Spotland Bridge New Mill, Rochdale

Statement of Significance



May 2019

Marion Barter Associates Ltd
HISTORIC BUILDINGS ADVICE

Spotland Bridge New Mill

Statement of Significance

prepared for

Spotland Bridge Mill Ltd

by

Marion Barter Associates Ltd

May 2019

CONTENTS

1.0 INTRODUCTION 2
1.1 Background to the Report 2
1.2 Purpose of the Report 2
1.3 Location 2
1.4 Acknowledgements 2
1.5 Copyright 2
2.0 HISTORY, DESCRIPTION AND CONTEXT 3
2.1 Context: Development of Spotland Bridge 3
2.2. Summary History of Spotland Bridge new Mill 5
2.3 Architectural and Industrial Context: Greater Manchester Textile Mills 11
3.0 HISTORIC MILL LAYOUT AND DESIGN: THE SITE TODAY 14
3.1 The Mill (Building 1) 15
3.2 The Engine House (Building 2) 19
3.3 Building 3 - boiler house 21
3.4 Building 4 – chimney 22
3.5 Building 5 – former house 23
3.6 Building 6 – former warehouse 24
4.0 SIGNIFICANCE 27
4.1 The concept of significance 27
4.2 Significance of Spotland Bridge New Mills 28
4.3 Spotland Bridge Conservation Area 31
4.4 Contribution of Setting to Significance 31
4.5 Schedule of Significance 32
5.0 SCOPE FOR CHANGE 34
5.1 Introduction 34
6.0 CONCLUSION 36
SOURCES 37
Appendix 1: List Entry 39
Appendix 2: Historic OS Maps (Touchstones Rochdale) 41

1.0 INTRODUCTION

1.1 Background to the Report

The report was commissioned in March 2019 by Richard Moffat of Lambert Smith Hampton on behalf of Gary Ellis, of Spotland Bridge Mills from the Marion Barter Associates Ltd. The mill is Grade II listed and within a Conservation Area. A statement of significance is needed in order to inform discussions about the future of the mill and proposals to alter it. Marion Barter visited the mill in early April 2019, and research was carried out in Touchstones, Rochdale and using the Historic Environment Record for Greater Manchester.

1.2 Purpose of the Report

The report is designed to provide:

- A summary of the context, history and development of Spotland Bridge New Mill and its setting;
- A statement of significance for the buildings and site.

1.3 Location

The address is Spotland Bridge Mill, Spotland Bridge, Rochdale

The National Grid Reference is SD8852613831.

The local planning authority is Rochdale Metropolitan Borough Council.

1.4 Acknowledgements

This report has been written by Marion Barter BA MA IHBC. It was prepared with the assistance of Gary Ellis, his employees and tenants, who assisted with the site visit. All photographs are by the author unless otherwise stated. Extracts from historic OS maps are reproduced with the permission of Touchstones, Rochdale. Thanks are due to Lesley Dunkley and Norman Redhead at the Greater Manchester Archaeological Advisory Service for their assistance with research and the HER, and permission to use images from the 1980s mills survey.

1.5 Copyright

This report is the copyright of Marion Barter Associates Ltd and is for the sole use of the organisation or individuals to whom it is addressed. It may not be used or referred to in whole or in part by anyone else without the express agreement of Marion Barter Associates Ltd. Marion Barter Associates Ltd does not accept liability for any loss or damage arising from any unauthorised use of this report. © Marion Barter Associates Ltd (2019)

2.0 HISTORY, DESCRIPTION AND CONTEXT

2.1 Context: Development of Spotland Bridge

A summary of the historical development of Spotland Bridge is provided by Rochdale Council, compiled for a review of the conservation area (by Mathilde Guerin, as a consultation document in 2013 and available online). There is also a summary of the textile industry in the Rochdale area contained within the publication *Cotton Mills in Greater Manchester* (Williams and Farnie, 1992, pp 34-45). Spotland is an historic township on the west side of Rochdale, that developed around the bridge over the River Spodden, crossed by one of the main roads into Rochdale from the west. Historically in Lancashire, Spotland is first mentioned in the medieval period; its name is derived from the name of the river Spodden, a tributary of the river Roch. From the early 17th century there were fulling mills along the Spodden, part of the early woollen industry in this Pennine area. The area was otherwise rural with a scatter of farmsteads or folds along the valley, including Bridge Fold just to the south of the bridge; this survived until the early 20th century.

