connected to the Grapes Vaults pub in Butts Avenue.

8 Baillie Street: a nine-bay, four-storey red brick warehouse with three full-height taking-in bays. This may have been Messrs Kelsall and Kemp's warehouse, the company who ran the nearby Butts' Mills. There is a small gable over the loading bay in the western three-bays. There are two early 19th-century rainwater heads at the rear of these three bays, in Butts Avenue.

10-16 (even) Baillie Street (II): a former branch of the Williams Deacon and Manchester and Salford Bank and shops, a two-storey block of red brick with stone dressings. The door surround of the grand entrance in the west bay features the bank's coat of arms, name and the date 1890. (NHLE 1346242)

17A and 19 Baillie Street (II): textile warehouse (no.17a) and office and showroom (no.19), probably built in the 1880s for J.S. & J. Greenhalgh, flannel manufacturers (AHP 2013a, NHLE 1084263). Number 19 was used by 1951 as a 'funeral furnishing' store of the Rochdale Equitable Pioneers.

21 Baillie Street: commercial premises, built in the late 19th century (AHP 2013a). In 1894, it was used by the Rochdale & District Loan and Discount Office.

### **The Bank (alleyway between Yorkshire Street and Baillie Street)**

Designation/s: Town Centre conservation area

Building types: commercial

Earliest phase: post-war period

Later phase: 1990s

Predominant materials (walls, roof): brick walls

Predominant use: commercial

Condition: good

Historic integrity of area: low

Development: The alleyway is shown on the 1824 map and is named on the 1851 OS map. Clegg's Directory for 1916 lists the printing works for the *Rochdale Times* under The Bank, and at no. 3 Holden's restaurant and dining rooms. Today, the Marks & Spencer store of the 1930s and its 1970s extensions form most of the alleyway's east side; to the west are other post-war commercial premises.

## Baron Street

Designation/s: Town Centre conservation area

Building types: warehouses

Earliest phase: possibly late 18th century

Later phase: early 20th century

Predominant materials (walls, roof): red brick walls

Predominant use: empty houses, former warehouses, light industrial, shops

Condition: poor and some vacant buildings and upper floors

Historic integrity of area: medium

Development: According to Robertson, the street was named after ‘the well-known drawing master Jeffrey Baron [1776-c 1846], who built houses in this street’ (Robertson 1876, 325) and who lived nearby in Drake Street in 1829 (RLSC, 1829 ratebook, CBR5/12). Together with River Street, its course roughly follows field boundaries shown on a 1750s map of glebe lands. It was laid out between 1764 and 1795 as an access route to Summer Castle. It may have been initially only a track, as the 1824 map only shows the south part of the street. It was still sparsely built up by 1851 with a timber yard on the east side of the north end. It had been named by 1844 (Slater 1844, 152) but is not labelled on maps until the 1890s. As a child, Gracie Fields (née Stansfield) lived with her family at 10 Baron Street (demolished). A street sign for ‘Star Court’ on 4 Baron Street is a reminder of the former courtyard housing in the area.

Buildings of note:

Former drill hall, Baron Street: according to the stone carved badge this was the drill hall of the 2nd volunteer battalion The Lancashire Fusiliers, although other battalions were also based there over time, such as the 6th battalion by 1939 (*Manchester Guardian*, 6 April 1939, 3). The drill hall was built in two main stages: Between 1851 and 1892, a drill hall was built in Hill Street. By 1910, this had expanded into the plot to the south and facing onto Baron Street. A small part of the complex just north of 1 Livsey Street has been demolished.

Former printing works at corner with Kenion St (LL): A brick building with stone dressings, with a decorative gable to Baron Street and a curved battlemented corner. It is first shown on the 1910 OS map and in 1916 this was Edwards & Bryning Ltd, printers and wholesale stationers (Clegg 1916, 121). A purple plaque to Gracie Fields relates to the former house opposite, 10 Baron St, where the Stansfield family lived in 1902-10.

4 Baron Street (Central Auction Rooms) (LL): By 1844, the site of 4 Baron Street was occupied by four one-bay terraced houses, one of which appears to survive as the south bay. By 1851 the three houses to the north had been rebuilt or remodelled as a workshop and warehouse. The slightly wider one-bay house to the south remained initially separate but by 1892 was part of the complex.

Former music studios, corner to Kenion St: see Kenion St

Unnumbered building to the south of former music studios: a small, one-bay, two-storey fragment of an L-plan building shown on the 1844 tithe map as uninhabited.

24 Baron St (LL): This is an early-19th-century (probably 1820s) group of a house and workshop, a rare survivor of the small-scale of artisan industry in 1820s Rochdale. The building is first shown as a schematic rectangle on the 1831 map and with its current short L-plan footprint on the 1844 tithe map. By the time of the tithe it was part of the plot behind the Junction Inn (1 Oldham Road) which was owned by Sarah Ann Barnes and others, and occupied by John Brearley and others. Behind the house was a large U-plan non-residential building, of which today only the north-east range directly behind the house survives.

24a Baron Street (LL): See Appendix 2

26-28 Baron Street (LL): a former workshop/warehouse with a first-floor loading door, built in the second half of the 19th century (between 1851 and 1892). Towards Baron Street, the five-bay brick building is only two storeys high, but its rear elevation has one additional storey, as the ground slopes away at the rear (west). The street elevation has a taking-in door above the entrance, and there is a further entrance in the south end bay. The rear elevation is accessed from a courtyard behind 7-11 Oldham Road. Its central bay has a formerly full-height row of taking-in doors, which are now largely blocked.

### **Bell Street (west side)**

Designation/s: Town Centre conservation area  
Building types: commercial  
Earliest phase: post-war  
Later phase: 1990s  
Predominant materials (walls, roof): red brick walls  
Predominant use: commercial  
Condition: fair  
Historic integrity of area: low

Development: The street was laid out between 1824 and 1851. The buildings on the east side were demolished for the Wheatsheaf Shopping Centre of 1990 by Chapman Taylor Partners, which has sheer brick walls to Bell Street.

### **The Butts**

Designation/s: Town Centre conservation area; one grade II listed building  
Building types: commercial  
Earliest phase: possibly 18th century  
Later phase: early 20th century  
Predominant materials (walls, roof): stone (sandstone, limestone); brick  
Predominant use: commercial  
Condition: good but some vacant buildings  
Historic integrity of area: high

Development: The name of The Butts is said to derive from its use for archery practice (Robertson 1876, 331). The triangular shape between the buildings and the river was probably caused by the approach to the ancient ford, just south of the former Royds/RBS bank. The latter was one of two grand town houses in this area. The other one, Butts House, had been built by John Vavasour, a manufacturer and wool stapler (Robertson 1881, 215). Further east was a bowling green. By 1851, Butts House had become part of Butts Mills (later Butts Factory), a textile/woollen mill owned by Kemp & Kelsall. The house was demolished in 1892 and by 1910 had been replaced by a single-storey mill building with a gabled frontage (Cole 1983, np). In 1938 the western part of the mill buildings was replaced by the Regal Cinema; the eastern part was demolished for the 1970s council offices (recently demolished). The Butts was widened by 18 feet in 1856 (Mattley 1889, 25). In the 19th century it was frequently the site of public gatherings.

Buildings of note:

HSBC, 2 Yorkshire Street (II): see 2 Yorkshire St

20 The Walk: see The Walk

7-11 The Butts (LL): a former Burton store of c 1926. It is shown under construction on aerial photos of August 1926 (for example HEA, EPW016797). It was probably designed by Burton's in-house architects' department under Harry Wilson who worked for the company from c 1923 and from 1932 to around 1937 was its chief architect. The company had previously been based at 55 Yorkshire Street (Kelly 1924, 931).

13-17 The Butts (LL): a former cloth warehouse built between 1831 and 1851 with later 19th-century windows in the loading bay (see RMBC 2011, 22). By 1894, various offices occupied the ground floor, while the upper floor was the Wardleworth Liberal Club. By about 1904, the ground floor had large, glazed shop windows (RLSC, Drake Street/Streets 2166). A small central gable was removed in the late 20th century.

Former Royal Bank of Scotland, the Butts (II): this multi-phase complex is the former Royds Bank (NHLE 1045852). It started as Rawson's bank in an annexe to a house of c 1800 (list entry) or 1803 (Pevsner 1969, 378). John Rawson, William Rawson & Christopher Rawson & Co of Halifax had first set up a weekly banking service in 1818 and a branch in 1819. The bank was acquired in 1827 by Clement Royds, and the 1831 map of Rochdale shows the bank in an annexe to the west of the house. This was replaced in 1879 by a Greek Revival style bank extension by James Cheetham. In 1881, Clement's grandson, Clement Molyneux Royds, sold the bank to the Manchester & Salford Bank (later Williams Deacon's Bank, now part of RBS), while becoming a director and continuing to supervise the Rochdale business. The transaction comprised 'the Bank buildings and premises in the Butts and the Mansion house, yard, out-offices, garden and two warehouses in the adjoining street' (Anon 1953, 51). In 1913-14 the main house was remodelled and extended south with a new neo-classical frontage by W. Cecil Jackson. The original Georgian

doorcase was moved to the brick staircase block to the west. The RBS bank branch closed in August 2018, ending nearly 200 years of banking on this site. (Confusingly, the bank building was in around 1910 referred to as 'Butts House', the name of the house which stood formerly just to the east.)

Regal Moon pub, the former Regal Cinema (LL): Opened on 16 May 1938 as Regal Cinema (RO 14 May 1938), it was designed for Associated British Cinemas by architect Leslie C. Norton with ABC's architect William R. Glen. It originally had 1901 seats and was renamed ABC in 1962. In 1978, three screens were created ('tripled'). It was renamed Cannon in 1986 and closed as a cinema Oct 1992. It was de-tripled for use as a bingo hall and opened as Wetherspoon's pub on 20 November 1997 ('ABC Rochdale', *Cinema Treasures*, <http://cinematreasures.org/theaters/3340>, first accessed 10 July 2018).

### **Butts Avenue**

Designation/s: Town Centre conservation area  
Building types: commercial  
Earliest phase: possibly 18th century  
Later phase: 19th century  
Predominant materials (walls, roof): brick walls  
Predominant use: commercial  
Condition: fair but some vacant upper floors  
Historic integrity of area: high

Development: The alleyway is shown on the 1824 map.

Buildings of note:

Grapes Vaults, Butts Avenue: an early 19th-century building, which was a pub by 1885 (Worrall 1885). It was called 'Grapes Vaults' by 1892.

### **Caton Street (part)**

Designation/s: none  
Building types: offices, industrial  
Earliest phase: c 1800  
Later phase: 20th century  
Predominant materials (walls, roof): brick walls  
Predominant use: offices, industrial, car parking  
Condition: fair  
Historic integrity of area: low

Development: Caton Street was laid out between the 1790s and 1810s. It had been built up by 1824. The 1851 OS map shows that these buildings were mostly houses and some back-to-backs.

