



# **Hargreaves' Warehouse, Church, Accrington, Lancashire**

## **Heritage Appraisal**



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## CONTENTS

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<b>SUMMARY .....</b>	<b>2</b>
<b>ACKNOWLEDGEMENTS.....</b>	<b>3</b>
<b>1. INTRODUCTION.....</b>	<b>4</b>
1.1 Circumstances of the Project .....	4
1.2 Location, Landscape and Geology.....	4
1.3 Church Canalside Conservation Area.....	5
1.4 Legislative Framework .....	6
<b>2. METHODOLOGY.....</b>	<b>8</b>
2.1 Objectives .....	8
2.2 Defining Significance .....	8
<b>3. BACKGROUND.....</b>	<b>10</b>
3.1 Introduction.....	10
3.2 Background to Church .....	10
3.3 The Growth of the Textile Industry in East Lancashire.....	12
3.4 Background to Textile Warehouses .....	13
3.5 Background to the Leeds and Liverpool Canal .....	14
3.6 Development of Hargreaves' Warehouse .....	15
<b>4. SUMMARY DESCRIPTION.....</b>	<b>17</b>
4.1 Introduction.....	17
4.2 Hargreaves' Warehouse .....	17
<b>5. ASSESSMENT OF SIGNIFICANCE .....</b>	<b>24</b>
5.1 Introduction.....	24
5.2 Statement of Significance .....	24
<b>6. CONCLUSION.....</b>	<b>27</b>
6.1 Conclusion .....	27
<b>BIBLIOGRAPHY .....</b>	<b>28</b>
<b>ILLUSTRATIONS .....</b>	<b>31</b>

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## SUMMARY

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In December 2011, Oxford Archaeology North (OA North) was commissioned by Lambert Smith Hampton, acting on behalf of Hyndburn Borough Council, to assess the archaeological significance and produce a heritage appraisal of a substantial, four-storey canal-side building known as Hargreaves' Warehouse. The building lies between the southern bank of the Leeds and Liverpool Canal and Blackburn Road in Church, some 1.8km to the west of Accrington, Lancashire (centred on NGR SD 74260 28551).

The building lies a short distance to the south-west of the town centre, in the heart of the Church Canalside Conservation Area. This incorporates the historic core of Church together with the canal corridor, including the Aspen Valley area of Oswaldtwistle. The designated area is characterised to a large extent by industrial structures dating to the Georgian era, which are dominated by the canal, its associated bridges, the Commercial Inn, and Hargreaves' Warehouse. The warehouse also has statutory designation as a Grade II listed building and, as such, is considered to be of regional importance in its own right.

The relative significance of the building has been considered with reference to the four areas of heritage values outlined by English Heritage in their *Conservation Principles Policies and Guidance*, and the Secretary of State's criteria for assessing the national importance of monuments. The results of the heritage appraisal conclude that the building is of considerable architectural and historic significance, not least as a rare example of a canal-side warehouse dating to the mid-1830s, and makes an important contribution to the setting, character and appearance of the Church Canalside Conservation Area.

Any future proposals for the development of the site should be accompanied by an appropriately detailed assessment of the impact of those proposals upon the historic interest of the building and its setting, with a presumption in favour of the preservation and enhancement of the structure. In particular, the retention of the north-facing elevations and the yard as an open area are especially important to the historic character of the canal. In addition, a detailed archaeological survey of the building, commensurate with an English Heritage Level II-type survey, is likely to be required as a condition of Conservation Area Consent to any proposals for development.

## ACKNOWLEDGEMENTS

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Oxford Archaeology North (OA North) would like to thank Ian Marfleet of Hyndburn Borough Council for commissioning and supporting the project. Thanks are also expressed to Carolyn Baker, the Conservation Officer for Hyndburn, for her support and advice. OA North is also grateful to Nick Mills of Lambert Smith Hampton for his support.

The report was compiled by Ian Miller, and was edited by Alison Plummer.

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## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 In December 2011, Oxford Archaeology North (OA North) was commissioned by Lambert Smith Hampton, acting on behalf of Hyndburn Borough Council, to assess the archaeological significance and produce a heritage appraisal of the former Hargreaves' Warehouse in Church. The study was required to provide an archaeological perspective on the significance of the building, and to inform a Planning Viability Study that is being prepared for the area.

### 1.2 LOCATION, LANDSCAPE AND GEOLOGY

- 1.2.1 Church lies on the western edge of the Pennines in East Lancashire, and is situated some 1.8km to the west of Accrington, in the borough of Hyndburn. The warehouse is located on the southern bank of the Leeds and Liverpool Canal, and on the north side of Blackburn Road (centred on NGR SD 74260 28551). It is bounded to the east and west by Bridge Street and Commercial Street (Plate 1).



*Plate 1: Aerial view of the study area, looking north, with arrow pointing to the warehouse*

- 1.2.2 The landscape character of Church, as classified by Lancashire County Council, comprises 'Ancient and Post-medieval Settlement', 'Modern Settlement' and 'Modern Recreation'. Hargreaves' Warehouse lies within the area classified as 'Ancient and Post-medieval Settlement', the defining components of which include 'a wide range of buildings, open space and the course of the road systems and public rights of way' (Lancashire County Council 2002, 149-50).

### 1.3 CHURCH CANALSIDE CONSERVATION AREA

- 1.3.1 Hargreaves' Warehouse lies in the heart of the Church Canalside Conservation Area, which was designated in November 2001, and incorporates the historic core of Church together with the canal corridor to the west, including the Aspen Valley area of Oswaldtwistle (Plate 2). The Conservation Area is focused on the corridor of the Leeds and Liverpool Canal as it passes the western side of Church, and displays an historic character defined to a large extent by industrial structures dating to the Georgian era (Hyndburn Borough Council 2008, 8). This includes the Leeds and Liverpool Canal and its associated bridges, the Commercial Inn, and Hargreaves' Warehouse.