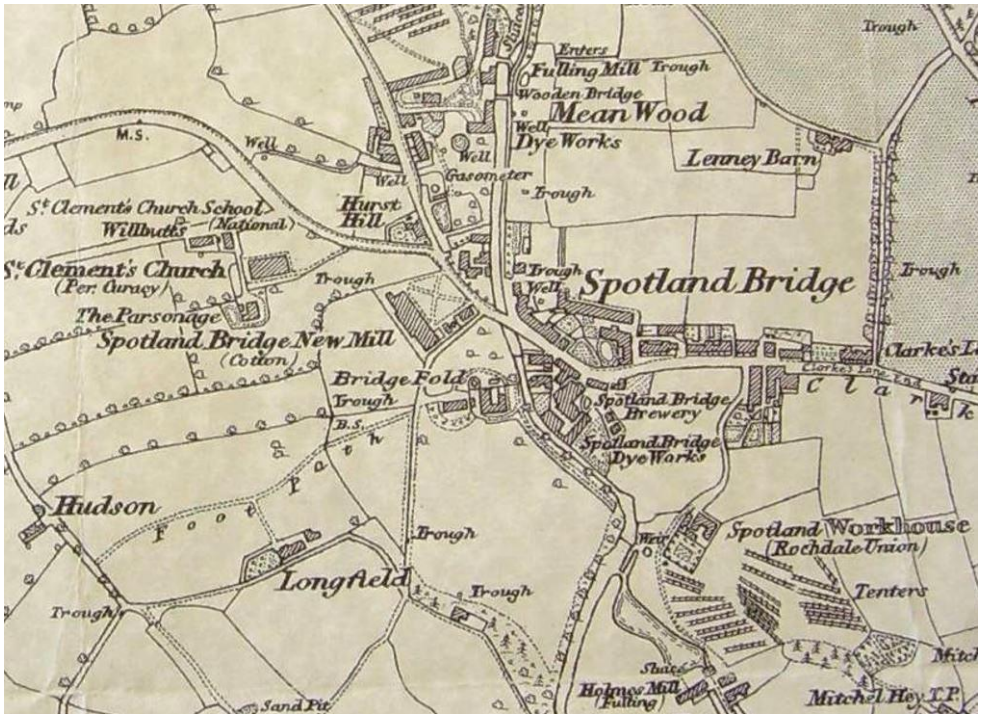

Fig.1: 1st edition OS map, surveyed 1844 (Touchstones, Rochdale)

The underlying geology of this area on the west side of the Pennines is of carboniferous sandstone and coal measures. The stone is good for walling and riven roofing slates, and small drift mines and pits supplied coal, which was used to supply steam-powered industry from the early 19th century. The 1st edition OS map of 1844

(Fig.1) shows Spotland Bridge with a cluster of buildings; the west mill of Spotland Bridge New Mill is clearly shown to the west side of the river. This map also marks the 1832 Church of St Clement and the parsonage, up the hill to the north-west, and to the south-east across the river the Spotland Workhouse and the fulling mill at Holmes Mill. There was also a dye works on the east side of the river, in the angle between the river and Spotland Road, with housing scattered along the roads. In 1831 the population of Spotland township was 15,325. By 1843 there was also a brewery next to the dye works, and tenter fields for drying wool in the area south-east of the workhouse. This site was later partly developed for the large Spotland Finishing works.

In the second half of the 19th century, the area became more urban as new manufacturing operations were established at Spotland Bridge; Spotland New Mill was built to the east of the river in c1870 and workers' housing spread along Rooley Moor Road to the north and Spotland Road to the east.



Fig.2: Spotland Bridge in 1928 (detail from OS map published in 1930, Touchstones Rochdale)

In the early 1900s, a tram depot was built to the south of Spotland Bridge within a bend on the west side of the river, and two new concrete bridges were built over the river for the tram in 1905. The 1910 OS map shows that more workers' housing had by then been built to the west of Rooley Moor Road, in a grid of streets, and Mellor Street Mill had been built west of Mellor Street, a new road. The 1930 OS map (Fig.2) shows a continuation of this development process with expansion at Mellor

Street Mill. Open areas remained such as the nursery on the west side of Bridgefold Road, south of the Spotland Bridge New Mill and Bridge Fold remained as a farmstead.

During the second half of the 20th century, the decline of the cotton industry and transportation changes altered the area; the tram depot and some mills were demolished but Spotland Bridge New Mill survived, used for a variety of manufacturing and business processes.