## Church Lane (1-25, 2)

Designation/s: Town Centre conservation area; 1 listed building; west side is registered garden  
Building types: former houses with ground-floor shops; a deaf and dumb institute; a modern job centre  
Earliest phase: probably 19th century  
Later phase: post-war period  
Predominant materials (walls, roof): cobbled street surface; red brick walls  
Predominant use: offices  
Condition: fair but some vacant buildings  
Historic integrity of area: medium

Development: Church Lane (formerly Church Street) is one of the oldest streets in Rochdale and was the main southern approach of the town centre before Drake Street was laid out. It is mentioned in the 1626 manorial survey. The 1844 and 1851 maps show it as densely built up with some industrial activities in rear courtyards. A lot of this had been cleared by 1893, partly for Broadfield Park (registered grade II) which was laid out in 1870s as part of the setting for the Town Hall. In 1876, Robertson described the dangerous and noisome reputation of the street (Robertson 1876, 327). A 'large number of buildings' was demolished in Church Lane in March 1884 (Mattley 1889, 85). The Technical School on the west side was opened on 23 April 1893 by Sir Bernhard Samuelson (see Nelson Street).

Buildings of note:

Former Institute for the Deaf and Dumb, 23 Church Lane (II): This was built in 1907 by local architects Butterworth & Duncan, for the Rochdale and District Adult Deaf and Dumb Society (NHLE 1416153). It opened on 16 October 1907 and was funded by the mayor of Rochdale (Heywood 1931, 114-5).

25 Church Lane: built of red brick and terracotta with an inscription 'OSA/1906', this was the former offices of the Rochdale Operative Cotton Spinners' Association (Kelly 1924, 942). They were opened on 6 October 1906 by Mr Alfred Henry Gill, MP (Heywood 1931, 114).

## Constantine Road (west side)

Designation/s: west side in Town Centre conservation area  
Building types: former cinema (now pub)  
Earliest phase: 1938  
Later phase: early 21st century  
Predominant materials (walls, roof): brick walls  
Predominant use: commercial  
Condition: good  
Historic integrity of area: low

Development: Constantine Road was laid out in the post-war period on the site of the former Butts Mills. In the 1970s, Council offices known as 'the black box' were built on the west side to a design by Essex, Goodman & Suggitt of Manchester (demolished).

Buildings of note:

Regal Moon: see The Butts

### **Dowling Street (north side of east end)**

Designation/s: Maclure Road conservation area

Building types: church, health centre

Earliest phase: 1920s

Later phase: 21st century

Predominant materials (walls, roof): red brick walls

Predominant use: place of worship, offices

Condition: good

Historic integrity of area: medium

Development: The course of modern Dowling Street is shown as a track and a plot boundary on the 1844 and 1851 maps. Its west end had been laid out and built up by 1893; the east end had followed by 1910. The street appears to have been named after the Revd John Dowling (1806-71), the Roman Catholic priest from 1839 to 1871. The north side was mainly taken up with the Catholic chapel of 1829-30 facing Ann Street and the convent (later presbytery) further east in an earlier house known in 1851 as 'Bell Green'. A new chapel and school house were built in 1860 (Kelly 1907, 333). The presbytery and the chapel were demolished after 1958. In 1894-5, an Anglican parish school was built on the south-east corner of Dowling Street. Later known as Sparrow Hill School, it closed in c 2004-5 and has been demolished (UMAU 2007). A health centre has been built on its site.

### **Drake Street (1-129, 2-158)**

Designation/s: partly in Town Centre conservation area, several listed buildings

Building types: houses, shops, offices, hotel, pubs, a Methodist central hall

Earliest phase: c 1800

Later phase: 21st century

Predominant materials (walls, roof): walls: red brick, some stone, render; roof: slate, modern concrete tiles, some stone slate roofs

Predominant use: shops, residential

Condition: fair but some vacant buildings and upper floors

Historic integrity of area: medium

Development: Drake Street was laid out between the 1790s and 1810s on glebe land in connection with the canal terminus (LA, DDCC/ACC2665). It was named after the vicar, the Revd Dr Thomas Drake (vicar 1790-1820), who released glebe land for its development (RMBC 2011, 28; Mattley 1899, 10). Drake was also a member

of the Rochdale Canal Company committee in the 1790s. The street connected the river crossing in the town centre with the terminal wharves and the existing roads to Manchester (the eastern part of Drake Street beyond Church Stile) and Oldham (Milkstone Road) to the west and south. According to Robertson, a spring or well in Wet Rake at the top of Drake Street contributed to a small stream which formerly ran down Drake Street (Robertson 1876, 325).

By 1824, the north and south ends of the street had been built up, as had the west side. The east side of the northern stretch was largely built up by 1844, although gaps remained. Canal warehouses lined the north edge of the canal terminus. There was a Primitive Methodist chapel of 1831 near the site of the later Champness Methodist Hall. In 1863 the chapel became Burgess Hall (from 1865 Jefferye's Music Hall which closed in 1882; Mattley 1889). The triangular site called 'Wet Rake' (qv) between Drake Street, Oldham Road and Milnrow Road was occupied by the Union Foundry until 1908 when the site became a garden. In 1861, the Rochdale Observer offices moved to Drake Street and in 1870, the post office moved to the corner of Nelson Street and Drake Street (RMBC 2011, 54). Several businesses started in early 19th-century buildings and later replaced them with larger premises, for example Iveson's (1901) and the Observer (1950s). The Iveson store ('Trafalgar Buildings') of 1901 once occupied the plot of nos. 42-46; it was demolished at some point after 2011 (RMBC 2011, 33).

The Rialto Super cinema (from 1959 Odeon) opened at the corner of Drake Street and Milnrow Road on 25 August 1928 with a performance by Gracie Fields (RMBC 2011, 57). The architect was J.M. Calder of Butterworth & Duncan. It closed in 1975 and was demolished in the mid-1980s ('Odeon Rochdale', *Cinema Treasures*, <http://cinematreasures.org/theaters/51622>, accessed 10 July 2018).

Drake Street was one of the main shopping streets in the town until the mid-20th century. By the 1960s, parking restrictions reduced the footfall. The shopping centres north of the river hastened the gradual decline and closure of shops. Drake Street is now part of the Metrolink tram route.

Buildings of note:

Wellington, 1 Drake Street (II): built between about 1764 and 1795 as a town house for Thomas Smith (1743-1806), a wealthy woollen merchant who built fulling mills behind it (Godman 2005, 21; Taylor 1956, 66, 73). It was later a school, then from 1818 the Wellington Hotel (RLSC, clipping by RD Mattley in file on Smith family). Between 1825 and 1839 the police commissioners met here. In 1844, the building was still owned by the Smith family and the hotel was run by Elizabeth Richardson (RLSC, tithe apportionment). The area outside was known as Speaker's Corner. The building has been extended by one bay to the south, and was refaced in the late 20th century with brick laid in stretcher bond to just below the eaves. (NHLE 1367054)

14 Drake Street (LL): former Butterworth Jewellery Shop (established 1903), the building is said to date from 1896, but most of the shop frontage (except the fascia) is a replica of 1981 (RMBC 2011, 30). It is listed in the 1916 directory as 14A

Butterworth Bros., watchmakers and jewellers; 14 [the upstairs rooms?] Arthur Wallwork, LAA, accountant, auditor and insurance broker.

32-34 the former Drake's pub/hotel: originally three early 19th-century buildings, which by 1851 had been knocked into one. The three-storey building is the original pub which is first mentioned in 1818 (Leigh 1818, 55) and is named after the vicar, the Revd Thomas Drake. By 1851 it had expanded into the house to the north. In the second half of the 20th century, it incorporated another house to the north. Above the doorcase is a small phoenix emblem, which refers to the Phoenix Brewery of Heywood, who owned the pub by 1909 (RO 9 October 1909, 14).

54-58 Drake Street, Champness Hall/Thomas Champness Memorial Hall (LL): a former Methodist central hall which opened on 8 September 1925 and was named after Thomas Champness (1832-1905), a Methodist minister. The architects were Arthur Brocklehurst & Co of Manchester, the builders R & T Howarth of Rochdale. The same architects designed 22 central halls around the country (see appendix to Connolly 2010). External and internal perspective drawings were published in *The British Builder* (vol. 12, no. 70, July 1925, 276-7). The original dome was demolished in 1957 due to dry rot and replaced by a pediment (RMBC 2011, 34). RLSC has copies of partial drawings of 1923-4 (R683). The south elevation to Greenwood Street car park incorporates stone piers and cast-iron pillars and hog-back beams, which may be fragments of the former Globe Works formerly on this site. To the west are stone retaining walls which probably were built for the works as well.

57-59 Drake Street (LL): This corner building was the former Duckworth's Temperance Hotel; it is now known as Fashion Corner. It opened on 23 December 1886 (Mattley 1889, 91; see RO 24 12 1886 for a full description). More than just a hotel, it also included three shops, two tea rooms for ladies, a restaurant, and an assembly hall. By 1894, it was occupied by the Rochdale Coffee House Company (whose proprietor was J. Duckworth). In 1895, Duckworth offered the upper floor to the Liberal Party for use as a Reform Club, which was opened by Lord Rosebery on 28 April 1896 (Mattley 1889, 118; RO 6 October 1945, 6). By 1916, the café and confectionery department of James Duckworth Ltd shared the building with a Christian Science Reading Room. The building's modern name derives from its use from 1922 as a draper's store by the Rochdale Pioneers Co-operative Society who inserted a new staircase. Its original dome was removed between 1949 and 1965 and its ground-floor shop windows have been blocked.

70/72 Drake Street: a tiled Art Deco building of two shop units to Drake Street, and an entrance on the canted corner to the offices above (called 'Drake Chambers' in Rochdale County Borough 1935, 45).

79-91 Drake Street: three pairs of early 19th-century semi-detached houses with one early infill building (no. 87), which was extant by 1851. 83-85 Drake Street has been refronted in stone; the rear elevation has brick arches.

81 and 81 A Drake Street: This is half of an early 19th-century building which was converted to a pub with a fine tiled Art Deco elevation. The tiled fascia has the pub's

former name in raised letters ('Fisherman's Home') and below that more faintly the name of the brewery ('Bury Brewery Company Ltd.'). There was a pub of that name on the site by 1911 (Census). Gracie Fields used to sing there at the beginning of her career (RO 27 October 1954). By 2012 this was known as 'Last Orders'.

