1830 Warehouse Trial Pits

Heritage Significance and Impact Assessment



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Introduction

Purpose of this Document

This statement has been prepared in the context of relevant national and local heritage planning policy. In particular, the statement is presented to accord with the national policy requirement of NPPF paragraph 128, to describe the significance of the affected heritage assets and the consequent impact of the proposal.

Overview of Proposal

Following on from measured and structural surveys of the 1830 Warehouse several areas of significant movement within the structure has been observed. It is not possible to ascertain if this is historic or active and it is proposed to conduct 3 trial pits to assess the foundations of the structure.

Location

The site area is the basement of the 1830 Warehouse of the Science and Industry Museum.

Listing Status and Conservation Areas

The 1830 Warehouse is a Grade I listed structure and sits within the Castlefield Conservation Area. (see list description for the 1830 Warehouse Appendix A)

History of the site

General Overview

The Liverpool Road Station site, within the Museum of Science and Industry, Manchester, occupies the space between Lower Byrom Street and Water Street, with Liverpool Road as its main façade and southern boundary. The site was developed from the early nineteenth century, starting with housing at the eastern end of the site, later demolished, and then a single house at the south-western end of the site, now the Station Master's House. The site was chosen as the Manchester terminus of the Liverpool and Manchester Railway, and three of the existing structures were built for this purpose; the Passenger Station, the 1830 Viaduct, and the 1830 Warehouse. The Station Building, Station Master's House and 1830 Warehouse are listed Grade I in recognition of their status as the oldest surviving railway passenger station and the first railway warehouse. The site developed from a passenger and goods station to solely a goods station, and many other structures were built as the site expanded.

Historic phasing of the site

Historic name/use	Built	Grade
1. Station Master's House	1808	I
2. Station Buildings	1830-1	I
3. 1830's warehouse	1830	I
4. Power Hall (Shipping Shed)	c.1855	II
5. Goods Offices	c.1860-65	II
6. Colonnade Railway viaduct	1867	II
7. Great Western Warehouse	1880	II
8. Lower Campsfield Market (Air & Space Hall)	c.1880	II

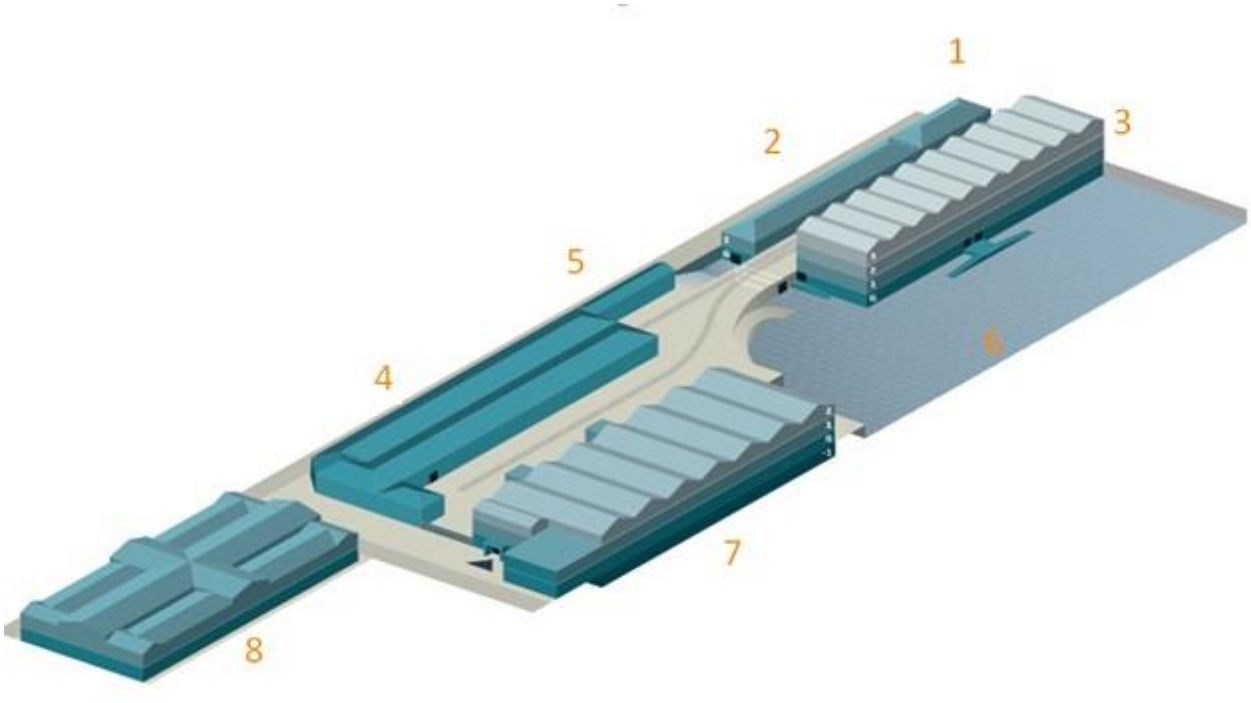


Figure 1 Science and Industry Museum site plan.