2.2. Summary History of Spotland Bridge new Mill

The published and unpublished records of the 1980s cotton mill survey by Greater Manchester Archaeological Unit (GMAU) and the Royal Commission on Historical Monuments (RCHME) provides a summary of the history of the mill (Spotland Bridge New Mill report dated October 1989 and HER number 5064.1.0). This survey has been supplemented with further information researched in Touchstones Local Studies Centre in Rochdale, for this study, which has filled some knowledge gaps about the mill's history. Historic maps are in Appendix 2.

The mill was built on a field west of the river Spodden, close to Spotland Bridge, for Joseph Butterworth & Co Ltd, for spinning cotton. The precise date of construction is not known but is thought to be in the early 1830s; the west mill existed by 1834 when it is referred to in Poor Law records for Rochdale with a boiler house, engine house, chimney and gas plant. These structures are clearly shown on the 5 foot: 1 mile 1st edition OS map surveyed in 1843 (Fig.3).

The mill is named as Spotland Bridge New Mill on the 1851 1:500 OS map (surveyed in 1843); there is some confusion in written accounts of the mill due to other mills on the east side of the river with similar names. The 1851 map shows the linear 1830s mill, with a stair tower projecting to the north-west, the privy tower on the west elevation, the detached octagonal chimney and named boiler house to the south-east gable-end. The mill was built for steam-powered manufacturing; there is no evidence of an earlier water-powered mill on this site. The mill's gasometer and purifier house are also marked, along with the manager or owner's house, facing north-east (the map does not show the bay windows which must have been added later). The north-east part of the site is shown on the map as a large open area crossed by diagonal paths. The west boundary of the site was then close to the south-west elevation of the mill. A weighing machine is marked against the east elevation of the mill. The map in Fig.3 shows that the main entrance to the site was to the north-east, off Edenfield Road opposite Spotland Bridge House. Bridgefold Road appears to be a private road, gated at the north end near the bridge.



Fig.3: the west mill, house and gas works on the 1851 OS map (5ft:1ml, surveyed 1843) (Touchstones, Rochdale)

The mill was built with a double beam steam engine of 40 hp, expressed by the pair of tall arched windows to the east side of the engine house; the engine beds are still in situ in the lower part of the west side of the engine house and the single central fly wheel would have been to the east. The boiler house probably housed two Lancashire boilers, indicated by the dimensions of the space and marked on the plan of c1935 (Fig.4). The structure projecting from the east side of the boiler house (on the 1851 map) may have been an open coal store, later replaced by a bunker (Fig.4). The south part of the boiler house may have contained equipment to pump water from the river for the boilers. Each floor had two sets of machines for spinning on throstles, powered by two sets of line shafting and drive belts; the line shafting and belts have been removed but the bearing boxes for the shafts and the columns with bolting faces for carrying the drives are in situ. Gas would have been used for lighting the mill; the plant is shown on the 1851 map. The office to the north gable end is not shown on the 1851 map, but is referred to in a valuation of 1863, which also refers to a closet tower. By a valuation of 1873 another floor had been added to the office at the north end of the mill, and an economizer added to the power system (GMAU/RCHME report dated October 1989).