The former Rochdale Observer Building, 82-92 Drake Street (LL): This was built in 1954-6 to a design by Frank Bradley of Bolton, with J. Peter Stott as consulting architect (RO 27 October 1954). The Rochdale Observer had their offices in Drake Street since 1861 but replaced their older buildings in the 20th century. An aerial photo of 1953 shows the 1925 printing works in Greenwood Street (qv) behind four small buildings (of which the 1950s building replaced two). In 1954-6 a new building faced in Portland stone was built, whose foundation stone was laid by Gracie Fields CBE on 25 October 1954. The completed building opened in 1956, in time for the newspaper's centenary. The clock is of a later date, as the previous building's clock was initially used (Haynes 2004, 43). In 2009 publication moved to Manchester (RMBC 2011, 36-7) and the building is now (2019) being converted to flats.

99-129 Drake Street: a terrace of 16 houses known as 'the Crescent', mostly of two storeys. Nearly all houses are shown on the 1824 map, apart from nos. 127-129. By 1894, no. 99 at the corner to Richard Street was the Woolpack Inn. Number 107 occupies a wider plot and has been raised by a storey. Number 111 appears to have been refronted or rebuilt. Number 121 has the stucco rustication found in several other buildings in Rochdale, which in some instances was applied in the early 20th century.

102 Drake Street: an early 19th-century, three-storey cottage with workshop windows on the top floor. The rear elevation (6-8 Greenwood Street) is of stone.

110 Drake Street, the former Citizen Inn: an early 19th-century public house, first mentioned in 1818 (Leigh 1818, 50) and named after a racehorse owned by Charles Smith junior who built the pub (Robertson 1881, 18-9). The pub was still open in 2003 but has been converted to shop use since.

116-118 Drake Street, the former Navigation Inn: an early 19th-century public house whose name refers to the canal carrying trade; the branch canal terminus was on the opposite side of the road. The lease of the pub at no. 118 is dated 2 February 1800 (RLSC, volume on pub licences). The tithe map shows the current building as two properties in different ownership; no. 116 only became part of the pub in 1978, when the interior was gutted and presumably the frontage remodelled to give it a symmetrical appearance. The pub was still open in 2003 but has closed since.

124 Drake Street: early 19th-century house with a later first-floor oriel which retains its original stone slate roof. In about 1907 this was James Clegg's Aldine Press.

132 Drake Street (II): an early 19th-century house, which was extant by 1824 (NHLE 1084271). In 1894, this was still a private house but by 1916 it had been utilised as the Board of Trade Labour Exchange.

142/144 Drake Street: a pair of semi-detached late Georgian houses, which are first shown on the 1824 map. They were set back from the road in their gardens. By 1844, it was owned by the mill owner William Chadwick.

146/148 Drake Street: a pair of cottages with workshop windows in the basement and top floor. A building is shown on this site on the 1824 map. Curiously, it was built adjacent to a large, double-fronted house (no. 142-44). By 1844, the cottages were owned by the mill owner John Ashworth. By 1916 this was the Crescent Temperance Hotel.

150 Drake Street: a two-storey Georgian house of red brick with modern signage 'Cloth Hall' and curved sash windows to the side elevation. A building is first shown on this site in 1824. Between 1894 and 1935 this was a doctor's surgery.

152-154 Drake Street: two three-storey Georgian houses of red brick, shown on the 1824 map. By 1894, both had become medical practices: a dentist was listed at number 152 and a surgeon at number 154.

156-158 Drake Street: two two-storey early 19th-century houses, probably built by 1824 and formerly of a terrace of four. No. 158 has been refronted.

## The Esplanade

Designation/s: Town Centre conservation area, several listed buildings

Building types: civic, commemorative

Earliest phase: 1860s/70s

Later phase: post-war

Predominant materials (walls, roof): sandstone, Portland stone

Predominant use: civic, commercial

Condition: good

Historic integrity of area: high

Development: The Esplanade was created at the same time as the Town Hall, replacing a narrow lane called Water Side. The architect of the Town Hall, WH Crossland, was commissioned to design a new river wall and a bridge with decorative parapets. The bill of quantities for this work was drawn up in February 1868. Costing £4,730, the new 70 foot-wide road opened in 1871 (AHP 2013b, 84-87). It was initially lined with Canadian elms but these 'gradually died off and were removed' (Fishwick 1906, 142). The name of the street is said to have been chosen in 1872 by Councillor Taylor as an alternative to 'Corporation Street' (RMBC 2011, 47, 54).

The Town Hall was built in 1866-71 on the site of a house called The Wood. A replacement tower was erected in 1885-87. In February 1894, the mortuary behind the Town Hall opened (Heywood 1931, 95). Several other civic buildings followed: the library (1883), art gallery and museum (1903), the cenotaph (1919-22), the general post office (first planned in 1911, opened 1927). A building matching the latter was reportedly planned on the other side of the war memorial garden but

never built. The cenotaph was built on the site of the 18th-century Manor House (or Orchard) and Wheelpit Court to the north-east (Heywood 1931, 29; Cole 1983, np).

The Esplanade gained more space for trams and cars when the river was covered in four phases between 1904 and 1926. A cattle market on the north side, between the library complex and the memorial garden, had disappeared by the 1950s. In 2016, a statue of Gracie Fields by Sean Hedges-Quinn was unveiled in front of the Town Hall.

Buildings of note:

Former General Post Office, the Esplanade (II): this was first planned in 1911 and built in 1923-27 (Heywood 1931, 32, 149; NHLE 1346249). The contract was let on 1 August 1923 and it was opened on 8 July 1927 by Lord Derby (Heywood 1931, 168). It was designed by Charles P. Wilkinson, an architect in the northern region of the Office of Works. The Council contributed £2,900 towards a more elaborate elevation (Osley 2010, 43).

Rochdale War Memorial, the Esplanade (I): Sir Edwin Lutyens, 1921-22 (NHLE 1084274). The final design of a cenotaph and a Stone of Remembrance was approved in November 1921 and the cenotaph unveiled by the 17th Earl of Derby on 26 November 1922 (Wyke and Cocks 2004, 324; Skelton and Gliddon 2008, 63). The original drawings are in the RIBA drawings collection (PA1623/4(1-10)). It is one of a group of cenotaphs by Lutyens which feature the figure of a recumbent 'unknown soldier', which include Southampton (unveiled 1920), Derby (1921) and Manchester (1924). The setting of the war memorial, which includes four original lamp-posts, was enhanced in 1947 when the Gardens of Remembrance were created.

Lamp-posts at each corner of War Memorial, the Esplanade (II): c 1920 (NHLE 1367099)

Town Hall, the Esplanade (I): the Town Hall was built 1866-71 to a design by W.H. Crossland (NHLE 1084275). A Gothic Revival building, its construction was prompted by the creation of the Corporation in 1856. In December 1859, the new Corporation took the decision to build a Town Hall and four years later they acquired the site of The Wood for £5,225 from the vicar. An architectural competition, announced in January 1864, was won by the architect William Henry Crossland (1835-1907) of Leeds. The clearance of the site began in late 1864 and in 1866 Warburton Bros. of Harpurhey, Manchester, were appointed as the main contractors. Crossland employed a mixture of nationally renowned craftsmen and local firms. For example, the opulent interior decoration of the main rooms was by Heaton, Butler & Bayne of London, while other rooms were by William Harrison Best of Rochdale. John Bright laid the foundation stone in March 1866 and it was opened by the Mayor, Alderman George Leach Ashworth, on 27 September 1871. Due to modifications of the original design, the final cost was £155,000, a huge increase compared to the original budget of £20,000 and Warburton Brothers' tender of £26,510. In 1882, dry rot was discovered in the spire and work started to rebuild it, when a fire broke out on 10 April 1883 which destroyed the tower. The

library in the east wing was damaged and the Magna Carta mural in the Great Hall sustained water damage. Crossland offered to supervise the rebuilding works but the Corporation turned instead to the eminent architect Alfred Waterhouse who designed a replacement tower slightly further east, which was 15.2m (50 feet) lower than the old one. The foundation stone was laid in October 1885 and the topping out ceremony was held two years later, to coincide with Queen Victoria's Golden Jubilee day on 20 June 1887. The cost of the new tower was £16,985.

### **Faulkner Street (west side)**

Designation/s: Town Centre conservation area  
Building types: offices  
Earliest phase: early 20th century  
Later phase: early 21st century  
Predominant materials (walls, roof): stone walls, slate roof  
Predominant use: commercial  
Condition: fair  
Historic integrity of area: low

Development: The street was laid out between 1851 and 1893. It was initially known as Samuel Street but was renamed between 1935 and 1954. The terrace of houses on the west side had been built by 1893 and was demolished after 1959.

Buildings of note:

Side elevation of Town Taxis (4 Smith Street): see Smith Street

### **Fleece Street**

Designation/s: Town Centre conservation area  
Building types: former houses, commercial  
Earliest phase: possibly 18th century  
Later phase: late 20th century  
Predominant materials (walls, roof): red brick and pale sandstone walls  
Predominant use: shops, restaurants/nightclubs, commercial, storage, Job Centre  
Condition: fair  
Historic integrity of area: medium

Development: Fleece Street had been laid out by 1818 and was built up by 1824. The tithe map shows a number of buildings on its north side as non-residential and belonging to the buildings fronting South Parade. Fleece Street was widened along its whole length in the second half of the 19th century (Fishwick 1906, 141).

By 1893, an area around the junction with King Street (then called Packer Meadow) had been cleared for the Central School which was opened in April 1893 at same time as the Technical School to the south (see Nelson Street). This was a primary school for 312 children, which had moved here from Baillie Street (Kelly 1924, 925; Heywood 1931, 166)). The Education Offices were at the corner of Fleece Street and

Church Lane. The present Job Centre was built on the site of the Technical School for girls and the Education Offices.

Buildings of note:

Former Post Office, corner to Packer Street (II): see Packer Street

17 Fleece Street (LL): former warehouse with taking-in bay and workshop behind; probably built after the widening of the street in the second half of the 19th century.

### Great George Street (part)

Designation/s: Town Centre conservation area

Building types: former printing works

Earliest phase: early 19th century

Later phase: early 21st century

Predominant materials (walls, roof): red brick walls

Predominant use: commercial, industrial, car parking

Condition: fair

Historic integrity of area: low

Development: The street was laid out in the 1790s-1810s in conjunction with Drake Street but was only thinly developed by 1824. By 1844, the street had been built up with back-to-back housing and some industrial buildings, such as the Hope iron foundry on the west side. The Palace Cinema by Butterworth & Duncan opened on 4 December 1911 (Heywood 1931, 122). It was destroyed by fire in 1987 ('Palace Tudor Super Cinema', *Cinema Treasures*, <http://cinematreasures.org/theaters/36669>, first accessed 10 July 2018).