Historical Overview of the Liverpool Road Station Site

The route of the Liverpool to Manchester railway and its termination into Manchester was established in principal by the 1826 Bill and officially opened on 15th September 1830. The formation of the Manchester terminus involved the construction of Stephenson's Bridge, a stone bridge crossing the River Irwell (separately listed Grade I), a brick viaduct which connected the river crossing into the terminus (1830 viaduct Grade II) and adjoining bridge structure over Water Street into terminus buildings which were initially the Liverpool Road Passenger Station (Grade I) and the 1830 Warehouse (Grade I).



Figure 2 The station building from inside the site (c.1895)

The house at the corner of Liverpool Road and Water Street was encompassed into the station buildings and became accommodation for the Station Agent. Other structures were also constructed as part of the opening in 1830 including a ramp to access a roadway which crossed the River Irwell over the stone bridge adjacent to the railway track (as required by the Old Quay Company) and a water tower both of which can be seen in the early illustrations of the station.

Further construction on the station site followed rapidly. Two carrier's offices were added to the Station Buildings in 1830 and by 1831 there were two further warehouses for cotton, a transit shed and further additions to the booking office section of the Liverpool Road station buildings for carriages at track level and shops / offices below.

The early phase is also thought to have included a basic arrivals station 'consisting of an unpaved platform linked to Water Street by a carriage ramp' which was gradually improved over the following years and then rebuilt and enlarged in 1837. By 1837 the station site was also being built out to Charles Street (now Grape Street) with a further

warehouse to the north east corner of the site. C.1838 a connecting rail bridge structure was constructed between the 1830 Warehouse and the cotton warehouse to the north. This required a larger opening to the north elevation of the 1830 Warehouse which is evident today.

The 1840s saw a massive expansion in the rail network across the country, referred to as 'railway mania' and encouraged by the success of the Liverpool to Manchester Railway. C.1845 the railway network in Manchester dramatically expanded with the construction of the Castlefield MSJ&AR viaduct and the Middlewood L&MR viaduct and associated new stations. This expansion moved the passengers away from Liverpool Road station which then became used exclusively for goods.

Further development then occurred on the station site for goods use. In 1855 the transit shed (now known as the Power Hall) was rebuilt and significantly enlarged expanding the site up to Lower Byrom Street. Then in 1866 a major fire led to comprehensive redevelopment of the eastern end of the site. Both cotton warehouses were demolished and the L&NWR built a second viaduct to the north of the 1830 viaduct which included the construction of an additional railway bridge and viaduct structures across the River Irwell and Water Street to bring goods into a new secure bonded warehouse (The Grape Street Bonded Warehouse). The new structures to the west of Water Street encompassed the earlier arrivals station structure.

At this time there were also works to the section of the 1830 viaduct between Water Street and the River Irwell including widening the viaduct and construction of an animal ramp to bring livestock down to the adjacent pig market and abattoirs.

In 1869 the Grape Street Bonded Warehouse was completed abutting the new viaduct. Then in 1880 this viaduct was extended to the south (forming what is now known as the Colonnaded Viaduct or Pineapple Line) to bring lines into another new warehouse, the Lower Byrom Street warehouse.

The site remained in use as a goods depot until c.1975. Some changes occurred during this time including the reconstruction in 1905 of the Water Street Bridge connecting the 1830 viaduct to the station buildings and construction of additional warehouse structures adjacent to the Grape Street Bonded Warehouse.

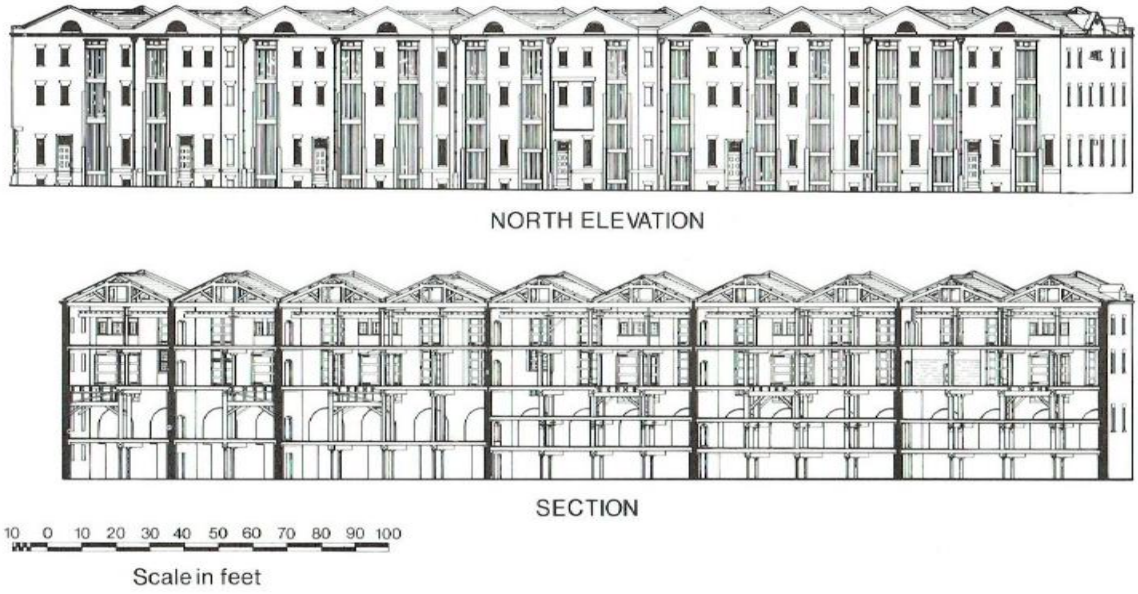
In 1975 the station closed and was transferred firstly to Manchester Council and then to the Museum of Science and Industry for museum use.