*Plate 2: Aerial view showing the Church Canalside Conservation Area (boundary of 2008), looking south, with arrow marking Hargreaves' Warehouse*

## 1.4 LEGISLATIVE FRAMEWORK

1.4.1 National planning policies on the conservation of the historic environment are set out in Planning Policy Statement PPS 5 *Planning for the Historic Environment*, which was published by the Department for Communities and Local Government (DCLG) in March 2010. The policies set out in PPS 5 also apply to the consideration of the historic environment in relation to other heritage-related consent regimes for which planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990. Annex 2 of PPS 5 defines as a heritage asset 'a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions'; heritage assets are also defined as 'valued components of the historic environment'.

1.4.2 In summary, PPS 5 provides a framework that:

- requires applicants to provide proportionate information on heritage assets affected by the proposals, and an assessment of the impact of the proposed development on the significance of the heritage asset;
- has a presumption in favour of the conservation of designated Heritage Assets, which include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas;
- protects the settings of such designated heritage assets;
- takes into account the desirability of sustaining and enhancing the significance of heritage assets;
- where the loss of whole or part of a heritage asset's significance is justified, provides for the recording of assets and for publication of the resulting evidence.

1.4.3 Paragraph 6 of PPS 5 stresses that planning has a key role to play in conserving heritage assets, and utilising the historic environment in creating sustainable places. The guidance sets out the Government's overarching aim to conserve heritage assets and make them available to be enjoyed for the quality of life they bring to this and future generations. However, Paragraph 7 of PPS5 recognises that managed change may sometimes be necessary if heritage assets are to be maintained for the long term and, local planning authorities should also take account of the wider social, cultural, economic and environmental benefits of heritage conservation.

1.4.4 With reference to specific policies, PPS 5 Policy HE6.1 states that local planning authorities 'should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance'. Policy HE6.1 also recommends that 'where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation'.



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- 1.4.5 Policy HE7.2 states that in considering the impact of a proposal on any heritage asset, local planning authorities should take into account the particular nature of the significance of the heritage asset, and the value that it holds for this and future generations.
- 1.4.6 ***Policy and Guidance Relating to Conservation Areas:*** Section 69 of the Planning (Listed Building and Conservation Areas) Act 1990, places a duty on local planning authorities to designate as Conservation Areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.
- 1.4.7 Guidance on the designation procedures set out in *Guidance on the Management of Conservation Areas* (English Heritage 2006) states that 'deciding which areas are of 'special architectural or historic interest is ultimately a matter for the judgement of local authorities', but that 'the assessment of an area's special interest should be made against local (district-wide) criteria, and that local distinctiveness, community value and 'specialness' in the local or regional context should be recognised in drawing up these criteria', in order that a 'consistent and objective approach' is taken when 'considering the extent and adequacy of designation across their districts'.

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## 2. METHODOLOGY

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### 2.1 OBJECTIVES

2.1.1 The principal objective of the Heritage Appraisal was to provide an archaeological perspective on the relative significance of Hargreaves' Warehouse, and to allow an informed decision to be taken with regard to its future. This was achieved by carrying out desk-based research coupled with a visual inspection survey of the building and its environs, which was undertaken in December 2010. The visual inspection was intended to provide the minimum of information needed to identify the building's age, type, broad chronological development, and, crucially, significance; it was not intended to provide a detailed survey of the building.

### 2.2 DEFINING SIGNIFICANCE

2.2.1 When applied to an historic building, the term 'significance' can be taken to have several definitions. The first is importance, suggesting that there is something about the site that is valuable, has status and should not be ignored. A site may be important because it is a rare survival, or the earliest known example of its type. It may represent a benchmark in terms of the application of technological development, or be a typical example of such sites. The level to which a site has remained intact is also an important factor in determining its value. The next is the idea of conveying meaning, implying that the site is a source of knowledge. Finally, there is the concept of a sign, that the building is symbolic, and acts as a pointer to something beyond itself. The significance of any site is to a large extent embodied in its surviving fabric, which can retain evidence for how the building developed and was adapted over time.

2.2.2 It is necessary to define what it is that gives significance to a building and therefore warrants protection. Hargreaves' Warehouse and its immediate environs encompass layers of archaeological and historical development, which may be valued for different reasons by different people, all of which should be taken into account in determining the overall significance. In their *Conservation Principles Policies and Guidance*, English Heritage have identified four areas of heritage values, which will be considered in determining the overall significance of the building (English Heritage 2008):

- **Evidential:** this derives from the potential of a place to yield evidence about past human activity. This includes physical remains as the primary source of evidence and the people and cultures that made them. Significantly, where there is a lack of written records the importance of the material record increases;
- **Historical:** this originates from the ways in which past people, events and aspects of life can be connected through a place to the present. This may include illustrative value, such as its connection to an important development, such as technology, or associative value, such as the connection to an important event or person;

- **Aesthetic:** this is derived from the ways in which people draw sensory and intellectual stimulation from a place or building. These may be related to the design of a place, for example, through defensive reasons, or the informal development over time, such as the relationship of structures to their setting;
- **Communal:** this derives from the meaning of a place for the people who relate to it, this includes commemorative, symbolic, social and spiritual value. For example, some places may be important for reminding us of uncomfortable events in national history.

2.2.3 In determining the value of Hargreaves' Warehouse as a heritage asset, it is also useful to refer to the Secretary of State's criteria for assessing the national importance of monuments, as contained in *Annexe 1* of the policy statement on scheduled monuments produced by the Department of Culture, Media, and Sport (2010). These criteria relate to period, rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity, and potential.

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## 3. BACKGROUND

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### 3.1 INTRODUCTION

3.1.1 In order to facilitate an understanding of the significance of Hargreaves' Warehouse in a local and regional context, the following section focuses on providing a summarised account of the development of the building. This is preceded by an overview of the historical development of Church, the growth of the region's textile industry, and the origins of the Leeds and Liverpool Canal and its attendant warehouses.