Buildings of note:

Printing Works of the Rochdale Observer: see Greenwood Street

### Greenwood Street

Designation/s: Town Centre conservation area

Building types: commercial

Earliest phase: 1920s

Later phase: late 20th century

Predominant materials (walls, roof): red brick walls; cobbled street surface

Predominant use: commercial

Condition: fair

Historic integrity of area: low

Development: Greenwood Street was probably laid out as part of the Drake Street development; it had been built up by 1824. The site of the north-western stretch (west of Great George Street) was occupied by industrial buildings until the mid-20th century when it was laid out as an extension to the street. By 1959, a former 'wool

scouring works' on the south side had been converted to a dance hall and the Palace Cinema of 1911 occupied a plot on the north side. Both have been demolished since. Today, Greenwood Street is a short access lane behind Drake Street, particularly between the former Drake Street offices of the Rochdale Observer and the former printing works, which are linked by a bridge.

Buildings of note:

Printing Works of the Rochdale Observer (LL): built in 1925 to a design by Butterworth & Duncan (RLSC, 1927 anniversary supplement of RO). The building of red Accrington brick and buff terracotta housed editorial and administrative offices, and printing works. It included a link bridge to the Drake Street building, which was retained when that building was replaced in the 1950s. The 1925 building has lost its parapet which had the date ('1925') and the name of the building ('Observer Printing Works') (see image in Cole and Catlow 2015, 185; RLSC, 1927 anniversary supplement of RO). When the printing presses moved into the new Drake Street building in the 1950s, the printing hall in Greenwood Street became the company's garage.

6-8 Greenwood Street: Now used as a separate dwelling, this is the rear elevation of 102 Drake Street (qv), a building extant by 1824. While the front to Drake Street is covered in pebble-dash, the two-storey rear elevation is of stone and has two bays.

## Hampden Street

Designation/s: south side in Maclure Road conservation area

Building types: residential

Earliest phase: early 19th century

Later phase: late 20th century

Predominant materials (walls, roof): red brick walls

Predominant use: residential, offices

Condition: good

Historic integrity of area: medium

Development: Hampden Street is a remnant of a short street laid out between 1831 and 1844. It was curtailed in about 1906 when Maclure Road was laid out.

Buildings of note:

3 Maclure Road and 4 Hampden Street: These are two brick houses of two storeys, which are a fragment of a terrace built between 1851 and 1892.

## Henry Street (nos. 1-9)

Designation/s: none

Building types: light industrial, residential

Earliest phase: mid- to late 19th century

Later phase: 20th century

Predominant materials (walls, roof): rendered brick, corrugated metal  
Predominant use: houses, car parking, playing fields  
Condition: fair  
Historic integrity of area: low

Development: Initially called Bell Street, Henry Street had been laid out by 1824. The north side was occupied by the gardens of the houses facing Drake Street. The size of the houses and the indication of landscaping on the 1851 OS map suggest these were well-off middle class residences, in contrast to the back-to-back houses in Richard Street and on the south side of the west end of Henry Street (demolished in the post-war period). Also on the south side was a woollen mill. The street had been renamed by 1893, by which time a short terrace of four houses (nos. 3-9) had been built to the south-west. The mill seems to have disappeared by 1910, when Maclure Road was laid out over part of its site. By 1959, a garage (now a car wash) occupied the remainder of the site.

### **High Level Road**

Designation/s: none  
Building types: railway bridge  
Earliest phase: 1880s/90s  
Later phase: n/a  
Predominant materials (walls, roof): blue engineering brick  
Predominant use: railway bridge  
Condition: good  
Historic integrity of area: medium

Development: High Level Road was laid out between 1851 and 1893, presumably in conjunction with the widening of the railway line in the 1880s and the new railway station of 1887-91. The buildings to the south of the canal terminus (the east end of the road) were until the 1900s mostly warehouses and industrial buildings. On 27 November 1909, the Palace Roller Skating Rink opened (Heywood 1931, 118) and in 1911, the Coliseum Cinema opened next door (Cole 1983, np; picture in Popper and O'Neill 2016, 90). Both are shown on the 1930 OS map as a billiard hall and picture theatre. They were later taken over by a Ford garage and have since been demolished.

### **Junction Alley (off Drake Street)**

Designation/s: Town Centre conservation area  
Building types: commercial, residential, light industrial  
Earliest phase: early 19th century  
Later phase: 19th century  
Predominant materials (walls, roof): brick  
Predominant use: commercial  
Condition: fair, vacant buildings and upper floors  
Historic integrity of area: high

Development: Junction Alley was laid out and developed between 1828 and 1831. It is named after the pub called the Junction Inn at 1 Oldham Road (qv), which itself is named after the junction of Oldham Road and Drake Street.

### **Kenion Street (western end)**

Designation/s: Town Centre conservation area  
Building types: commercial, offices  
Earliest phase: 19th century  
Later phase: late 20th century  
Predominant materials (walls, roof): brick walls  
Predominant use: commercial, car parking  
Condition: fair, some vacant upper floors  
Historic integrity of area: medium

Development: The west end of the road had been laid out over part of the Summer Castle site by 1844 but it was only later connected to Robinson Street (by 1893), along a dogleg line which appears to have been determined by older plot boundaries. In 1851, the site of the later printing works on the north side was part of a timber yard and in 1893 an iron foundry which projected slightly into the road. By 1893, houses, some of them back-to-backs, had been built on the north side. By 1910, the present printing works had been built.

The south side of the street was the site of Summer Castle, an 18th-century mansion, which had been demolished by 1910. This was originally the residence of Charles Smith (see under Summer Castle). By 1930, this site had begun to be built up; by 1959, it was occupied by a few houses on either end and two allotment gardens. During the later post-war decades, the back-to-backs on the north side were demolished and the south side completely cleared. The latter is now the site of the Gateway Centre.

Buildings of note:

Former Printing Works, corner of Kenion Street and Baron Street (LL): see under Baron St

Warehouse (Umar Enterprises), Kenion Street: a tall gabled warehouse of red brick and eight bays, with a taking-in bay at the east. This appears to have been part of the printing works whose frontage building faces Baron Street.

Kenion Street music studios (building behind 79 Drake Street, corner to Baron Street) (LL): this is a red brick, two-storey workshop building with two gables to Baron Street, with entrances and a first-floor taking-in door to Kenion Street. According to map evidence it was built between 1910 and 1930. Between c 1977 and 2001 it was used as a music studio. The studios went under several names: 'Cargo Studios' on the first floor (1977-1984), 'Tractor Music' on the ground floor (1977-1983) and 'Suite 16 Studios' on both floors (1984-2001). Bands who recorded here included Joy Division.

## King Street

Designation/s: Town Centre conservation area

Building types: commercial, offices

Earliest phase: 19th century

Later phase: late 20th century

Predominant materials (walls, roof): rubble faced pale sandstone; engineering brick; street surface: timber setts

Predominant use: commercial, offices, car parking

Condition: fair

Historic integrity of area: medium

Development: In 1824, the street was known as Packer Meadow and its buildings included assembly rooms at the south end of the west side (1824 map). On the 1851 OS map, the part north of Fleece Street was already called King Street, while the remainder was known as Packer Meadow. It had been renamed in its entirety by 1893. The east side of the southern part was cleared in March 1884 and the Technical School built on part of the site in 1893 (see Nelson St; Mattley 1889, 85). In the late 19th century, King Street was one of several streets around the Town Hall which were paved with beech wood setts, in order to reduce noise (Clark 2018, 43; Fishwick 1906, 152). The north-west corner to Fleece Street is a post-war infill block is part of the NatWest bank facing Packer Street.

Buildings of note:

1 and 3 King Street (LL): 2-storey Italianate bank building of quarry-faced stone – see 7 South Parade

## Livsey Street (west end)

Designation/s: Town Centre conservation area

Building types: warehouse

Earliest phase: about 1893-1910

Later phase: 21st century

Predominant materials (walls, roof): red brick walls

Predominant use: commercial

Condition: fair

Historic integrity of area: medium

Development: The west end of Livsey Street was laid out between 1824 and 1831, and the east end by 1844. It was initially called Lord Street and was mostly built up with back-to-back housing and some industrial buildings, including two foundries. The east end was a cricket ground with a pavilion; it remained undeveloped until 1893 by which time the street had also been renamed. Industrial use increased in the 20th century. The last back-to-back houses were demolished in the post-war period, although terraced housing survives further east (outside the study area).

Buildings of note:

1 Livsey Street: a former warehouse of red brick, which according to map evidence was built between 1893 and 1910.

## Lyceum Passage

Designation/s: Town Centre conservation area  
Building types: commercial  
Earliest phase: 1913-16  
Later phase: 1938  
Predominant materials (walls, roof): brick and Portland stone  
Predominant use: commercial, car parking  
Condition: good  
Historic integrity of area: medium

Development: Lyceum Passage was named after the Lyceum, a library and reading room founded in 1862 'for the diffusion of knowledge among all classes' (Mattley 1889, 32). The passage appears to have originated as a yard. On the 1824 map it appears to have been a cul-de-sac but by 1851 there were steps to Baillie Street. The passage ran along the east elevation of Butts Mills which in 1938 was replaced in part by the Regal Cinema (now the Regal Moon pub, see the Butts). It is first shown as a through passage on the 1910 OS map and its name appears first on the 1930 OS map.

## Maclure Road

Designation/s: Maclure Road conservation area  
Building types: civic, religious, commercial, educational, industrial, transport  
Earliest phase: late 19th century  
Later phase: 2000s  
Predominant materials (walls, roof): red brick; flag stone wall on west side of street  
Predominant use: none, very mixed  
Condition: fair  
Historic integrity of area: medium

Development: The site of the present Roman Catholic church appears to have been in Catholic ownership since the early 19th century. A chapel dedicated to St John opened in Ann Street in 1830, at the west end of the present plot (Fishwick 1889, 269; Farrer and Brownbill 1911). It is said to have been replaced by a new church and school in 1860 (Kelly 1907, 333). By 1893, the OS map also shows a convent on the east end (the site of the present church), a house which in 1851 was known as 'Bell Green'.

Maclure Road was laid out in 1906, linking the corner of Drake Street and Richard Street with the railway station of 1887-91 (Heywood 1931, 13). It replaced Pitt Street which had linked a point about halfway on Richard Street to the railway station. Plans for the new road appear to have been first formulated in 1899 (Fishwick 1906, 72). Maclure Road was named after the Very Revd Edward Craig Maclure (1833-

1906), a former vicar of Rochdale and later dean of Manchester, who died in 1906. It opened to vehicle traffic on 7 December 1906 (Heywood 1931, 114).

Several important buildings were built during the interwar period, including the Catholic church in the 1920s and the fire station with attached firemen's houses in the 1930s. An Anglican parish school of 1894-5 by Henry Lord at the corner to Dowling Street was demolished after 2007 (UMAU 2007) and replaced with Nye Bevan House (UMAU 2007; *Manchester Guardian* 4 March 1895, 3). Maclure Road is part of the Metrolink tram route.

Buildings of note:

3 Maclure Road: see Hampden Street

Roman Catholic Church of St John the Baptist, Maclure Road (II\*): Originally designed before 1917 by Oswald Hill (died 1917) and executed in 1923-5 by Ernest Bower Norris from the Manchester practice of Hill, Sandy and Norris (NHLE 1376506). The foundation stone was laid on 28 July 1923 by Bishop Casartelli and it was opened by Archbishop Bourne on 14 June 1925 (Heywood 1931, 141, 145).