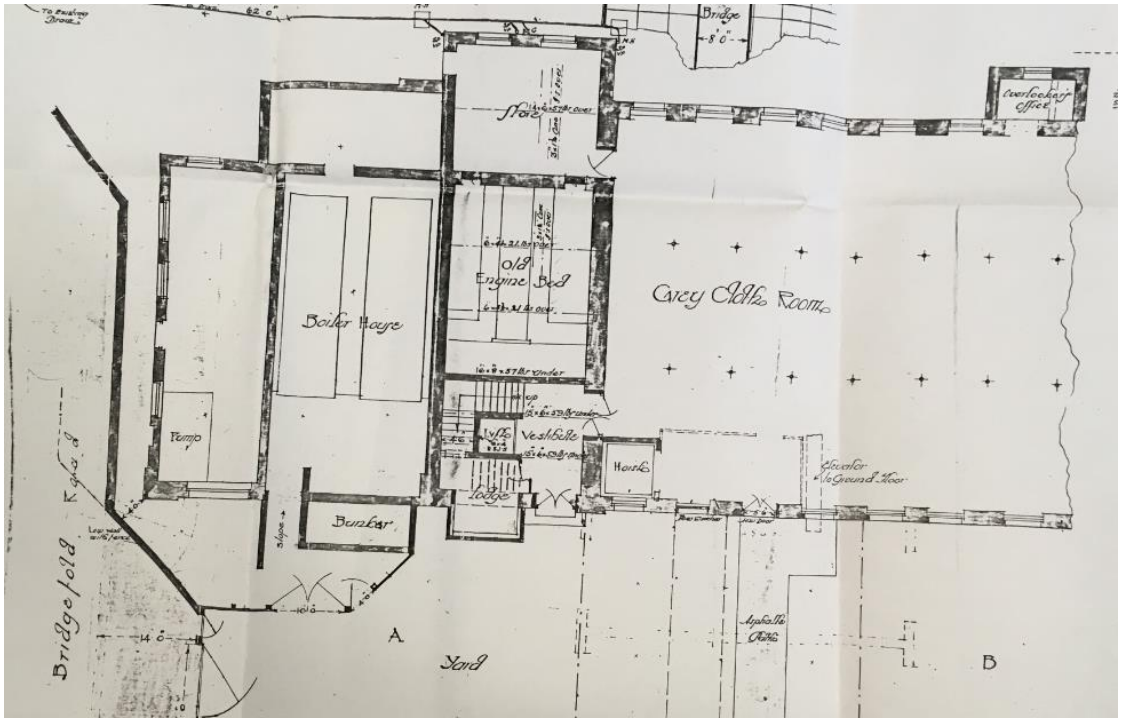

Fig.4: the ground floor of the mill in c1935, showing the boiler house and engine house with inserted staircase and lift (GMAAS). North is to the right

In 1888 the mill had 17,424 spindles, producing 18s/32s supertwist, according to the *Textile Trade Directory* entry for that year, when Joseph Butterworth was listed as the owner under cotton spinners. Compared with the 1851 OS map, the OS map for 1890 shows a few changes to the mill's footprint, including the office to the north elevation, a glazed extension to the rear (west) of the engine house and an extension to the boiler house on the same elevation.

According to an account of the textile finishing firm Samuel Heap and Son Ltd (thesis by N. B. Harte, 1967, pp 14-15), the mill was acquired by Heaps in 1893 for £2700, one of a group of three mills in this area managed by the firm and used to produce flannelette. In 1895, the firm built a 2-storey warehouse to the east of the mill, for storing 'grey cloth', shown in historic photographs at Touchstones (Fig.5). This structure is now 4-storey; the third floor was added to the warehouse in 1908 and the fourth in 1912. Historic photographs show the warehouse as each new floor was added (Figs.5 and 6) and the top two floors are of a brighter hard red brick than the lower two floors. Harte's account of Samuel Heap & Sons ownership of Spotland Bridge New Mill confirms that this eastern building was not built as a mill, as previously thought; the warehouse use is consistent with the lack of evidence for powered manufacturing in the building. Probably soon after Heaps acquired the mill, an extension was added to the east elevation of the west mill, a lean-to shown on the 1908 OS map and in the photograph of 1910 (Fig.6). Its purpose is not known and it had been demolished by the time of the 1980s GMAU/RCHME survey. The 1910

photograph shows pale brickwork to the top part of the stair tower, indicating it had been raised in height (Fig.6).



Fig.5: the Samuel Heap & Sons warehouse in c1900, from Spotland Bridge (undated photograph Touchstones Rochdale)



Fig. 6: the mill from the south in 1910 (Touchstones Rochdale)

By the end of the First World War, the mill was run by Messrs Samuel Turner and Co Ltd, a textile company. Samuel Turner was a well-known Rochdale Liberal who was also managing director of Turner Brothers Asbestos Company; in the 1920s he shifted his political position to campaign for tariff reform and for cotton to be grown in Britain's former colonies (Leeds Mercury 26 November 1923). Photographs taken in the 1980s GMAU/RCHME survey show the firm's war memorial still in the mill (current whereabouts of this memorial unknown). In 1917 the mill was still being run with a

steam engine, according to an advert for a handyman to 'assist in the boiler and engine house' for the firm at Spotland (Rochdale Observer 14 March 1917). The 1928 OS map shows that numerous small outbuildings had been built to the west side of the mill and there was a pair of bridges between the east and west buildings. By the mid-1930s the mill had been converted to electrical power and the steam engine was no longer needed (GMAU/RCHME report dated October 1989). Plans for Samuel Turner & Co Ltd show how the engine house was converted for new uses; copies of the undated plans are within the archive of the GMAU/RCHME mills survey (GMAAS). The plans are thought to be c1935 and are signed by the Rochdale architect S.Butterworth and Duncan (Figs. 4 and 7).