### 3.2 BACKGROUND TO CHURCH

3.2.1 Place-name evidence for Church suggests some form of settlement in the area during the early medieval period (Ekwall 1922, 90). However, the first archival reference to the settlement of Church dates from 1192, when an Uhtred de Chyrche is mentioned in documentary records (Bevan and Palmer 1989, 23). The manorial centre of medieval Church was probably at Ponthalgh, where the de Rishtons had their residence (Farrer and Brownbill 1911, 400). There was a corn mill in Church by 1290 and, by 1574, a fulling mill had been established in the immediate vicinity, indicating the importance of the sixteenth-century woollen industry (Stocks and Tait 1921, 69).

3.2.2 During the post-medieval period, a mixed economy evolved in Church, based on sheep farming, the production of fustian goods, and some shallow mining of coal (Rothwell 1993, 48). However, increasing pressure on agricultural land during the seventeenth and eighteenth centuries led to a growth of colonies of handloom weavers living in cottages with no land attached and where textile production was a full-time occupation (Ashmore 1969, 27).

3.2.3 The earliest known survey of Church is provided by a plan of the estates in the possession of Lord Petre, which was produced in 1785 (LRO DDPT/25). It is clear from the detail provided by this survey that Church was more industrialised than the neighbouring settlement of Oswaldtwistle, and that textile-manufacturing sites were beginning to dominate the landscape.

3.2.4 During the first quarter of the nineteenth century, Church began to emerge as a highly industrialised community, deriving from an expansion of factory-based calico printing together with the introduction of powered cotton spinning (Rothwell 1993, 4). A crucial factor in the expansion of the textile industry was improvements in the local transport infrastructure. In particular, the completion of the Leeds and Liverpool Canal through Church in 1810 acted as a major stimulus to industrial expansion (Clarke 1994). Church also became the principal trans-shipment point for goods to and from Accrington and Oswaldtwistle, which will have included the delivery of cotton bales from Liverpool. This activity will have been focused on Hargreaves' Warehouse, together with a wharf and cranes on Commercial Street and another canal-side warehouse that was built on Bridge Street in 1848 (Rothwell 1993, 59).

- 3.2.5 Roads were also an important element of the local communication network. A highway passing through Church and Oswaldtwistle along the line of Union Road was certainly well established by the late eighteenth century, and is depicted on William Yates' *Map of the County Palatine of Lancaster*, which was published in 1786. The only turnpike to be built through Church, however, was the Accrington branch of the Bury, Haslingden, Blackburn and Whalley Trust, which was promoted by the Poor Relief Committee and built by Macadam in 1826 (Hogg 1971, 4). The route of this turnpike passed to the south of the village, but was immediately adjacent to the Leeds and Liverpool Canal at the site occupied subsequently by Hargreaves' Warehouse, creating a routeway node (*op cit*, 27).
- 3.2.6 The completion of railway lines linking Church and Accrington with Blackburn, Burnley and Manchester represented further improvement in the area's communications network. These lines were all opened by the East Lancashire Railway Company in 1848, and a rail terminus was established to the west of Accrington town centre (Singleton 1928, 31).
- 3.2.7 Church also evolved in the nineteenth century as an important centre for the chemical industry, which was concerned primarily with the production of dyes and other substances required by the textile industry (OA North 2010). Several of these works were established on the bank of the canal to the west of Church, as shown on the Ordnance Survey map of 1848 (Plate 3). Joseph Barnes, one of Church's pioneering chemical manufacturers, also controlled a large proportion of the coal mining in the area, which developed considerably after the 1830s (Rothwell 1993, 48).

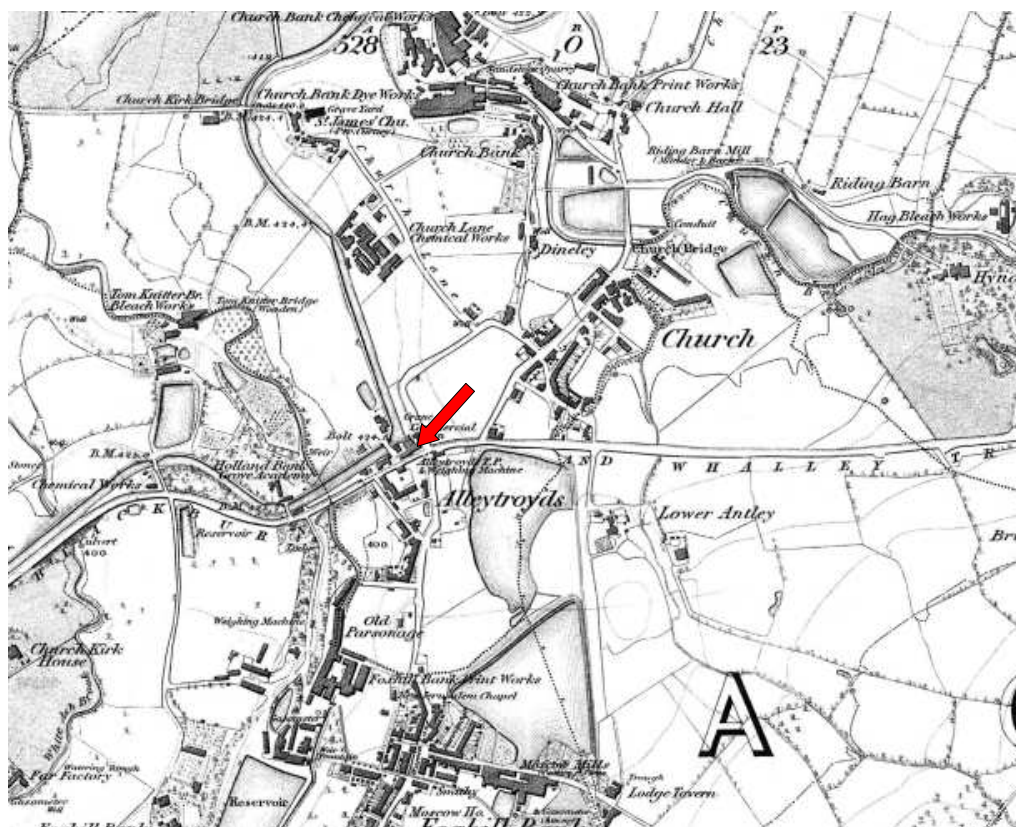


Plate 3: Extract from the 1848 Ordnance Survey map, with arrow pointing to the warehouse