St John's Roman Catholic primary school: a school building of 1909-10, the latest in a sequence of parish schools of 1845, 1860, 1872, and 1882 (Heywood 1931, 78, 118-9, 164). Post-war additions were built to the rear (west).

15/17, 19/21, 23/25 Maclure Road (LL): a group of three semi-detached firemen's houses of c 1933, designed by S. H. Morgan MICE, Rochdale Borough Engineer and Architect (original plans in RLSC, R557).

Former fire station (now museum), Maclure Road (LL): a fire station of 1933-4, designed by S. H. Morgan MICE, Rochdale Borough Engineer and Architect (RLSC, R557 and celebratory booklet). In 2008, the building was turned down for listing.

29-31 Maclure Road: a pair of gabled Edwardian buildings of brick with stone dressings, which were built between 1906 and 1910.

### **Milnrow Road (1-17, 14-22)**

Designation/s: Town Centre conservation area

Building types: residential, shops, medical centre

Earliest phase: early 19th century

Later phase: 21st century

Predominant materials (walls, roof): red brick, sandstone

Predominant use: mixed: commercial, offices, residential, car parking

Condition: fair

Historic integrity of area: medium

Development: Milnrow Road, originally known as Vicar's Moss, is shown on a map of the glebe of 1754-7 (Fishwick 1889, opposite page 56). A school in the street was

endowed in 1769 (Baines 1825, 530); it closed in 1891 (Heywood 1931, 266). By 1824 the road was still sparsely built up but the block between Oldham Road and Pickup Street had been built by 1831. Large ornamental gardens shown in the 1824 map on the south side had by 1844 become the site of the first railway station and warehouses. By 1851, the west end of Milnrow Road was built up with houses, the Moss School on the north side and the Ship Inn on the south side. The street was renamed Milnrow Road between 1844 and 1858.

The Rialto Super Cinema opened at the corner of Drake Street and Milnrow Road in 1928 (see Drake Street). It was demolished in the mid-1980s. Numbers 1-5 were demolished after 1959 and their outbuildings in Livsey Street in c 2014. Numbers 7-11 were demolished after c 1970. Numbers 7 and 9 were back-to-back houses and all four had weavers' windows to the top floor (HEA, OP00916, a photo of 1956).

Buildings of note:

13-15 Milnrow Road: two early 19th-century terraced houses possibly built before 1824 which have been refronted in red brick with window and door surrounds of glazed white brick. The rear elevations are also of brick and with workshop windows on first and second floors. On the 1851 map, no. 15 is shown as a back-to-back house, but no. 13 is not; by 1893 both were 'through houses'. By 1910, they had been refronted with a shop front to no. 13, which by 1916 was a sub-post office; a letter box still stands in front of it. It may have been in commercial use before then as it was by 1869 occupied by John Isherwood, shopkeeper (Slater 1869, 670). By 1956, no. 15 also had a shop front (HEA, OP00916); both have been bricked up since.

Newbold Buildings, 14-16 Milnrow Road and 33-37 Oldham Road (LL): see Appendix 2

17 Milnrow Road: A three-storeyed house and domestic workshop of three bays, early 19th century, used as a beer house in the mid-19th century. This is a rare survival in central Rochdale of an intact early 19th-century domestic workshop. It is shown on the 1824 map with rear extensions and an attached row of houses to the west. The 1844 tithe map and the 1851 OS map show a longitudinal spine wall beneath the roof apex, with industrial use indicated in the rear part and domestic use in the front. The materials are coursed watershot gritstone with ashlar quoins, jambs, lintels and sills. The upper storey has mullioned workshop windows to the front and rear (where they are blocked), a stone cornice and former timber shopfronts. It was owned in 1844 by Mr Pickup, after whom the adjoining street was named. In 1857, it was described as a 'beerhouse and workshop', run by John Pickup and owned by James Cheetham (RLSC, CRB5/26). In 1858, John Pickup ran the Moss Tavern at this address (Turner 1858, 67). He was still there in 1869 (Slater 1869, 674) but the pub's licence lapsed in 1895 (Mattley 1889, 116). By 1907, the ground floor shop was occupied by Tweedale Brothers, cycles and motors (RLSC, photo of c 1910, Milnrow Road/Streets 1096; Clegg 1907-8). Most of the rear extensions had been demolished by 1959.

## Moore Street (2a-former chapel)

Designation/s: Town Centre conservation area, 1 listed building  
Building types: former Sunday school, residential, industrial  
Earliest phase: 1820s  
Later phase: late 20th century  
Predominant materials (walls, roof): red and brown brick, sandstone  
Predominant use: residential, industrial, religious  
Condition: fair  
Historic integrity of area: low

Development: The street was planned in 1797 as part of the Drake Street development (LA, DDCC/ACC2665). The spelling varied between 'Moor Street and 'Moore Street' in early sources and maps but it had been standardised by 1892. The Congregational Sunday school opened in 1829 and there was also a British school from 1834 until 1837 when it moved to a new building in Baillie Street (RMBC 2011, 40-41; Mattley 1899, 13). Between 1893 and 1910, the northern stretch was laid out, connecting it to School Lane. This entailed the demolition of a number of back-to-back houses in Oak Street and Priestley Street. By 1930, this new street was mostly occupied by a large industrial building on the north side. In 1910, a labour exchange opened in Moore Street (Heywood 1931, 118).

Buildings of note:

Al-Abbas Institute, former Congregational Sunday school, Moore Street (II): a building of local watershot stone with the inscription: 'Sunday School/1829' (NHLE 1346265). It opened as a Sunday School on 4 October 1829. It appears to have been in dual use as a Congregational chapel and Sunday school for some time until at least 1954. Sunday school use lapsed temporarily in 1852-53 and 1876-77 (Heywood 1931, 190).

4-6 Moore Street: two terraced houses with rendered front elevations and stone rear elevations. The site had been built up by 1824. They appear to have been built as back-to-back houses and are shown as such on the 1844 tithe map. However, they may have been converted soon after into 'through' houses as the 1851 OS map no longer shows any party walls dividing them along their length.

## Nelson Street (part)

Designation/s: Town Centre conservation area  
Building types: former billiard hall, warehouse  
Earliest phase: early 20th century  
Later phase: early 20th century  
Predominant materials (walls, roof): cobbled street surface; brick, faience  
Predominant use: commercial  
Condition: fair  
Historic integrity of area: low

Development: The street appears to have been laid out between 1824 and 1831. It was densely built up by 1844, with houses (including some back-to-backs) and the Globe Works (then a brass and iron foundry) on the south side. In 1870, the post office moved to the corner of Nelson Street and Drake Street (Mattley 1889, 51). In the early 1890s, the street was extended west in conjunction with the new Technical School which opened in April 1893 and whose south elevation faced Nelson Street. The architectural competition of 1891 was won by the Manchester practice of Smith, Woodhouse and Willoughby (*British Architect* 24 April 1891, 310). The building was opened on 26 April 1893 by Sir Bernhard Samuelson, a promoter of technical education (Heywood 1931, 165). It was 'very considerably' enlarged in 1907-8 (Kelly 1924, 925; Heywood 1931, 165). It later became Broadfield Upper School which closed in the 1980s and was demolished; the site is now a car park but some terracotta fragments have been preserved. Opposite it, on the south side of the west end of the street, St Chad's garden was laid out in 1924-25. Its site had been presented to the town in 1893 (Heywood 1931, 175). On 21 July 2002, a sculpture by Adrian Moakes was unveiled at the east end of the street, which commemorates the Rochdale Olympic motor cars (Wyke and Cocks 2004, 328).

Buildings of note:

6 Nelson Street (LL): a much altered former temperance billiard hall of 1909, designed for the Temperance Billiard Halls Company by Norman Evans, the company's architect (Hartwell, Hyde and Pevsner 2004, 599). The billiard hall closed in 1969 (RMBC 2011, 31).

14 Nelson Street (LL): a former warehouse, built between 1930 and 1932 for the nearby Iveson store, 'house furnishers'. The Iveson store was at 42-46 Drake Street, with an extension on the north side of Nelson Street which was built between 1910 and 1926 (both demolished). The former warehouse has a fine street elevation of faience tiles and more utilitarian side elevations of red brick. The top floor is lit by clerestorey windows set into the mansard roof.

## Newgate (part)

Designation/s: Town Centre conservation area

Building types: commercial

Earliest phase: possibly early 19th century

Later phase: late 20th century

Predominant materials (walls, roof): limestone, sandstone, brick

Predominant use: commercial

Condition: fair

Historic integrity of area: low

Development: A lane called Newgate off Blackwater Street is mentioned in Leigh's directory of 1818. A widened road with a tramline had been considered as early as 1902 (RLSC, R218). This was completed in 1910, in conjunction with the culverting of the river between Yorkshire Street and Newgate (Heywood 1931, 17, 168). The new road linked the Esplanade to the junction of Blackwater Street and Lord Street.

Since the construction of the Rochdale Exchange shopping centre and the bypass road, Newgate connects to College Road.

Among the buildings demolished for the road widening were the 17th-century Great House or 'Amen Corner' and the Circus and Hippodrome. The latter was a wooden building which opened in 1882-3 as a venue for music hall acts. In 1908 it was replaced by the Hippodrome Theatre which was operated by Jackson's Amusements Ltd. The architect was F. Edward Jones (HEA, interior drawing, BL24770). It was re-designed in 1920 by architect Robert Cromie, and later used as a cinema before being demolished in 1970 for Newgate House, the former Department for Work and Pensions offices ('Hippodrome Theatre', *Cinema Treasures*, <http://cinematreasures.org/theaters/40890>, first accessed 8 September 2018).

Buildings of note:

Former Wine Lodge, Newgate (II, listed together with the former Blue Bell Inn, 3 and 5 Yorkshire Street, NHLE 1084228): this is a former wine lodge of 1909-11. The Newgate elevation is faced in stone and is inscribed 'Wine Lodge 1911' and 'Rochdale Vintners' Co. Ltd.', a company which had been based at this site by 1894 (Duncan 1894, 66). By 1909, the chairman was Peter Yates, one of the founders of Yates's Wine Lodge which had been founded in 1884 in Oldham. A detached bottling store had to be demolished for the widening of Newgate and the council's offer of compensation was withdrawn after some controversy (*Manchester Guardian* 7 May 1909, 8).

Pioneer House, former Provident Society Central Stores (LL): see Appendix 2

The Roebuck pub (LL): a Georgian building, possibly named after an earlier pub of that name on a different site which was connected to Jacobite activity in 1746 (RMBC 2011, 52). In 1787, it was described as the 'principal inn' in Rochdale (Tunnickliff 1787, 99). By 1818, the 'Roe Buck' in the market place was the departure point for coaches (Leigh 1818, 65). The 1831 map shows the Roe Buck Inn facing Yorkshire Street; it is not clear if this is a mapping error or convenient shorthand. (According to Mattley, there was also a Roebuck Hotel in South Parade (qv).)