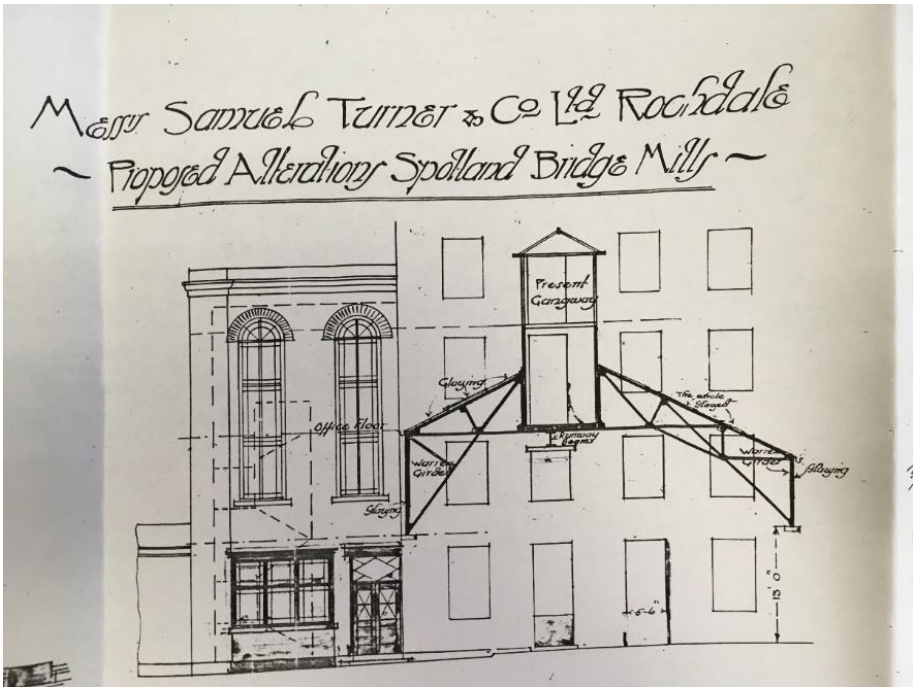

Fig.7: plans for alterations to the engine house and a new canopy, c1935 (GMAAS)

In the engine house two concrete floors were inserted to create a second floor boardroom and first floor stores and WCs, with a new staircase and lift at the east end. The doorway, bay window and the glazing pattern to the arched windows to the east elevation of the engine house all date from this 1930s phase. The south gable windows were probably also inserted as part of the work.

The same set of plans (Fig.8) includes alterations to the house to create a first floor caretaker's flat; the plans show that the ground floor had previously been altered for a canteen.