Figure 3 Interior of the Power Hall in 1978

The Proposal Site History – The 1830s Warehouse

Built between April and September 1830 the 1830 Warehouse is the world's first railway warehouse. As the pioneering first passenger and goods rail service there was no model or template for what should be provided at the terminus or who should be responsible for the facilities. After much liaison with other parties and deliberation in January 1830 the Railway Company decided to undertake responsibility for the terminus buildings and began planning its own warehousing. It could not look for guidance to existing railways, such as the Stockton & Darlington Railway, because they did not carry the range of goods that the L&MR expected to carry. Canals offered closer comparisons and there is much evidence to demonstrate that the 1830 Warehouse was modelled on then extant warehouses serving the nearby Castlefield canal basin.



On 3 April 1830, the L&MR Company placed a notice in the Manchester Guardian inviting tenders. David Bellhouse Jnr., gained the contract. His father, David Bellhouse Snr., was a leading local timber merchant and carrier and the business was taken over by his son circa 1820. The stated completion date in the notice was 15 August 1830, giving less than four months for construction.

The 1830 Warehouse is approx. 93 metres long, 22 metres wide and was built on a slight radius to match the curve of the incoming track. It consists of loadbearing brick external walls and internal crosswalls which separate the internal volume into five bays. Each bay was designed to operate independently for vertical movement of goods and to accommodate goods being delivered both by rail and road and the transhipment between. Within each bay, the structure is almost entirely timber framed. The demanding schedule to complete the construction in four months, combined with the slightly curved geometry are considered to have been key factors determining that the 1830 Warehouse was constructed from a timber frame rather than a fireproof frame of brick and iron. Four types of timber were used: European oak for the majority of the posts; European pine for the roof timbers, beams, joists, floor-boards and some posts; dense Latin American greenheart for the spreader pads between the posts and beams; durable African oak for the loading bay door sills. The Baltic origin of the pine was

denoted by the incision of shipping marks, a form of identification used to denote the quality and origins of Baltic timber.

The adjacent incoming railway line is carried on a brick viaduct some 5.5 metres above ground level (1830 Viaduct). The warehouse was built adjoining the north face of this viaduct. The 1830 Warehouse, as originally built, consisted of a basement, a ground floor which is set above yard level and rises in small increments from west to east with the natural ground level, a first floor at viaduct level and a second floor.

The roof consists of paired queen post trusses spanning each compartment, the central valley carried on timber storeyposts. The trusses support purlins, common rafters and slates on battens. At roof level, internal platforms extend along the faces of the building for a depth of 3 metres. The platforms carried gravity winches together with their operators.

The ground floor is approximately 1 metre above external ground level in order to permit direct loading onto horse drawn waggons in the adjoining yard through the loophole doors. The first floor has the same relationship with the viaduct and railway waggons were turned on turntables and brought into the warehouse at this level to permit covered loading and unloading. Each compartment was provided with one incoming track except in the easternmost compartment (bay 5), where two tracks were provided (and an additional masonry cross wall). Large arched pairs of doors denote the entry points for the rail wagons from track into the warehouse. There are also fourteen sets of loophole doors, both to the north and south elevations. Each set was surmounted by a contra-wound hoist, which was initially manually operated with gravity assistance. These hoists were mounted on the internal crane platforms that flanked both elevations at roof level.

Each of the five brick compartments is approximately eighteen metres long and twenty two metres wide. Within the compartments the structure consists of 50mm floorboards carried on 125mm x 250mm floor joists. The joists span between the brick cross walls and main timber transverse beams at 4.5 metre centres. The beams are carried on 250mm square timber storeyposts at ground, first and second floor and 200mm diameter cast iron columns at basement level. At ground floor level, large timber trestles carried the incoming railway tracks which ran across the width of the building.