## Oldham Road (1-37)

Designation/s: Town Centre conservation area

Building types: houses with shops, pubs, commercial

Earliest phase: early 19th century

Later phase: late 20th century

Predominant materials (walls, roof): red brick, stone, render

Predominant use: commercial

Condition: fair, some vacant upper floors

Historic integrity of area: high

Development: According to Robertson, Oldham Road was built in about 1823 (Robertson 1876, 324) but it is not shown on the 1824 map. It is first shown on the

1831 map and the northern stretch of Oldham Road had been built up by 1851. By 1844, the triangular site between Drake Street, Oldham Road and Milnrow Road was occupied by the Union Foundry (see Drake Street).

Buildings of note:

Cask and Feather pub, 1 Oldham Road: The former Junction Inn, built between 1824 and 1831. By 1851 it was known as 'the Junction Railway Inn' and later as the 'Junction Inn', a name which was in use until at least the 1950s. It may be identical to the 'Railway Inn' listed in a directory of 1844 (Slater 1844, 159). The building was extended with a projecting, battlemented, neo-Tudor frontage between 1892 and 1910.

7-11 Oldham Road (LL): see Appendix 2

Dick Whittington's Guest House, 31 Oldham Road: a former house, built between 1844 and 1851. By 1954 it was the Oddfellows Arms pub.

33-37 Oldham Road: see 14-16 Milnrow Road

## **Packer Street**

Designation/s: Town Centre conservation area, listed buildings

Building types: civic, commercial

Earliest phase: 1870s

Later phase: late 20th century

Predominant materials (walls, roof): red brick, sandstone

Predominant use: commercial

Condition: fair

Historic integrity of area: medium

Development: Before the construction of Drake Street and Manchester Road, Packer Street was a major thoroughfare in the Castleton township (Robertson 1876, 330). By 1792, the ironmonger Benjamin Meanley had what might have been the town's first foundry between the Wood and Packer Street, which is still shown on the 1844 tithe map as a brass and iron foundry (Taylor 1956, 74).

By 1824, both sides of Packer Street had been densely built up. In the 1860s/70s, the buildings of the west side were swept away for the Town Hall and the east side was rebuilt with higher status civic and commercial buildings (Mattley 1889, 37). In 1880, the Golden Ball Inn was replaced by the Central Hotel (RLSC, borough surveyor's plans). This was in turn replaced in the post-war period by a modern bank building (now a pub).

By 1893, there was a bank, the post office, a hotel and an inn. By the 1930s, the post office had become a county court and by the 1950s the Central Corn Mill (demolished 1934) to the southwest of the south end of the street had been replaced

by a garden (now part of Broadfield Park). The last pre-1864 building in Packer Street, the old Flying Horse Hotel, was demolished in the 1920s.

Buildings of note:

NatWest Bank, Packer Street (LL): the former Manchester & Liverpool District Bank, opened in 1870 (Mattley 1889, 53).

Former Post Office, 10 Packer Street (II): this was built in two phases; the first, comprising the northern three bays, was completed in 1875 (Taylor 1956, 114; RLSC, N6, Christmas card of 1890; Robertson 1876, image between pages 78 and 79), the second phase of two bays was added after 1892. After the opening of the new GPO in the Esplanade (qv) in 1927, it became the County Court offices (c1930s-1998) and is now a pub. It was probably built to a design by James Williams (1824-92), the first surveyor for post offices at the Office of Works, an office he held in 1859-84. He designed very similar post offices in classical and Italianate styles at Newcastle and Stockton-on-Tees, for example (see Osley 2010, 11, 123-4). (NHLE 1038535)

Empire Hall (formerly Empire Theatre of Varieties), Packer Street (LL): it opened on 1 August 1904 (Heywood 1931, 112). From 1910 it was also a cinema and re-opened in 1930 as the *Empire de Luxe* (RO, 30 August 1930). In 1950 it became a 1950 bingo hall and since 1995 it has been a pub.

Flying Horse Hotel and Restaurant, Packer Street (LL): interwar restaurant and hotel which was built on the site of the late 18th-century Flying Horse pub which was demolished in May and June 1923 (RMBC 2011, 46; Godman 2005, 45 with 1911 photo; Heywood 1931, 141). The new building was constructed in at least two stages, of which the first (the three corner bays of the hotel with two gables) had been completed by August 1926 (HEA, EPW016791). The matching three bays of the restaurant were built between 1930 and 1957 in matching style. The different functions of the two parts are distinguished by inscriptions at first-floor level.

### Pickup Street (west side)

Designation/s: Town Centre conservation area  
Building types: residential  
Earliest phase: early 19th century  
Later phase: early 20th century  
Predominant materials (walls, roof): stone, brick  
Predominant use: car park  
Condition: fair  
Historic integrity of area: low

Development: The street was laid out between 1824 and 1831. By 1831, the west side had been built up and the street named after Mr Pickup, owner of 17 Milnrow Road. By 1851, it faced two streets running perpendicular (Back Lord Street and Smith Street). These were remodelled and rebuilt several times. By 1930, some of the back-to-backs on the south side of Livsey Street had been replaced by terraced houses

with another terrace to the south. These are the two terraces facing Livsey Street and Holroyd Street, and whose west terrace ends face Pickup Street.

### **Richard Street (north of the railway line)**

Designation/s: nos. 20-54 are in the Maclure Road conservation area

Building types: houses, masonic hall, light industrial

Earliest phase: early 20th century

Later phase: 21st century

Predominant materials (walls, roof): red brick, sandstone

Predominant use: residential

Condition: fair

Historic integrity of area: medium

Development: Richard Street was planned in the 1790s as part of the Drake Street development (LA, DDCC/ACC2665). It is said to have replaced the older Jewison Lane, which was named after Leonard Jewison, a tradesman and local landowner (Robertson 1881, 57). By 1820, Richard Street had been laid out and some buildings erected, although the south end terminated abruptly (RLSC, CBR5/3, ratebook of 1820; 1824 map). It was reportedly named after the son of the Revd Drake. By 1844, it extended slightly to the south of the railway line and connected to Hare Street. The east side of Richard Street was occupied by canal warehouses, Radcliffe Mill (cotton) and Stone Mill (cotton spinning). The west side was occupied by housing, mostly back-to-backs. In 1887, Richard Street Mill was demolished (RMBC 2011, 55).

The north end of Richard Street was truncated in the early 20th century, when Maclure Road was laid out. In the early 1930s, a complex of firemen's and policemen's houses was built between Maclure Road and Richard Street, as well as a weights and measures office in Richard Street (Taylor 1956, 155; Rochdale County Borough 1935, 125). The Richard Street houses replaced early 19th-century terraces and back-to-backs in Lark Street.

Nos. 13-16 (on the site of the present Statham House) were demolished in 1994 after a period of dereliction (HEA, BF092372). They were found to be early 19th-century workers' houses, with workshop windows. Nos. 13-14 were originally four back-to-backs with separate cellar dwellings, and nos. 15-16 were semi-detached houses.

Buildings of note:

Rochdale Masonic Hall, Richard Street: a masonic hall of 1926, built in the stripped classical style, with a stone-clad street elevation. The foundation stone is inscribed: 'This stone was laid by / the Rt. Hon. The Earl of Derby K.C. / R.W. Prov. Grand Master, East Lancs. / 18th Novr. 1926'.

20-54 Richard Street: firemen's and policemen's houses of c 1933, designed by S. H. Morgan MICE, Rochdale Borough Engineer and Architect (RLSC, R557 (original plans)). The plans describe them as firemen's dwellings but by 1935 the directory

lists police constables and a detective as living there. Until 1941, the fire service was part of the police force, which may account for this sharing of the site.

46 Richard Street: former weights and measures office of 1930, probably also by S. H. Morgan MICE, Rochdale Borough Engineer and Architect (Taylor 1956, 155; Rochdale County Borough 1935, 125)

### **River Street (west side)**

Designation/s: west side is in the Town Centre conservation area

Building types: offices, bus station

Earliest phase: early 19th century

Later phase: early 21st century

Predominant materials (walls, roof): red brick

Predominant use: commercial

Condition: poor

Historic integrity of area: low

Development: River Street was laid out between 1764 and 1795, probably as an access lane to Summer Castle. Together with Baron Street, its course roughly follows field boundaries shown on a 1750s map of glebe lands. By 1844, there were a nail factory and a corn mill (Bottom o' th' Lane Mill) at the street's northern end, as well as a goit (artificial water channel) serving the corn mill. Near its southern end in Water Street was a woollen and cotton factory. By 1851, the Wellington Foundry (iron & brass) and another brass foundry had been added to the complex near the north end of the street and a weighing machine near the south end.

In 1906, Colonel Kemp opened the Rochdale & District Woollen Mutual Improvement Society's new premises in River Street (Heywood 1931, 114). By 1910, the Wellington Works (machinery) had expanded into Goit Place on the east side of River Street. In 1930, Electric House was erected by the local builders R & T Howarth on part of the original foundry site. This contained the municipal electricity showrooms which opened on 15 December 1930; the building also housed offices and a domestic appliances sales outlet (Godman 2005, 78). By 1988, most of the industrial buildings had been demolished. An archaeological excavation found the sites of an iron and brass foundry, and of the Water Street cotton mill (Oxford Archaeology North 2009). Electric House was demolished in about 2013. A desk-based assessment and recording of the standing structures in 2006 found buildings of at least 5 phases, including various early 19th-century buildings, buildings associated with the Wellington foundry and the Bottom o' th' Lane Mill (see Gifford 2006). The new Rochdale Interchange by AHR opened that year on the east side of River Street.

### **School Lane (east end)**

Designation/s: the east end is in the Town Centre conservation area

Building types: printing works

Earliest phase: 19th century

Later phase: late 20th century  
Predominant materials (walls, roof): red brick  
Predominant use: commercial, offices, light industrial, car parking  
Condition: fair  
Historic integrity of area: medium

Development: School Lane is one of the oldest streets on the south side of the river. It is first shown on the 1750s glebe map but may be older. It was named after the old grammar school of about 1564-5 (demolished in c 1846). By 1824, School Lane had been built up; the 1851 OS map shows this to have been largely back-to-back and courtyard housing. By 1910, most of this had been demolished, except a terrace on the north side. By 1930, the printing works for the Rochdale Observer had been built on a triangular plot, as well as textile engineering works at the corner to George Street. Between 1959 and 1988, most of the remaining terrace had been demolished, apart from nos. 7 and 9 (extant).