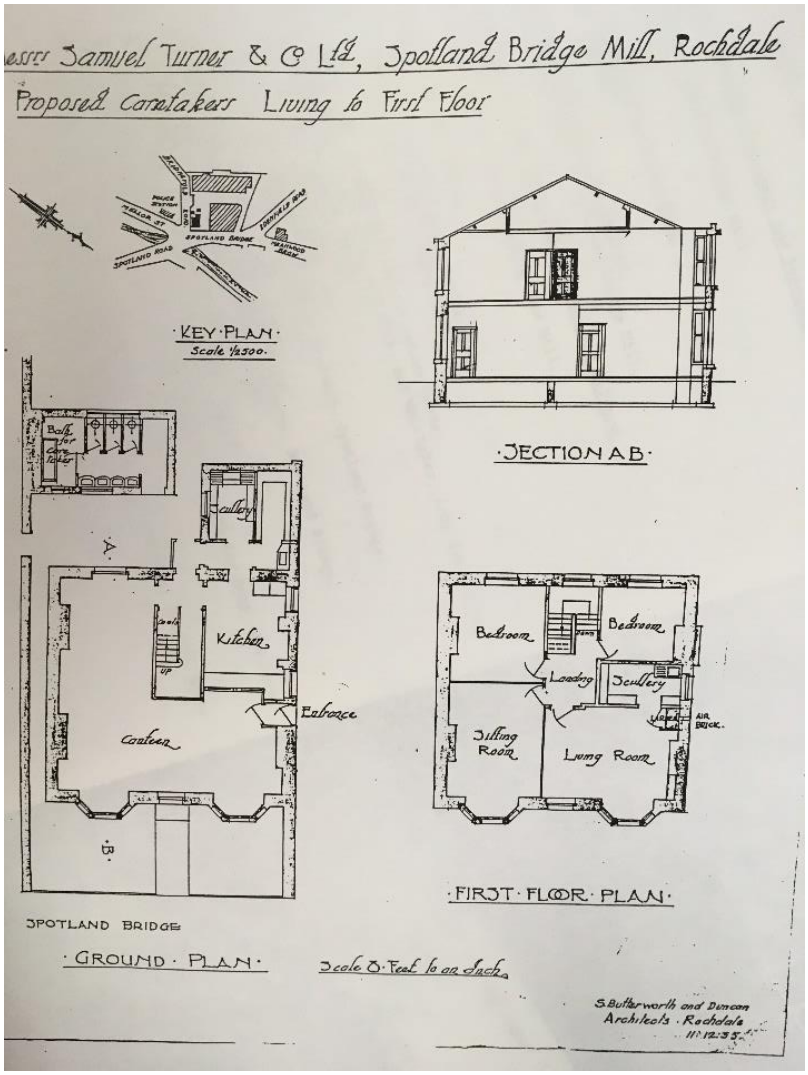

Fig.8: plan of c1935 showing alterations to the house (GMAAS)

In the 1960s and 1970s, the mill was run by Alderglen, a clothing manufacturer, producing lingerie and 'nylon quilted housecoats', according to adverts for workers (eg.Belfast Telegraph 20 November 1968). In 1987 the mill was bought by Highcliffe Estates and by 1989 it housed 34 small firms (GMAU/RCHME report dated October 1989). In the late 20th century, there was a single-storey shed infilling the north end of the space between the mill and the warehouse; this was demolished after 2017. At an unknown date between 1989 and 2017, the mill roof was renewed in Welsh slates, and alterations also made to the roof of the house including the removal of chimneys and a rear dormer window.

The mill was first listed in 1996. In 2007, the mill was included in the Spotland Bridge Conservation Area, designated by Rochdale Council (Appendix 2).

Planning permission and LBC was granted for a residential conversion designed by Pozzoni Architects for Biz Space in 2008, renewed in 2011, but the scheme was not

implemented. The site was acquired by the present owner in 2017, with space in the buildings continuing to be let to separate tenants; the site is managed by Spotland Bridge Mills Ltd, which has undertaken repairs and carries out regular maintenance.

2.3 Architectural and Industrial Context: Greater Manchester Textile Mills

The key account of the textile industry in the Greater Manchester area is the volume written by Mike Williams and D.A. Farnie for Greater Manchester Archaeological Unit (GMAU) and the Royal Commission on the Historical Monuments of England (RCHME) published in 1992. The book and related survey material provide an overview of the main textile districts and an account of the development of the industry from water powered rural sites to urban steam and electric powered mills. The survey in the 1980s was undertaken in response to the closure and demolition of textile mills; similar mill surveys took place in West Yorkshire and East Cheshire, also with publications by RCHME.

The mill heritage in Rochdale and the Pennines began with buildings relating to the woollen industry, with 17th century fulling mills and domestic weaving. The first mills were water-powered, such as Crimble Mill or Styal Mill built by the Gregs in the 1790s. By the early 19th century, the availability of coal, imported cotton and new technology enabled the building of larger steam-powered cotton mills, built away from river valleys. The earliest surviving example is in Manchester in Ancoats (Murrays Old Mill of 1798), which demonstrates advances in building engineering and steam power for mechanised processes, using coal brought by canal. Early steam-powered mills were not fire-proof, but built with timber beams on slender cast-iron columns; Spotland Bridge New Mill is of this type. The combustible nature of cotton processing later led to changes in building design with fire-resistant brick-vaulted floors built in mills.

Cotton production became part of the area's manufacturing base but the continuing woollen industry protected Rochdale's economy when cotton suffered sharp declines, during the American Civil War for example.

Multi-storey cotton mills that were built between the 1790s and c1825 are described in the GMAU/RCHME survey as 'tall and narrow in proportion to their length' (Williams and Farnie p54). Many of the mills were up to six storeys high with eight storeys in Manchester where land was at a premium. Mills ranged from 11 to 20 bays in length with each bay around 2.5 metres wide. The overall width of a typical early 19th century mill was between 11.5 and 15.3 metres. After 1825 mill widths increased; Spotland Bridge New Mill is 38 metres long and 18 metres wide internally and typical of the period. Mills were generally built of hand-made brick, with local stone for window sills and other details. Roofs were slate. Pictorial records show that these early mills had small-paned windows, although almost none of these survive. Engine houses are recognisable by their tall arched windows.