### 3.3 THE GROWTH OF THE TEXTILE INDUSTRY IN EAST LANCASHIRE

- 3.3.1 The weaving of woollens and the production of linen were important trades in Lancashire throughout the sixteenth century, when silk and mixed fabrics classed as small wares and fustians started to gain popularity, with cotton frequently forming the weft in the latter fabric (Wadsworth and Mann 1931, 15). During the second half of the eighteenth century, the technical revolution in the cotton-spinning industry was largely responsible for the dramatic change to the economic and social structure of the region, and resulted in the transformation of Lancashire from an isolated and predominantly rural region to a textile-manufacturing centre of international repute. A significant step towards the mechanisation of cotton spinning was the introduction in 1764 of a machine that became known as the spinning jenny. The invention of this machine is accredited to James Hargreaves of Stanhill, situated some 2.5km to the south-west of Church. However, whilst it is tempting to associate the name of this famous local pioneer of the textile industry with Hargreaves' Warehouse, there is no firm documentary evidence to support any such claim.
- 3.3.2 By the end of the eighteenth century, the area around Church and Accrington supported numerous water-powered textile mills. The area also emerged as an important centre of a rapidly growing calico-printing trade, with important works being established at Broad Oak, Scaitcliffe, and Church Bank in Accrington, Foxhill Bank in Oswaldtwistle, several works in Clayton-le-Moors (Turnbull 1951). One of the earliest, however, was the Brookside Works near Oswaldtwistle, where hand-block calico printing was started by Robert Peel in c 1764, representing the genesis of what became the Peel textile empire. The Peel family also established the Church Bank Printworks in Accrington, which commenced in c 1772 (Graham 1846), and expanded dramatically to become the centre of Peel, Yates & Company's north-east Lancashire business (Ashmore 1969, 258).
- 3.3.3 Arguably the most important calico printworks in the area, however, was that at Broad Oak in Accrington. This was founded in 1792 as bleaching crofts by Taylor, Fort, Bury & Co of Oakenshaw (Graham 1846, 356). In 1812, the works were taken over by Thomas Hargreaves, previously a manager for the original firm, and Adam Dugdale (*Manchester Times* 22 December 1893). The works expanded greatly after 1816, steam power was introduced, and new print shops were erected. Adam Dugdale retired in c 1836, and the firm became Hargreaves Brothers & Co.
- 3.3.4 The firm achieved considerable commercial success and, in 1834-7, established a cotton spinning and weaving mill on Back Wellington Street in Accrington (OA North 2010). Known as Broad Oak Mill, this was one of the most impressive textile mills in Accrington. The construction of the mill was contracted to John Rhodes, who arranged for the required stone to be brought by tramroad from Higher Antley Quarry, near Accrington (Rothwell 1980). It was during these same years that Thomas and Robert Hargreaves commissioned the erection of the canal-side warehouse at Church, presumably in part to handle the raw cotton delivered by canal from Liverpool that would be required in their new Broad Oak Mill.

### 3.4 BACKGROUND TO TEXTILE WAREHOUSES

- 3.4.1 The function of a warehouse may be defined as providing 'what is required, when it is required, in the condition which it is required, and to do all these things economically' (Lloyd-Jones and Lewis 1988, 44). A large number of warehouses were built during the eighteenth and nineteenth centuries, designed to cater for all manner of goods. Amongst the earliest type were the carriers' warehouses, which developed from the mid-eighteenth century, and were associated closely with the initial growth of the early industrialised towns in Lancashire. Their development was connected to improvements in the transport infrastructure, notably the canals and later the railways. Most were of considerable proportions, representing some of the largest buildings erected at the time (Taylor *et al* 2002, 5).
- 3.4.2 It was common practice during the late eighteenth and early nineteenth centuries for merchants to store goods in their houses. However, with a dramatic expansion of the region's industrial sector, and particularly textiles, many merchants converted their original houses into warehouses and business premises, and took up residence elsewhere. There is ample evidence of this trend in early nineteenth-century Manchester, for instance (Aston 1816, 221).
- 3.4.3 The purpose-built merchants' warehouse was introduced during the 1820s, and development took two forms: the home-trade warehouse stored goods for wholesale purchase by local shopkeepers; and the shipping warehouse that stored large quantities of goods for bulk sale (Wilkinson 1982, 9). These early warehouses were generally plain and of utilitarian design, containing all the necessary service facilities, but little or no embellishment. They did, however, incorporate new design features. Larger windows, for instance, became more common, and fewer loading points were fitted to the main elevations (Taylor *et al* 2002, 6). Typically, the internal floors were carried on wooden joists and cross beams, the beams supported by the external walls without the intermediate support of timber posts or cast-iron columns (Schofield 1902).
- 3.4.4 A variation of the purpose-built warehouse was the manufacturers' warehouse, which are a far more difficult sub-division of the trade to assess as their requirements were so varied, and few such warehouses appear to have conformed to a specific plan type. In general terms, however, such buildings were of modest proportions. (Cooper 1991, 105).
- 3.4.5 Industrial growth across Lancashire during the 1830s stimulated a demand for more warehouses. In Manchester, for instance, the Market Street, Mosley Street, Princess Street rating district contained 89 warehouses in 1820, but just nine years later the number had tripled (Farnie 1956, 326-7). During this period, the purpose-built warehouse predominated, although a new class of warehouse had begun to emerge by the early 1840s. This was no longer a plain industrial building, but had a definite commercial character and was often handsomely decorated (Cooper 1991, 88). Most were between four- and five-storeys high, and many incorporated a deep, naturally-lit, basement. The ground floor was normally raised above pavement level to accommodate the basement, which housed the machinery required for processes such as packing. Window openings tended to be closely-spaced to allow for