The top floor of the 1830 Warehouse was used for the opening ceremony for guests to partake of a "cold collation" of light refreshments. The first consignment of freight to arrive at Liverpool Road Station, hauled by Planet, consisted of 135 bags and bales of American cotton, 200 barrels of flour and a quantity of oranges. Cotton, one of the L&MR's most important cargoes, was stored in the 1830 Warehouse until the additional cotton stores were completed in 1831. The 1848 OS map shows the following allocation of goods: corn in Bays 3 to 5, spirits in the western section of bay 3, groceries in bay 2 and butter in bay 1. At some point after 1848, but presumably before the completion of the Grape Street Bonded Warehouse in 1869, the basement was adapted for storing bonded goods such as wine and spirits. Security was increased by infilling the loading bay wells (except for one) and light wells, and nailing metal strips across the underside of the floorboards that formed the ceiling. Two stock books found in the warehouse in 1991 reveal the type of goods stored there in 1885 and 1905. They list a wide range of goods including various meats, bananas, chemicals such as caustic soda and bleach, clog blocks and bottles. Oyster shells and cockleshells were found in the building, suggesting that it was also used for storing shellfish.5

The stock books are not the only evidence of stock control practices used in the 1830 Warehouse. Painted signs and numbers on the internal walls show that goods were stored in demarcated areas. There were offices on three of the five floors for the clerks who would have been responsible for recording the arrival and departure of goods. The

most substantial and best-preserved of these is in Bay 1 at rail level, which still has its built-in sloping desks. Another sign of stock control activity at rail level is the high incidence of nails in the storey posts. This suggests that as goods came in, the matching dockets were nailed to the post until the whole consignment had been accounted for. There were two offices in Bay 1 on the ground floor, close to where a weighbridge stood in the yard outside. The clerks who worked there were probably mainly concerned with recording the weights of cargoes.

The building survives in a remarkably intact form, with only a small number of significant changes occurring in its life prior to its major conversion to museum use. In 1831, a mezzanine floor was inserted between ground and first floors in the three westernmost bays. In the same year an engine house was built between the warehouse and Water Street, with power being transmitted to the building via a vertical shaft up the west façade and from there across the building. This addition was necessary due to the inadequacies of the manually operated hoists for the high volume of goods. The steam engine powered about half the hoists. At roof level, the Water Street elevation had to be modified to accommodate a large flywheel that regulated the motion of the main horizontal shaft where it entered the warehouse. This required the addition of a small gable above the cornice to increase the headroom.

Steam power was supplanted circa 1870-1880 when hydraulic power was adopted throughout the Liverpool Road Station site. The hydraulic lifting equipment consisted of four jiggers on the top floor, two each in the central bay and the adjacent bay to the west, and a jib crane in the latter bay at rail level. The jiggers replaced four of the original hoists, one on the south elevation and three on the north. It seems likely that the remaining original hoists along the north elevation continued to be used for at least a time after the installation of hydraulic power, given they remained in situ thereafter. The provision of a crane radically changed the way that goods movements were managed at rail level. The capacity of the crane was such that internal unloading was unnecessary, resulting in the removal of the internal tracks and the boarding over of the voids (the original track supports remained), increasing storage space and enabling easy movement of goods between bays. The northernmost doorways between the bays were widened to allow movement of large containers. A canopy was erected over the adjacent main track to protect wagons awaiting unloading. The engine house built against the western elevation of the Old Warehouse had been rendered virtually redundant by the introduction of hydraulic power. By about 1905 the engine house was demolished and a new structure was built onto the warehouse in its place which is thought to have been used as offices or workshops.
No further significant alterations are recorded until following the closure of the station and its conversion to museum use.

Restoration 1975-present

When Liverpool Road Station closed as a goods station in 1975 the buildings were in a neglected state. Greater Manchester Council (GMC) carried out a detailed survey of Liverpool Road Station to assess the extent of repairs required and the likely costs for conversion to museum use. The survey revealed the urgent need for repairs to the Passenger Station and the Council agreed to contribute towards the cost of such repairs. Interest from local groups grew and momentum gained with the desire to ensure that the Station was a major focal point in the 150th anniversary celebrations in 1980. GMC invested in relaying the track between the Station and the operational main line to allow the 1980 Great Railway Exposition to bring locomotives back to the Station. For safety reasons, work on the track had to await the completion of urgent repairs to the 1830 Warehouse (then referred to as the Old Warehouse). Thomas Worthington & Sons was appointed as the architect for this phase of works. The track works revealed the survival of rail turntables, which had to be removed in order to allow tracks to be connected by

points, as did the surviving capstans. Two of the capstans were retained for preservation as artefacts. Then in 1990-91 the suite of galleries in the Station Building was completed by the renovation of the two easternmost arches between the 1830 Warehouse and the Station Building and the adjacent external arch to form a gas gallery. The main components of the building work were the laying of a concrete floors in the internal arches and the insertion of a staircase and lift.