The rectangular mill floors were arranged with a grid of columns, designed to fit with the dimensions of the machinery. The processes in early 19th century cotton mill were powered by steam engines, usually in a 2 or 3-storey internal engine house that was built transversely at one end of the mill. The engine house was separated from the rest of the mill by a solid wall to which the power transmission was attached; a vertical drive shaft linked to the fly wheel, was connected by gearing to horizontal line shafts running through the wall via bearing boxes. These line shafts were fitted with pulley wheels which ran belts connected to the machinery. Machinery rarely survives in cotton mills; boilers and steam engines were generally removed for scrap when mills converted to electricity. Evidence for power transmission can still be seen in mills in the form of cast-iron bearing boxes embedded in walls, particularly in the wall between the engine house and the mill, and in the bolting faces for line shafting on the cast-iron columns.

From the second half of the 19th century, architects were increasingly involved in the design of textile mills and some firms specialised in this industrial sector, such as Stott & Son of Oldham who designed many mills in Greater Manchester such as Pear Mil, Stockport (107). The large mills of the early 20th century incorporated new features to reflect advances in technology, both in manufacturing processes and in building construction; concrete and steel allowed for larger floor plates with more space for machinery, larger windows and improved fire-proofing. Power was provided by electricity instead of steam. Pitched roofs were replaced by flat roofs finished in asphalt, some designed to hold water as a reservoir. Showy features to express the success of the owner such as water towers and chimneys carried the name of the firm and became local landmarks.

The recent 2017 mills survey undertaken by the University of Salford for Historic England updated the findings of the 1992 mills survey; almost half the mills that existed in 1992 have since been demolished. In the Greater Manchester region there were 972 mills in the 1980s, and by 2017 there were 540, a 44% rate of loss.

In Rochdale there were 229 mills recorded in 1992, but only 102 mills had survived by the time of the mills survey in 2017, a rate of loss of 48%. 12 of the extant mills are listed buildings. Of the surviving mills in Rochdale, 25.4% have been assessed as 'at risk'. In the Spotland and Falinge area, four out of the six mills recorded in 1992 remain, of which Spotland Bridge New Mill is the only listed example. Within the boundary of Spotland Bridge Conservation Area, only two mills survive, Spotland Bridge New Mills and Spotland Bridge Mill across the river which is likely to be demolished.

A mill complex also required storage facilities for storing raw materials and finished goods, fuel storage, a mechanics workshop for the millwrights to repair machinery, offices for administration and welfare facilities for the workers, which were initially very basic. Most of these structures are either present or can be understood from historic records at Spotland Bridge New Mill. It is not known if the house was built for

Joseph Butterworth or for a resident manager. Mill owners often also built housing for their workers and stables, but these are not part of this mill complex.

3.0 HISTORIC MILL LAYOUT AND DESIGN: THE SITE TODAY

The mill complex comprises a group of buildings which were built in two main phases, with additional phases of minor alteration and addition:

- Phase 1: c1833, west mill, boiler house, engine house, chimney and the house.
- Phase 2: 1895 – 1912, east warehouse.

For convenience, the buildings are numbered in the following description, with reference to their historic functions.

- Building 1: west mill of c1833
- Building 2: engine house of c1833, altered c1935
- Building 3: boiler house of c1833, altered
- Building 4: chimney of c1833
- Building 5: house of c1833, altered
- Building 6: warehouse of 1895, with floors added 1910 and1912