maximum natural light, and were generally fitted with sashes to provide ventilation (*ibid*). This may be seen as a precursor to the palazzo-type warehouse, which was introduced in the larger towns across Lancashire during the late 1840s and 1850s. The design of these buildings was described in 1861 by *The Builder* magazine, an arbiter of architectural taste, which concluded that 'there is nothing to equal it since the building of Venice' (cited in Little 2002, 17). By this date, however, the heyday of the canal system as the principal carrier of supplies for the textile industry had been eclipsed by the railways, and whilst smaller, plain, manufacturers' warehouses were increasingly common in the industrial towns of Lancashire during this period, very few new canal-side warehouses were built.

### 3.5 BACKGROUND TO THE LEEDS AND LIVERPOOL CANAL

- 3.5.1 Plans to construct a trans-Pennine canal between Leeds and Liverpool began to be formulated in the 1760s. It was anticipated initially that the principal cargo to be carried on the canal would be limestone that was required as a fertiliser and also for building construction, which demanded large quantities of mortar and lime-wash. The proposed course of the canal was thus intended to pass through limestone areas, taking a route through Padiham, to the north of the River Calder, and continuing into the Ribble Valley near Clitheroe (Clarke 1994).
- 3.5.2 By 1777, sections from Leeds to Gargrave and from Liverpool to Wigan had been opened, although a shortage of capital prevented any further progress until the early 1790s. In the intervening years, Lancashire had started to become industrialised and, realising the potential gains of connecting with the East Lancashire coalfield, the canal promoters altered the proposed route to pass through Blackburn, Burnley and continue along the Hyndburn Valley. This was to take a course into Accrington, crossing the Accrington Brook close to the junction of Blackburn Road with Church Street, where it was envisaged that it could link with the proposed Haslingden Canal. However, this plan met with some objection from the Peel family, who was concerned that the construction of a canal embankment across the Hyndburn Valley at this location would interrupt the water supply that was crucial to the operation of their calico-printing works further downstream at Church Bank.
- 3.5.3 In recognition of the Peel family's powerful influence, a revised route for the canal was proposed, which deviated some distance to the west of Accrington to rejoin the original line at a right-angle junction in Church. It was at this junction that Thomas and Robert Hargreaves erected their warehouse in 1836, some 26 years after this section of the canal had been completed.
- 3.5.4 The construction of the canal around Church demanded numerous engineering solutions to achieve the successful crossing of many streams and rivers in the area. However, in 1816, the canal was finally completed for its entire length between Leeds and Liverpool, and immediately became a key factor in the growth of industry in East Lancashire.



### 3.6 DEVELOPMENT OF HARGREAVES' WAREHOUSE

- 3.6.1 There is very little primary documentation pertaining to Hargreaves' Warehouse, the principal source of information being derived from the sequence of published historical mapping. The warehouse was erected in 1836 by Hargreaves, Dugdale & Company, and was probably intended as a cotton store for Broad Oak Mill in Accrington (Rothwell 1993, 59), which was established in 1834-7 and operated in conjunction with the company's printworks at Broad Oak (OA North 2010). It was the first canal-side warehouse in Church, with other warehousing facilities in the vicinity being established on Bridge Street by B & R Walmsley in 1848, and subsequently by the Canal Company on the site of the Church Lane Chemical Works (Rothwell 1993, 59).
- 3.6.2 In the absence of a tithe map for Church, the earliest detailed plan of Hargreaves' Warehouse is provided by the Ordnance Survey first edition 6": 1 mile map, which was surveyed in 1844 and published in 1848 (Plate 4). This shows the warehouse to have an L-shaped plan, and contiguous with the Commercial Inn, which occupies the corner of Blackburn Road and Commercial Street. A small rectangular building is shown on the canal bank in the north-western corner of the warehouse yard. The map also annotates the position of a crane on land adjacent to the canal, immediately to the north of the warehouse, indicating the use of the area as a wharf.



Plate 4: Extract from the Ordnance Survey map of 1848

- 3.6.3 Following the opening of the East Lancashire Railway line that connected Church and Accrington with Blackburn, Burnley and Manchester in 1848, the warehouse was leased to various individuals before being taken over by the Leeds and Liverpool Canal Carrying Company (Rothwell 1993, 59).
- 3.6.4 The next available plan to show the warehouse is that produced by the Ordnance Survey, which was published as scales of 1:500 in 1892 (Plate 5), and 1:2500 in 1894. The footprint of the warehouse shown on the detailed 1:500 plan is the same as that depicted on the map of 1848, comprising an L-shaped range. The principal block is aligned north/south, with the north gable end fronting immediately onto the canal. The east/west-aligned range is shown parallel and adjacent to Blackburn Road, with a covered entrance providing access from Blackburn Road to the canal. A detached building is shown in the north-western corner of the central yard, and the position of two cranes is marked. The map also annotates the wharf on Commercial Street, which was similarly served by two cranes situated on the canal bank.



Plate 5: Extract from the Ordnance Survey 1:500 map of 1892

- 3.6.5 The Leeds and Liverpool Canal Company is listed as the occupier of the warehouse in trade directories for the late nineteenth and early twentieth centuries (*eg* Barrett 1878, 338; Barrett 1912, 857; Barrett 1915, 594). The warehouse probably ceased to be used by the Company in *c* 1921, and the property is not listed in trade directories for 1930s or 1940s, suggesting that it may have been vacant during this period. By 1951, however, it was occupied by Church Motors Ltd, a local firm of motor engineers (Barrett 1951, 15).