In 1990 the 1830 Warehouse was resurveyed which confirmed that, although steps had been taken to slow the rate of deterioration, the building was at risk of further internal collapse. The survey concluded that the internal frame in the unrestored four bays could be saved if no further deterioration occurred. The immediate next step was to record the building prior to any further works and in 1991 the Museum commissioned the Greater Manchester Archaeological Unit to carry out a full archaeological survey.

The early twentieth century addition to the 1830 Warehouse, which was in a poor condition and of no architectural value was demolished. An additional museum entrance from Water Street was originally envisaged here with access gained directly to the warehouse or indirectly via the three westernmost arches of the 1830 viaduct.

BDP Architects were engaged to develop proposals for wholesale repair to Bays 1 – 4 of the 1830 Warehouse and adaptation to museum use. The overarching philosophy for the adaptation was to ensure the maximum retention of historic fabric and for all new elements to be expressed as clearly modern interventions. Internal circulation cores (lifts and stairs) were inserted and a section of the mezzanine removed to the central bay (Bay 3) to provide the main entrance areas of the building. Despite the extensive decay BDP developed proposals to ensure that the four remaining bays could be repaired and restored using the original construction and much original material. It was proposed that Bay 4 which survived in the most original form, was restored using original material. Elsewhere the surviving form was repaired using a combination of original and new material. It was originally proposed that Bay 4 would display the workings of the world's first railway warehouse at all levels which included the reinstatement of the tracks, restoration of lifting gear and discreet provision of building services. This area was repaired using original material but certain elements such as the tracks and lifting gear were not fully restored.

Statement of Significance

An assessment of significance is a requirement for any planning application that affects a heritage asset. This section of the report provides an assessment of the heritage significance of the buildings which form the 1830 Complex, based on previous assessments, desk based research and site visits. The assessment has been carried out with reference to the heritage values as defined in the Historic England (English Heritage) document *Conservation Principles, Policies and Guidelines* which can be summarised as follows;

- Evidential Value: the potential for a place to yield evidence about past human activity (i.e. archaeological interest).
- Historical Value: the ways in which past people, events and aspects of life are connected through a place.
- Aesthetic Value: the ways in which people draw sensory and intellectual stimulation from a place (i.e. architectural and artistic interest).
- Communal Value: the meanings of a place for the people that relate to it.

A statement of significance follows using the following 'grades' of significance;

- Exceptional: the elements of the heritage assets which are of exceptional value (typically equivalent to Grade I).

- High: the elements of the heritage asset which are of high value (typically equivalent to Grade II*).
- Considerable: the elements of the heritage asset which are of moderate value (typically equivalent to Grade II).
- Some: the elements of the heritage asset which are of some value (typically equivalent to local listing status).
- Neutral: the elements of the heritage asset which have neutral value.
- Negative: the elements of the heritage asset which have a negative impact or are visually intrusive.
- Undefined: any elements which could be of heritage value but have yet to be determined due to lack of available information.

1830 Complex Statement of Significance
The 1830 Complex is of exceptional heritage significance due to the importance of the L&MR as the world's first inter-city passenger railway, its influence on railway development world-wide and the presence of additional phases and alterations which demonstrate how the complex expanded and adapted to meet the growing demand. The English heritage Designation Guide for Transport Buildings describes three phases of railway building. The 1830 Complex sites within the first phase of 'new building types, invented specifically for the railways'. The guide goes onto state that most purpose-built railway structures pre-1840 will be of international significance as being among the earliest railway structures in the world.

Evidential Value
The physical survival of the original station building, warehouse and viaduct provides exceptional evidential value. As the only surviving original passenger station the Liverpool Road Coach Offices and Carrier Offices hold exceptional evidential value demonstrating the origins of the pioneering phase of railway development. As the world's first railway warehouse, which has survived remarkably intact, the 1830 Warehouse holds exceptional evidential value, providing physical evidence for the evolution from canal to rail for goods carrying. Later phases of alterations also provide important evidential value demonstrating how the station buildings adapted through the industrial revolution. As well as holding exceptional evidential value in their own right, the grouping of the buildings reinforces this value

Historical Value
The 1830 Complex provides exceptional historical value due to its status as the earliest surviving passenger terminus in the world and providing the terminus for the first inter-city passenger train in 1830. The illustrative value of the site is exceptional, having no direct model or template the pioneering site took its cues from passenger and goods facilities provided by the canal and stagecoach operators adapting them to rail use. It then provided the prototype for following phases of railway development where the 'model' it generated was further adapted for the growing railway demand. The historic value is enhanced by its association with the pioneer railway engineer George Stephenson and key figures in the history of Manchester such as Bellhouse.

Aesthetic Value
The buildings which form the 1830 Complex use a restrained language which was related both to their function but also their location. The buildings today make a dramatic and positive contribution to the character of the streetscape and form a crucial part of the character of the Castlefield Conservation Area.