Buildings of note:

7 and 9 School Lane: two terraced houses, the only remnants of a 19th-century terrace and mostly demolished after 1960. No. 9 is first shown on the 1844 map, no. 7 on the 1893 map. Nos. 9-15 are described in the 1911 Census as 'model dwellings'.

### **Smith Street (part, south side)**

Designation/s: south side is in the Town Centre conservation area  
Building types: commercial  
Earliest phase: c 1750  
Later phase: late 20th century  
Predominant materials (walls, roof): red brick, stone  
Predominant use: commercial  
Condition: fair  
Historic integrity of area: low

Development: Starting initially further east than today, Smith Street appears to have been developed in around 1835 as part of the same development as Baillie Street. It is labelled 'Duncan Street' on a plan of c 1835 (RLSC, R244), although by 1851 it was called Smith Street. (A small side street labelled in c 1835 'Smith Street' was by 1851 'Duncan Street', in effect swapping the street names.)

By 1851, the site of the current west end of the street was occupied by the early 19th-century Bottom o' th' Lane Mill (a corn mill), a machine shop, and, at the corner to Drake Street, the Wellington Hotel. By 1893, the west end of the street was part of Faulkner Street. Smith Street was extended west when the river was culverted in the early 20th century.

On 21 July 1900, the Corporation opened Turkish baths in Smith Street (Mattley 1899, 100). In 1930, Electric House, the borough's electricity showroom, offices and

domestic appliances sales outlet, opened on a plot fronting Smith Street and River Street (see River Street).

Buildings of note:

4 Smith Street, Town Taxis: A pale sandstone corner block of the interwar period. By 1935 this was the Corporation Parcel Office (Rochdale County Borough 1935, 136). By the 1950s, it had been converted for use as a public convenience.

## South Parade

Designation/s: Town Centre conservation area, 1 listed building

Building types: houses, shops, commercial, bank, pub

Earliest phase: 19th century

Later phase: early 20th century

Predominant materials (walls, roof): red brick, pale sandstone

Predominant use: commercial

Condition: good

Historic integrity of area: high

Development: South Parade was the main approach from Church Lane and later Drake Street to Rochdale Bridge. In 1795, it was known as 'The Parade' (LA, DDCC/ACC2665) but on the 1824 and 1831 maps, it is labelled 'The New Wall', referring to new river bank walls. Both names remained in use over the following decades: On the 1844 and 1851 OS maps the street is labelled 'New Wall or South Parade', but since about 1892 it has been known as South Parade. It was widened by 18 feet in 1856, blocking the ancient ford (Mattley 1889, 25; Taylor 1956, 120).

As a central and highly visible street it housed many important functions and businesses over time. There was a post office at South Parade by 1818 and in 1838 a public timekeeper was installed beside its entrance (Mattley 1889, 15). In 1831, a dispensary was established at South Parade (Fishwick 1889, 285). By 1851, there was a savings bank facing the bridge, near its west end. In 1866-70, the post office was at 1 South Parade (Mattley 1889, 40, 51). In the late Victorian and Edwardian period, several banks moved to South Parade, as an extension of the banking cluster north of the river. After the culverting of the river, there was a tramway centre between South Parade and the Butts, with two shelters.

Buildings of note:

South Parade (to west of no. 1), Town Hall Chambers (LL): a Victorian office building of brick, one bay wide and three deep, built between 1851 and c 1869 (1851 OS map; RLSC, photo of c 1869, Packer Street/Streets 1265). It was used as post office in around 1869-70 (RMBC 2011, 46; Slater 1869, 650).

1-3 (formerly 1-2) South Parade (LL): former Prudential Chambers of 1913-14, built for Prudential Assurance who had leased the site from the Ecclesiastical Commissioners in 1911. The builders were Messrs Ashworth & Woolfenden of

Rochdale, the architect is unknown (information from John Porter, Prudential PLC, Group Archivist).

Former Union Bank of Manchester, 5 South Parade (II): former bank building, now bar premises, offices and residential accommodation. It was built in c 1906-7 by the Manchester architectural practice Moulds and Porritt (NHLE 1405181). The side entrance to King Street has the inscription 'UBM'. In 1800, this was the site of the Roebuck Hotel (Mattley 1889, 9); by 1880 it was occupied by the UBM (RLSC, CBR/5/57, 1880 ratebook).

7 South Parade (LL): a three-storey Italianate bank building with an elevation of 1907-8 of rock-faced, coursed local stone. A bank occupied the rear of the site by 1892. In 1907, two shops were leased by the Palatine Bank (incorporated 1899) and the architect M. Wolstenhulme converted them for bank use, which included a new stone elevation (completed 1908; information from James Darby, Barclays Group Archives). In 1919, the Bank was amalgamated with the Bank of Liverpool and Martins [sic] but operated as Martins Bank until 1928. By 1935 the building was used by the Burnley Building Society.

### Station Road (part)

Designation/s: none

Building types: commercial

Earliest phase: 1890s

Later phase: late 20th century

Predominant materials (walls, roof): brown bricks; blue engineering brick

Predominant use: commercial

Condition: fair but some vacant buildings

Historic integrity of area: medium

Development: Station Road was laid out in conjunction with the new railway station of 1887-9. Development started from the west, along streets leading off Milkstone Road, mainly with housing and schools. By 1930, an employment exchange (now Deen House) had been built at its east end and a picture theatre at its west end. A former garage at the corner to Maclure Road has been converted to a café and the 'Station Bazaar'. By 1946, there was a roundabout in front of the station with a central column. Both were removed in the 2010s as part of the tram works.

Buildings of note:

Deen House, Station Road: a former employment exchange, which was opened on 17 September 1928 by W.T. Kelly, MP (Heywood 1931, 150). A neo-Georgian two-storey centre block with single-storey wings.

Railway station: a new railway station was built here in 1887-89, replacing a station building of 1837-41 further east (later the goods station), which was demolished in 1975. The new station opened on 28 April 1889 (Mattley 1899, 97) and comprised two long island platforms with two bays. There was a low frontage building with

a small clock tower and several buildings on the platforms. Copies of the original drawings are at Manchester Archives, GB124.A19/4/362. By 1964 the clock tower had been removed (HEA, DES01/01/0141) and in the 1970s the Victorian buildings and platform canopies were demolished. In 1979, a new yellow brick entrance building was constructed and the 8 platforms were reduced to 3. Platform 4 reopened in October 2016. The only remnants of the Victorian station are ironwork on the abandoned island platform and the tiled tunnel.

### **Stationers Entry (alleyway)**

Designation/s: Town Centre conservation area  
Building types: commercial, warehouse  
Earliest phase: 19th century  
Later phase: early 20th century  
Predominant materials (walls, roof): red and brown brick  
Predominant use: commercial  
Condition: fair  
Historic integrity of area: high

Development: The alleyway is shown but not named on the 1824 town plan. It appears to have existed by about 1770 when the Rochdale Circulating Library was set up in a building in Stationers' Entry (Taylor 1956, 75-6). This was later known as Hartley's Library as it was accessed through Messrs Hartley and Howorth's bookshop at 20 Yorkshire Street.

### **Summer Castle (part)**

Designation/s: partly in Town Centre conservation area  
Building types: industrial, club  
Earliest phase: late 20th century  
Later phase: late 20th century  
Predominant materials (walls, roof): red brick, corrugated metal  
Predominant use: industrial  
Condition: fair  
Historic integrity of area: low

Development: The street Summer Castle was named after the mansion of Summer Castle (or Summercastle), built by the mill-owner Charles Smith (1726-94) between about 1764 and 1795. After his death it was divided and used for other purposes. In 1828 it was partly a seminary for young ladies run by Mrs Cooke, and partly 'other neat residences' (Robertson 1828, 103). In the first half of the 19th century, the house served as military headquarters (Fishwick 1889, 538).

In 1824, it was still set in large grounds but by 1851 houses and industry had begun to encroach on its setting, a process which accelerated in the late 19th and early 20th centuries. The house was demolished between 1892 and 1910. A large warehouse on the north side of the street was demolished after 1960; this is now the site of the Gateway Centre, fronting Kenion Street. The houses on the south side

were demolished and their sites are now occupied by a light industrial shed and the Rochdale Transport Club.

### **Todd Street (part)**

Designation/s: partly in Town Centre conservation area

Building types: industrial

Earliest phase: late 19th century

Later phase: early 21st century

Predominant materials (walls, roof): walls: brick, corrugated metal; roof: corrugated sheeting

Predominant use: industrial, car parking

Condition: fair

Historic integrity of area: medium

Development: Todd Street was laid out between 1851 and 1893. It was probably named after Todd & Brothers, millwrights and engineers, who were based at the Barrackfield Foundry in Baron Street. By 1893, the street had been partially built up with back-to-back houses at the south end and the drill hall at the north. Between 1930 and 1959 a mill was built on the east side; on a later OS map (1967-88) this is labelled 'Todd St Works'.

Buildings of note:

Drill hall, Todd Street: see Baron Street

### **Town Hall Square, including Vicar's Gate**

Designation/s: Town Centre conservation area

Building types: town hall

Earliest phase: 1860s/70s

Later phase: late 19th century

Predominant materials (walls, roof): stone

Predominant use: car parking

Condition: fair

Historic integrity of area: medium

Development: Town Hall Square was part of Crossland's plan for the setting of the new Town Hall. It formerly featured Hamo Thornycroft's statue of John Bright, which was erected in 1893 and moved to Broadfield Park in 1933 (Cole 1983, np; RO 3 June 1933). In 1934, Charles Kershaw's Central Corn Mill near the Church Steps was demolished (Cole 1983, np). Between about 1892 and 1930 a small building to the south-west of the Town Hall was used as a mortuary (demolished). In 2016, a statue of Gracie Fields by Sean Hedges-Quinn was unveiled in the Square, close to the original site of John Bright's statue.

Buildings of note:

Town Hall: see Esplanade

## The Walk

Designation/s: Town Centre conservation area

Building types: houses with ground floor shops, purpose-built shops

Earliest phase: 19th century

Later phase: 20th century

Predominant materials (walls, roof): walls: brick; roofs not visible

Predominant use: commercial

Condition: fair but some vacant upper floors

Historic integrity of area: medium

Development: It is said to have been constructed in the 1800s by the Vavasour family who lived at what is now 17 Yorkshire Street, as a more direct route to the Butts (RMBC 2011, 26; Godman 2005, 17). It was constructed over part of the site of the Eagle Inn yard (Robertson 1876, 330). The alleyway is shown on the 1824 map and it is labelled 'The Walk' on the 1851 OS map. The Town Improvement Act of 1825 included provision for the widening of 'a footpath at the bottom of Yorkshire Street leading through the old Market Place to the Walk' (1825 (6 Geo IV) c. cxxviii). This footpath was to be the same width as the Walk. In 1825, John Vavasour advertised 'eligible and commodious shops in the Walk' to let 'in the most central part of Rochdale' (*Manchester Guardian* 22 October 1825, 2).