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## 4. SUMMARY DESCRIPTION

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### 4.1 INTRODUCTION

4.1.1 The following section provides a brief description of the buildings based on a rapid inspection of the surviving fabric. This information is intended solely to provide a basis to assess the relative significance of the building and its visible component elements.

### 4.2 HARGREAVES' WAREHOUSE

4.2.1 Hargreaves' Warehouse is a stone-built, canal-side structure designed on an L-shaped plan, and is of three storeys plus an attic (Plate 6). The front and side elevations, fronting onto Blackburn Road and Bridge Street respectively, are faced with coursed hammer-dressed, watershot sandstone, and the dressings to the openings are monolithic blocks. The other elevations are similarly of watershot sandstone, but are of rubble coursing. The roof is of Welsh slate, although it is likely that it would originally have been of locally quarried stone flags.

4.2.2 The larger warehouse block is aligned north/south, forming the eastern part of the site, and incorporates storage areas on all four levels. The north gable elevation fronts onto the canal, and contains round-arched openings with projecting stone cills, placed centrally at ground, first- and second-floor levels, whilst the attic has two window apertures with flat stone lintels and projecting stone cills (Plate 6). The gable elevation is restrained with steel tie rods and plates on the second- and third-floor levels (Plate 7).



*Plate 6: The north gable elevation of the warehouse, fronting onto the canal*



*Plate 7: The north gable elevation, showing the Commercial Hotel to the left*

4.2.3 The north-west corner of the gable is battered at ground-floor level, whilst timber supports at second-floor level probably represent the former position of a hoist (Plate 7). The west-facing elevation of the principal warehouse block, overlooking the central yard, contains four round-arched openings with projecting stone cills at ground-floor level, which have been in-filled with cinder-block walls (Plate 8). Two further round-arched openings are placed on the first- and second-floor levels at the north end. Two window apertures with stone cills and lintels are placed in the central part of the elevation at first- and second-floor level, with loading doors situated at the same levels at the southern end.



*Plate 8: The west-facing elevation of the principal warehouse block*

- 4.2.4 The south gable elevation fronts Blackburn Road is contiguous with a link block over the main entrance, and contains two regularly spaced window apertures with stone cills and lintels on each floor level. The gable elevation is restrained with steel tie rods and plates on the second- and third-floor levels (Plate 9). The eastern side of the block abuts the Commercial Hotel, which was built in 1834, two years earlier than the warehouse.
- 4.2.5 For the most part, internal areas of the principal block are open-plan with structures spanning on external load-bearing walls. The upper floors are constructed from timber boarding supported on the principal beams and secondary joists in turn supported off load-bearing stonework and cast-iron circular columns.



*Plate 9: The south-facing elevation of the warehouse, fronting onto Blackburn Road*

- 4.2.6 The south gable elevation of the smaller western block similarly contains two regularly spaced window apertures with stone cills and lintels on each floor level. In contrast to the elevation of the principal block, however, it also incorporates two doorway apertures, both with plain stone surrounds (Plate 9). The north-facing elevation of this block, overlooking the yard, also incorporates a doorway aperture at ground-floor level, flanked on each side by a window aperture. The first-floor level contains three windows (Plate 10). The second-floor level has no window apertures, and whilst the attic level is presently served with two windows, these are the result of unauthorised works carried out in 2009, and are not original features (C Baker pers comm; Plate 11). The stone-built chimney stack at the apex of this elevation is similarly likely to be of recent construction, as this feature was previously of brick (Plate 11).



*Plate 10: Current view of the north-facing elevation of west block*



*Plate 11: View of the north-facing elevation of west block in 2001 (courtesy of C Baker)*

4.2.7 Internally, the western block contains partitions on the ground and first-floor level, which comprise a mixture of masonry walls and timber stud with lathe and plaster finishes. The presence of these partitions suggests that these areas were intended as office space and associated accommodation. This is further suggested by two doorways set in the south elevation, affording pedestrian access to the building from Blackburn Road, and the presence of cupboards and a fireplace that exist behind modern cladding on the ground floor (Plate 12). The presence of several other fireplaces within the western block is testified by a network of eight flues placed against the interior of the north gable (C Baker pers comm). These flues connected with a brick-built chimney stack on the apex of the gable elevation, and this has recently been reduced in size and rebuilt in stone (Plate 11). It seems likely that the second- and third-floor levels of the western block were intended to provide additional warehousing space.



*Plate 12: The remains of a cupboard and fireplace surviving behind modern cladding in the western room on the ground floor of the western block (courtesy of C Baker)*

4.2.8 The two blocks are connected via a short linking range with a window on the second-floor level, situated over a large central arch that provides access to the canal wharf. The arch incorporates rusticated voussoirs, providing rare architectural embellishment of the building (Plate 13). The height of the arch is likely to have been intended to allow access for horse-drawn carts laden with bales of raw cotton, but perhaps also reflects the grandeur of the building and the importance of the textile industry to the economy of the area.



*Plate 13: Detail of the central arch and the linking range*

- 4.2.9 The warehouse has dual-pitched timber roof structures based on traditional purlins and rafters supported off timber trusses built into the external load-bearing walls. The roofs were originally provided with traditional slate coverings, which appear to have been fixed directly to timber battens and provided with a lime-based torching to the underside. The roof structure forms gables to the northern and southern ends of the principal warehouse block, and to the north and south elevations of the west block. Throughout the building, the trusses are simple with timber collars fixed with steel clamps (Plate 14).
- 4.2.10 Within the principal warehouse block, cantilevered stairs affording access to each floor are present in the north-east corner, and comprise stonework built into the external walls. The internal staircase in the western block comprises a mixture of cantilevered stone, timber and metal.





*Plate 14: The roof structure and crane in the principal warehouse block*

4.2.11 The surface of the yard area to the rear of the Blackburn Road elevations is obscured by modern rubbish, although elements of historic stone surfacing are visible.