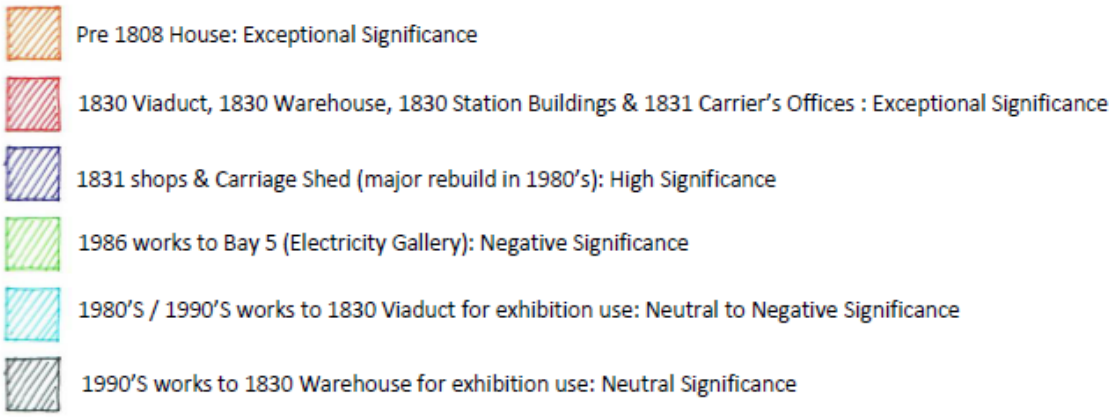
Communal Value
The running of the first inter-city passenger train has a strong claim to being the event that marked the birth of the modern world. As a cheaper and faster form of transport than the stagecoach or mail coach, the railways made travel accessible to more people.

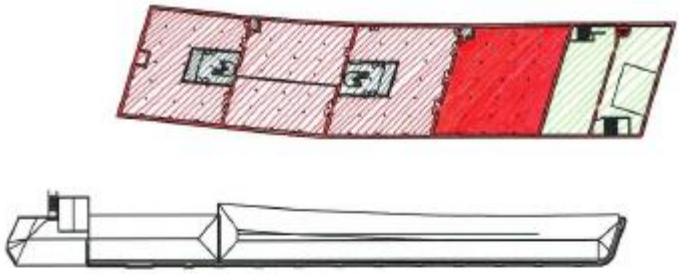
Railways then fostered the suburban development of towns and cities, as they made it possible for the middle classes to commute to work. The social value of the site today remains highly significant as it is a site which is highly valued by the wider community.

Significance Plans

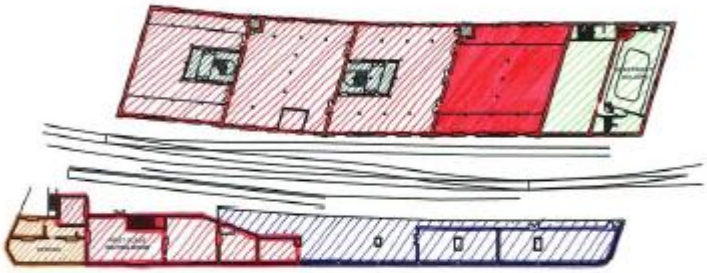
The adjacent significance plans show diagrammatically the principle phases of construction of the 1830 Complex and their associated significance. Although of the highest heritage significance and previously subject to conservation and restoration works there are issues which affect the significance of the buildings which make up the 1830 Complex. Significance of the structures has been affected in the past by wholesale rebuilding (particularly to the 1831 shops and carriage shed), wholesale removal of internal structures (Bay 5 for the Electricity Gallery) and through poorly planned additional circulation.

KEY TO Fig 27 SIGNIFICANCE PLANS

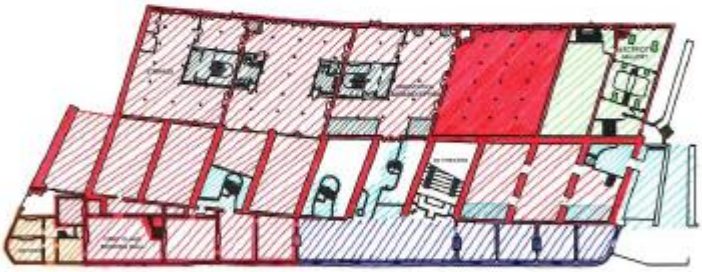




level 2



level 1 rail level (+mezz)



level -1 - entrance level



level -2

Impact Assessment

The scale of the impact is evaluated using the following criteria –

- **Negligible**: works that result in no material change
- **Low**: changes that only make a small difference to the understanding and appreciation of the listed building
- **Moderate**: a change that makes an appreciable difference to the to the understanding and appreciation of the listed building
- **Substantial**: these will be changes which have a fundamental impact on our appreciation of the listed building