Buildings of note:

20 The Walk: a single-bay, three-storey cottage, possibly of the early 19th century (RMBC 2011, 23)

## Water Street (part)

Designation/s: partly in Town Centre conservation area

Building types: former warehouse and engine house, former church mission room, office

Earliest phase: early 19th century

Later phase: late 20th century

Predominant materials (walls, roof): red brick, pale sandstone

Predominant use: offices

Condition: fair

Historic integrity of area: medium

Development: Water Street was laid out between 1831 and 1844; the 1831 map shows only a track on the line of the later street. By 1844, the west end had a few terraces of houses, Water Street Mill of the late 1820s and a Wesleyan Methodist New Connexion chapel of 1834 (Mattley 1889, 14). To the east were only a few isolated buildings. By 1851, further terraces and back-to-back houses had been built to the east.

In 1869, the congregation of the Methodist New Connexion chapel moved to a site in Molesworth Street (Fishwick 1889, 264). The building was taken over by the Baptists who replaced the chapel with a 'Central Hall' (Mattley 1889, 50). This closed in 1887 and in 1889 the vicar acquired the site (Mattley 1889, 92, 97). In 1908, the Central Hall was demolished and replaced by a mission room and Sunday school known as 'St Chad's Fold' (Heywood 1931, 116-117). By 1910, 9-17 Water Street, the terrace of seven back-to-backs to the east of the mill, had been remodelled as 'through' houses and refronted.

Buildings of note:

Waterside House, Water Street (LL): This is the warehouse range and engine house of Water Street Mill, an early steam-powered woollen mill. The mill was probably built in the late 1820s by the firm of William Chadwick, one of Rochdale's largest woollen manufacturers of the early 19th century. The warehouse was added in three phases: The western five bays were built between 1831 and 1844 as an extension of the main mill; the five bays to the east were added between 1851 and 1872; both parts were refronted in 1872. The initials 'GA&S' over the entrance stand for 'George Ashworth & Sons', the then owners. The building includes at the west end an engine house, retained when the adjoining mill was demolished, and an arched gateway which was the main entrance to the site. The mill buildings were formerly to the west of Waterside House. Other buildings at the site included a wing to the north of the mill and a detached group of buildings in the enclosed yard; all have been demolished.

10 Water Street (LL): former Sunday school and mission room with an inscription 'St Chad's Fold, erected 1908'. The foundation stone was laid by Canon Wilson on 27 June 1908 and it was opened by Lady Royds on 30 January 1909 (Heywood 1931, 116-7). It was built on the site of an early 19th-century Methodist chapel and a later Baptist central hall. In 1916, it was described as 'St Chad's Fold, erected 1908. Mission Room attached to the Parish Church for Church Army and Social purposes' (Clegg 1916, 121).

## Wet Rake

Designation/s: Town Centre conservation area

Building types: none (open space)

Earliest phase: c 1910

Later phase: 21st century

Predominant materials (walls, roof): stone boundary walls and gate piers

Predominant use: small public park

Condition: fair

Historic integrity of area: medium

Development: The name 'Wet Rake' was that of a meadow in this area (Lancashire Archives, DDCC/ACC4029, box 15, lease of 29 September 1804). The triangular piece of land is said to have been the site of a well which contributed to a small stream which used to flow down Drake Street (Robertson 1876, 325). The Union

Foundry (later Halstead's Foundry) was built on this site between 1831 and 1844. The site is said to have been considered for the new Town Hall but was in the end not selected (AHP 2013b, 34). In 1900, it was decided to demolish the foundry, which the council acquired the following year and replaced with public gardens which opened in 1908 (Heywood 1931, 9, 16, 175; Fishwick 1906, 73).

### **Yorkshire Street (1-17, 2-66)**

Designation/s: partly in Town Centre conservation area

Building types: shops, banks, pubs

Earliest phase: 1708

Later phase: 21st century

Predominant materials (walls, roof): stone, red brick

Predominant use: commercial

Condition: fair, some vacant buildings and upper floors

Historic integrity of area: medium

Development: Yorkshire Street was one of the main approach roads into Rochdale from the north-east. It was formerly known as High Street (for example in the 1626 manorial survey) and then as Broad Street. In the 1540s, the market moved from the south side of the river to the south end of the Yorkshire Street which later was known as 'the Old Market Place'. The head of the ancient market cross was removed in the late 18th century (Cole 1983, np). It is now in the local museum, while the columnar shaft was moved to St Chad's Garden (NHLE 1031929). By 1764, the street was built up as far east as St Mary's church of 1744.

In 1822, the market rights were acquired from Lord Byron by the Rochdale New Market Company, which proceeded to establish a new market place just off the north side of Yorkshire Street, roughly on the site of the present Rochdale Exchange Shopping Centre. A new U-plan covered market opened in January 1824 (Mattley 1899, 12). At the same time, the Rochdale New Market Company also built the so-called 'town hall' on the west side of Yorkshire Street. Its foundation stone was laid in 1823 by John Roby and it housed a newsroom run by the market company (Mattley 1899, 12; Robertson 1881, 364). It was demolished in 1858 (RO 19 June 1858, 2). By the time of the 1824 map, the street had been fully built up to the west of the present Whitworth Street and more loosely beyond that. The east side of the south end of the road was widened in 1849-50 (Taylor 1956, 120).

The covered market was replaced in 1844-5 by a new market hall designed by a Mr Robinson, which had an arcade entrance from Yorkshire Street (Schmiechen and Carls 1999, 286-7). By 1851, the market hall housed shambles and vegetable stalls. Adjoining lanes accommodated the 'Fish & Game market', 'pig market' and 'hay market'. There were several inns on both sides of the street, as well as a hotel, two banks and a post office. In 1876, Robertson described how the street 'has been much improved and widened within the last 50 years' (Robertson 1876, 337). In 1895 and 1896, the two banks at no. 1 and 2 Yorkshire Street opened and gave the street a new and grand terminus.

In 1909, the market hall was extended. It burned down on 8 December 1937 and a new building was opened on 18 December 1939, followed by the cold stores which were first used in April 1940 (Taylor 1956, 157). The new building had a three-storey neo-Georgian frontage, a tower on a square plan to Yorkshire Street and a small arcade. Several new shops were built in the 1930s, including an M&S store of 1933 and a Woolworth's shop of 1938 (Morrison 2015, 79).

The Rochdale Exchange Shopping Centre by BDP opened on the former market site and a large site to the west in 1978. It included a Pioneers Society department store (which incorporated Pioneer House), and a Woolworth's shop on the old site. Initially, it was clad in purple-brown tiles but this was replaced with red and yellow imitation stone during the remodelling completed in 1997, although fragments of the old scheme remain. In 1990, the Wheatsheaf Centre by Chapman Taylor Partners opened further north on the east side of the street.

Buildings of note:

Barclays bank, 1 Yorkshire Street (LL): former Martins Bank, which opened on 4 July 1896 (Cole 1988, 33). The north gable has the date '1895'. By 1916, this was the Lancashire and Yorkshire Bank and by 1935 Martins Bank. The corner dome and three gables with aedicules above the eaves have been removed (photos in RLSC and the [Barclays Group Archive](#)).

HSBC bank, 2 Yorkshire Street (II): the former Oldham Joint Stock Bank of 1892-5 (NHLE 1416154). A neo-classical building faced in Yorkshire stone. Work started in late 1892 and it opened on 30 September 1895 (Cole 1988, 33).

The former Blue Bell Inn, 3 and 5 Yorkshire Street (II, listed with the former Wine Lodge in Newgate, NHLE 1084228): This is a town house of about 1745, probably built by Samuel Stead whose initials are on the dated rainwater head ('SS/1745'; Heape 1919-22, 58). The Yorkshire Street elevation is of brick in Flemish bond with burnt headers. The house became a pub called the Blue Bell Inn between 1851 and 1858, although the 1851 map already shows a projection which may be a shopfront to the northern half. The pub was run by Mary Ann Sager between c 1858 and 1869 (Turner 1858, 83; Slater 1869, 672). By 1894, the building was part of the Rochdale Vintner's (Wine Lodge) Co. Ltd, and they built in 1911 the current rear extension towards Newgate (qv), behind the Georgian full-height rear wing. The interior was altered in 1983 (Miller 2013).

Halifax, 6-14 Yorkshire Street: large, red-brick Italianate commercial building of the late 19th century (built by 1890), which continues around the curved corner into the Walk. By 1916, no. 14 was one of James Duckworth's grocery shops; by 1935 the shop had expanded into no. 12. By the 1950s, the offices above the shops were known as 'Walk Chambers'. The pitched roof has been replaced by a flat one.

Yorkshire Bank, 9-11 Yorkshire Street (LL): a three-bay, two-storey bank with a giant Doric order, designed in 1932 by J.R. Whitaker for the Yorkshire Penny Bank (RLSC, R303). By 1844, this was the site of the bank John & James Fenton & Sons,

known as 'Fenton's bank' (Turner 1858, 63) which closed in 1879. By 1916 had been taken over by the Yorkshire Penny Bank (now Yorkshire Bank).

Former Lloyds Bank, 17 Yorkshire Street (II): built in 1708, this is the former residence of the Vavasour family (RO 2 May 1987). By 1745 this was the Union Flag Hotel and by 1894 it was occupied by J.H. King, ironmonger, when it had large ground-floor shop windows (see the 1910 photo in Cole 1983, np). In 1930 it was acquired by Lloyds who completely rebuilt the ground floor, replacing the shop windows with rusticated stone and smaller windows. The small gable existed by 1890 (Godman 2005, 17). Until about 2013 the building was in use as a Lloyds bank, but it currently (2019) stands empty. (NHLE 1203380)

Pioneer House: see Appendix 2

Roebuck pub: see Newgate

20-22 Yorkshire Street: a three-storey, four-bay shop of red brick and stone dressings, possibly built for the Rochdale Equitable Pioneers. It is not clear if this is a new building or a refronting of the interwar period. By 1935 the Pioneers had a confectionery department at no. 20 (shared with 2 other companies) and a butcher department at no. 22. These two specialist Pioneers' branches continued at least until 1954.

36 Yorkshire Street (LL): a three-storey, five-bay building of red brick and terracotta, with a gable and obelisk finials

42 Yorkshire Street: a three-storey, two-bay building, partly over an archway to Pack Horse Yard. The elevation has deep stucco rustication similar to early 19th-century examples elsewhere in the town. This may have been the Pack Horse Hotel which is listed in directories by 1916.

44-46 Yorkshire Street: a two-storey, three-bay building, possibly of interwar date. The original use and date has not been identified. It has been much extended to the rear in the 1980s or 1990s, covering the site of a hall in Baillie Street.

M&S store, 48-56 Yorkshire Street: the original store comprising seven bays opened on 24 March 1933. It was extended by four bays to the west and to the rear in 1971-2 (information from Helena Perkins, M&S Company Archive).



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