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## 5. ASSESSMENT OF SIGNIFICANCE

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### 5.1 INTRODUCTION

5.1.1 This assessment of significance is not intended to be a definitive report on Hargreaves' Warehouse, and has been based on a rapid inspection of the building, coupled with a review of the available documentary evidence and information provided from previous studies of the building and its environs.

### 5.2 STATEMENT OF SIGNIFICANCE

5.2.1 **Summary statement:** Hargreaves' Warehouse is a key building within the Church Canalside Conservation Area. It is considered to be of Great Significance, with high evidential, historical, and aesthetic values, and makes an important contribution to the historic character and appearance on the Church Canalside Conservation Area.

5.2.2 **Evidential value:** the main evidential value lies in the historic fabric of the building, which provides a fine example of a canal warehouse dating to the late Georgian era. It is also one of the few industrial buildings dating to Church's early nineteenth-century development as an important textile manufacturing centre. The importance of the physical remains is strengthened by the paucity of surviving primary documentation for the building, which is derived largely from historical mapping. The building retains its original fabric and, with the exception of the roofing materials that were replaced in 2007-8, appears to have been subject to no significant alteration or remodelling since it was built, giving the building a high evidential value.

5.2.3 **Historical value:** the extant building has an historical illustrative value in demonstrating the design and layout of a late Georgian canal-side warehouse. Whilst other warehouses do survive along the banks of the Leeds and Liverpool Canal in Lancashire, Hargreaves' Warehouse is of a slightly later date to other examples, and displays an unusual form. The building also has a high historical value in representing a key period in the development of Church as a textile-manufacturing centre of regional importance, and as a transport node and principal trans-shipment point during the second quarter of the nineteenth century for goods bound to Church, Oswaldtwistle and Accrington.

5.2.4 **Aesthetic value:** the size, scale and layout relative to the canal form key elements of the design of the warehouse, enabling the whole composition to be viewed from Bridge Street and the canal towpath as a set piece. This attribute adds significantly to the perception of the listed building, its group value and setting, although the present dereliction of the building and the rubbish that litters the yard are negative elements.

5.2.5 The historic character of the area is defined to a large extent by industrial structures dating to the Georgian era, which are dominated by the canal, its

associated bridges, the Commercial Inn, and Hargreaves' Warehouse, which makes a significant contribution to the character and appearance of the Conservation Area. In this respect, the building has a high aesthetic value.

- 5.2.6 **Communal value:** the building has some communal value, not least embodied in its association with the Hargreaves family, whose name is inextricably linked to the development of the local textile industry.
- 5.2.7 In determining the value of Hargreaves' Warehouse as a heritage asset, the Secretary of State's criteria for assessing the national importance of monuments has also been considered (Department of Culture, Media, and Sport 2010). These criteria relate to period, rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity, and potential.
- 5.2.8 **Period:** Hargreaves' Warehouse, together with the Commercial Hotel that is situated immediately adjacent, date to the late Georgian period. The origin of these buildings is linked closely to the Leeds and Liverpool Canal, the former wharf on Commercial Street, and the turnpike established by the Accrington branch of the Bury, Haslingden, Blackburn and Whalley Trust (the modern A679), which are similarly of Georgian date. This period represents the genesis of Church's development as an industrial settlement, based largely on the textile industry and ancillary trades. The warehouse was the first building of its kind in Church, and represents a legacy of the town's evolution and development, making a significant contribution to the area's strong local and regional identity.
- 5.2.9 **Rarity:** Hargreaves' Warehouse is one of several canal-side warehouses that survive along the Leeds and Liverpool Canal, the majority of which are afforded statutory designation as Grade II listed buildings. These include a range of different types of warehouses, spanning a period of at least 70 years. Amongst the earliest are the four-storey Leeds Warehouse, built by the Leeds and Liverpool Canal Company in 1777, and the three-storey Gibson's Warehouse in Wigan, which was also erected in 1777. A different style of canal-side warehouse is represented by those on Manchester Road in Burnley, which comprise three principal three- and four-storey blocks erected in 1796-1800 and 1841-4, with a third block built in the mid-nineteenth century. A distinctive feature of these warehouses is the large gabled awnings over the ground floor, a characteristic that is also incorporated into the design of the three-storey warehouse on Eanam Wharf in Blackburn, which was constructed in c 1820. Smaller canal-side warehouses survive at Enfield Wharf in Clayton-le-Moors, built in 1801-2, and at Foulridge Wharf, erected in 1815. Both of these are two-storey structures, with another mid-nineteenth-century examples surviving at Dugdale Wharf in Burnley.
- 5.2.10 All of these other warehouse comprise a linear range built parallel to the canal, in contrast to the L-shaped plan adopted by Hargreaves' Warehouse, with its gable end fronting directly onto the canal. In this respect, the unusual plan form of Hargreaves' Warehouse has a high rarity value. It is also a relatively rare example of a canal-side warehouse dating to the 1830s.

- 5.2.11 **Documentation:** there is very little primary documentation for the nineteenth-century development and use of the warehouse, the principal source of information being derived from the sequence of published historical mapping. The paucity of documentation increases the importance of the surviving fabric of the building.
- 5.2.12 **Group value:** Hargreaves' Warehouse has a high group value with the canal, the Grade II listed bridge on Bridge Street, and the former wharf on Commercial Street, forming an important assemblage of canal architecture. Walmsley's Warehouse, a locally listed building on Bridge Street dating to 1848, may also be added to this group. Hargreaves' Warehouse may also be seen to have a group value with the Commercial Hotel of 1834, and the turnpike. It has a high group value with other textile-manufacturing sites in the Conservation Area, which include Bridge Street Mill and Walmsley's Warehouse on Bridge Street, and Church Kirk Mill and the Church Bank Mill further to the north.
- 5.2.13 **Survival/Condition:** the warehouse survives almost entirely intact, and the original Georgian structure appears have been subject to remarkably little alteration or remodelling. The only significant loss is the detached building that occupied the north-western corner of the site which, based on cartographic evidence, was demolished during the 1980s. It is likely, however, that the foundations of this building may survive as buried remains. Other elements of the site that have been lost include the two cranes that are shown on historical mapping, although again the bases of these structures are likely to survive.
- 5.2.14 The warehouse has been subject recently to a building survey that was intended to identify the general standard of repair of the main buildings, structure and fabric. The resultant report concluded that the warehouse is in reasonable condition, whilst acknowledging that it contained certain structural defects that require remedial works to reinstate the building to a structurally sound property (GVA Grimley 2004).
- 5.2.15 **Fragility/Vulnerability:** the warehouse has been vacant for some time, and has been allowed to deteriorate. As a vacant property, it is considered to be vulnerable.
- 5.2.16 **Potential:** the only potential for buried archaeological remains on the site lie in the north-western corner of the yard, where the foundations of the canal-side building depicted on historical mapping are likely to survive.