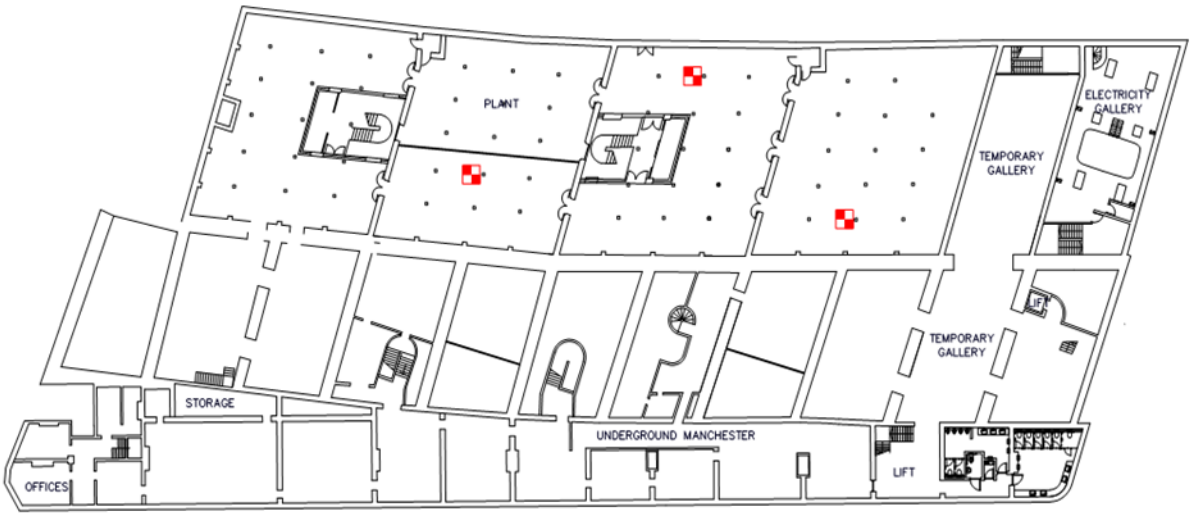


Figure 4 Proposed 3No. locations for preliminary trial pits. Trial pit are selected such that different column foundation details are exposed (1No. no visible foundation, 1No. concrete pad & 1No. stone plinth).

The areas affected by the proposals are historic brick pavers forming the basement floor and their significance is felt to be 'high' as original fabric of the warehouse. The proposal requires their numbering and careful removal, a hand dug pit to inspect the foundations and reinstatement of the fill material and reinstatement of the bricks in their original location.

Once reinstated the overall package of works will have a low impact on the significance of the heritage asset and the impact largely on the 'evidential' value through the loss of archaeological information, therefore, to mitigate this impact a full archaeological watching brief is proposed as a permanent record of archaeological deposits.

From the original proposal by Conisbee (the structural engineers) the number of trial pits has been reduced from 6 down to 3 to minimise the impact of the proposals. Whilst the proposed trial pits are targeted in areas of higher significance this relates to areas where there is a noticeable sag in the timber frame above and columns that each have different footings (concrete, stone and no footings). Bay 5 (that was heavily restored) is lower significance but would not be appropriate for trial pits as the timber frame here has been

removed.

Based on this the impact should be considered 'low' - changes that only make a small difference to the understanding and appreciation of the listed building.

Summary

The works will have a low impact on the special significance of the heritage asset largely relating to the potential to disturbance of archaeological material which is mitigated by the archaeological watching brief.

It is therefore our opinion that the proposed work will not result in the loss of any significance, will consist of less than substantial harm while informing any inherent structural issues to be addressed before they pose a risk the building fabri

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Appendices

Appendix A – List Description

OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION

List entry Number: 1282991

Location

OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD

The building may lie within the boundary of more than one authority.

County:

District: Manchester

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: I

Date first listed: 08-May-1973

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 388282

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

MANCHESTER

SJ8297 LIVERPOOL ROAD 698-1/18/208 (North side) 08/05/73 Old Warehouse to north of former Liverpool Road Railway Station