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## 6. CONCLUSION

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### 6.1 CONCLUSION

- 6.3.1 The Hargreaves' Warehouse has a particular heritage value as a rare example of a canal-side warehouse dating to the mid-1830s, and contributes significantly to setting of the Church Canalside Conservation Area. It should be viewed as an asset and potential catalyst for heritage-led regeneration in the area. Any future proposals for the development of the site should be accompanied by an appropriately detailed assessment of the impact of those proposals upon the historic interest of the building and its setting, with a presumption in favour of the preservation and enhancement of the structure. In particular, the retention of the north-facing elevations and the yard as an open area are especially important to the historic character of the canal.
- 6.3.2 In addition, a detailed archaeological survey of the building, commensurate with an English Heritage Level II-type survey, is likely to be required as a condition of Conservation Area Consent to any proposals for development.

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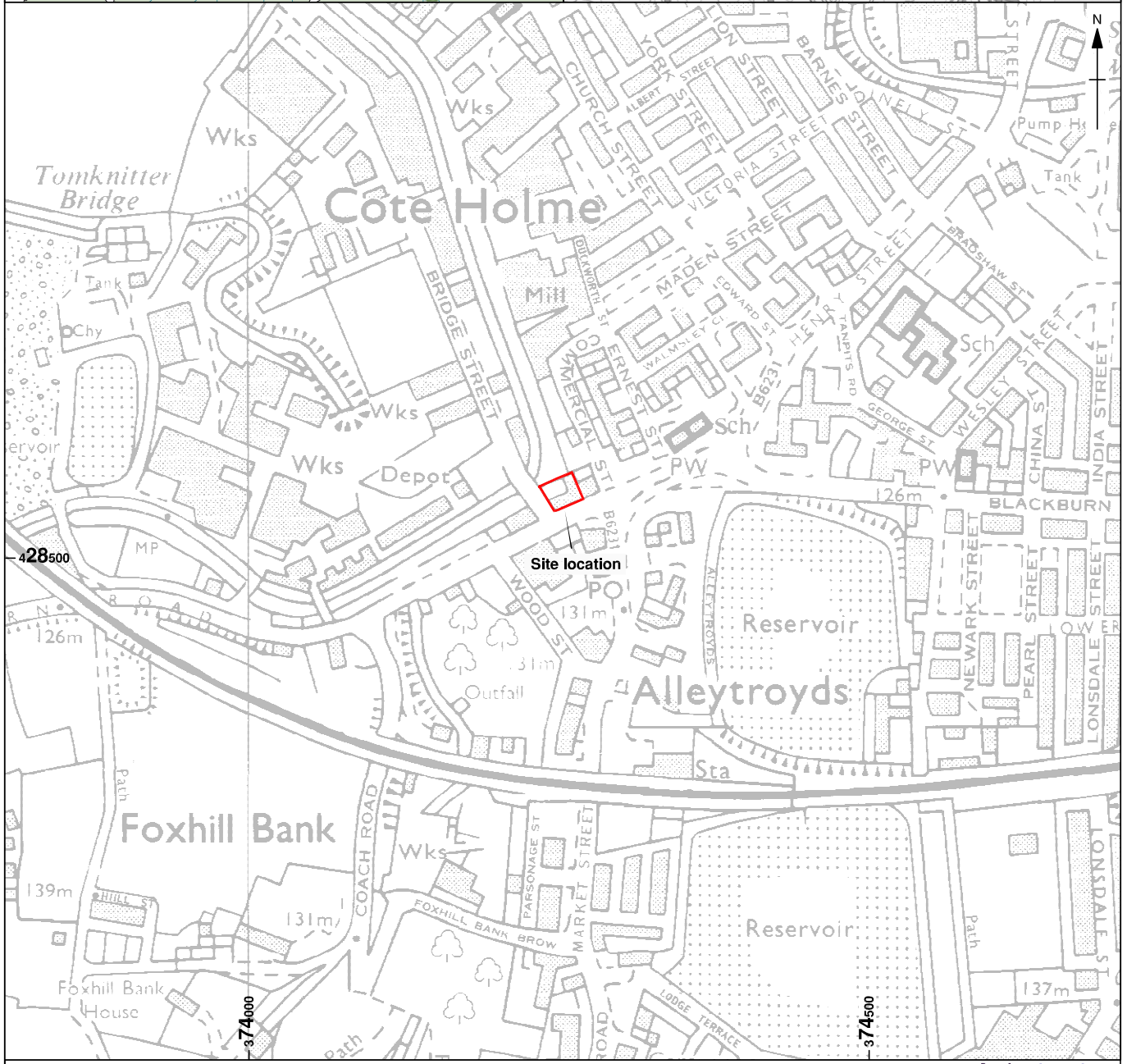


## ILLUSTRATIONS

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### LIST OF FIGURES

Figure 1: Site location



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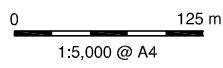


Figure 1: Site location

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