GV I

Railway warehouse. c.1830, together with Liverpool Road Railway Station (q.v.), by George Stephenson and his son Robert; altered. Red brick in Flemish bond, with sandstone dressings and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. Three storeys but presenting only 2 storeys to the raised level of the track, 10 individually gabled bays arranged in pairs, with slotted pilasters between each pair and at both ends, a moulded stone cornice (carried round the whole), a small lunette on the cornice in the centre of each bay, and stone gable copings linked by short flats. In each pair of bays (except the 5th pair, at the right-hand end), one bay has a segmental-headed wagon archway with stone surround, 3 small segmental-headed barred windows above the archway with linked sills and wedge lintels (except the 4th bay where the wagon entrance has been raised so as to leave only the heads of the windows) and one 2-stage loading slot to left or right, and the other bay has 2 loading slots. The last pair of bays both have the wagon-archway form. The right-hand loading slot in the 3rd bay has a hoist pulley over the lintel, and apparently altered brickwork over the other loading slots suggests that all were formerly equipped with similar hoists. The left hand return wall has (inter alia) a small pediment to the centre, with an oculus; the 3-storey 6-window right-hand return wall has a doorway with stone surround at the left end of the ground floor, 2 segmental-headed doorways at 1st floor level, and narrow rectangular windows diminishing in the height. The 3-storey rear, with cornice and lunettes like the front, and pilasters which have small windows, has 3-stage loading slots arranged singly or in pairs corresponding to those at the front, with hoists over all except one at the west end and 2 at the east end, doorways with stone surrounds next to the single slots, and small rectangular barred windows with wedge lintels. Interior: timber construction visible.

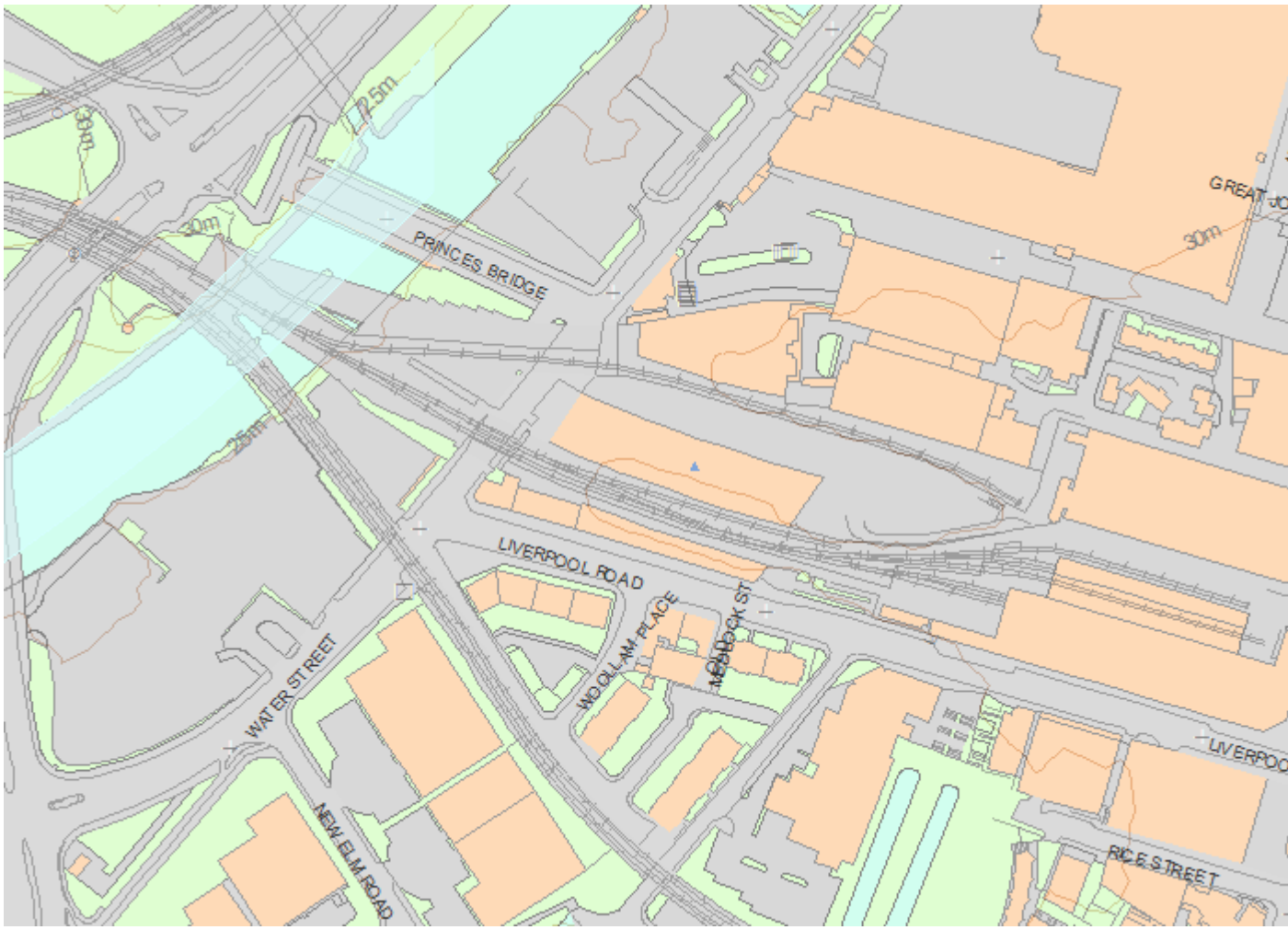
Listing NGR: SJ8299097886

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 82990 97886

Map



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End of official listing