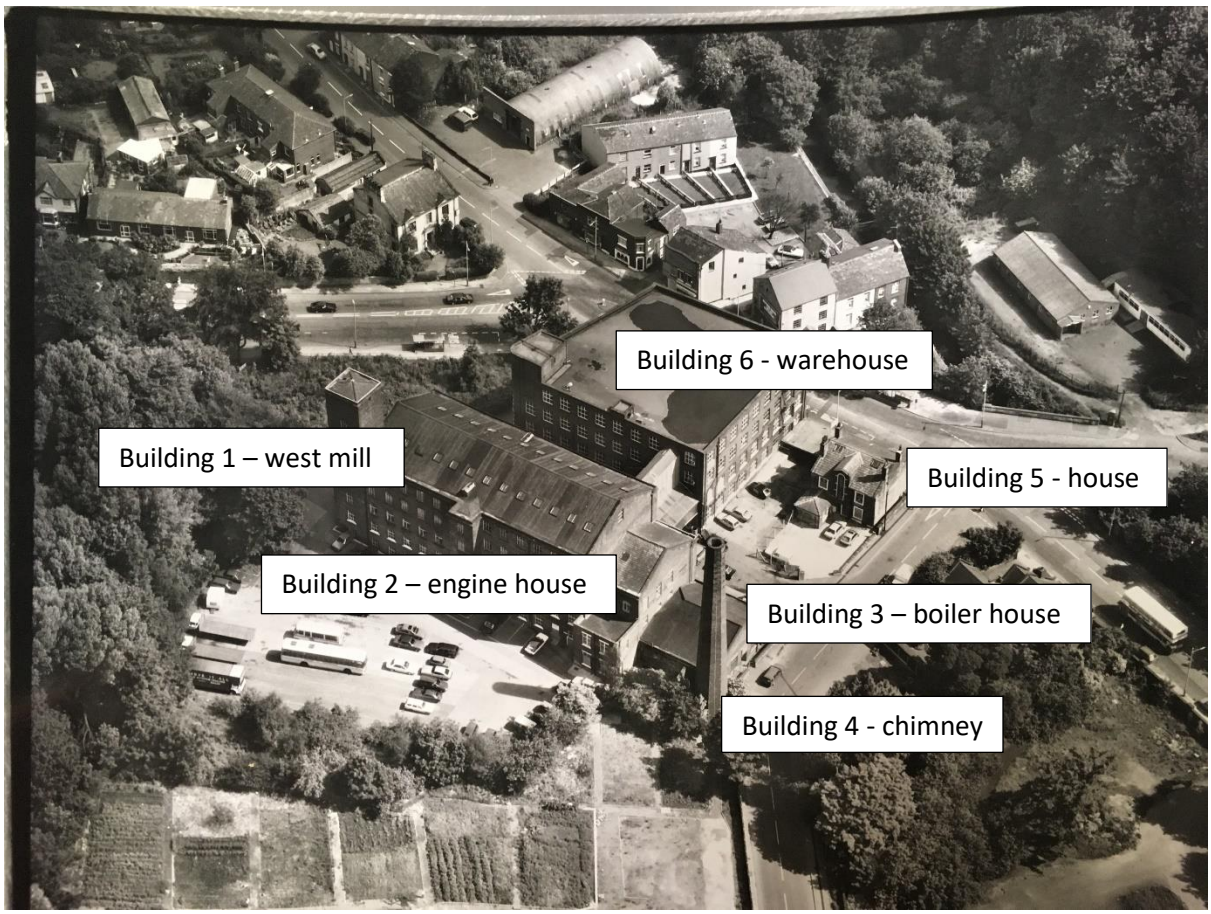

Fig.9: the mill in the 1980s from the south-west (GMAAS)

3.1 The Mill (Building 1)

The west mill was last used for textile and clothing manufacturing in the 1970s, and has been partly let for light industrial or business uses since the 1980s; the upper floors are currently vacant. The 5 and a half-storey mill is constructed of red brick with a Welsh slate roof; the pitched roof is arranged longitudinally and was built with rooflights to light the upper floor working area. The gable end verges are plain but the eaves are finished with a concave stone cornice and plain blocking course and lead-lined gutter. The same detail is used on the mill, engine and boiler houses, privy tower and office.



Figure 10: west and south elevations



Figure 11: east elevation

The side elevations are each thirteen bays long with regular fenestration. To the north-west corner is a projecting square staircase tower and a rectangular privy tower projects from the mid-point of the west elevation, both probably original features as they are shown on the 1851 OS map (surveyed 1843) and the privy tower has the same parapet as the main mill. The historic entrance for workers was probably into the east side of the stair tower, which was obscured by the later office building. The fenestration consists of 9-pane timber windows with largely fixed glazing, all with brick heads and stone sills. The 9-pane windows are unlikely to be the originals and it is probable that the west mill had smaller-paned windows when first built. The existing 9-pane windows are similar in pattern to those on the warehouse first built in 1895 and may be of a similar date. Windows on the north gable end have been replaced in uPVC to the same overall 9-pane pattern.

At ground floor level, several windows were altered to form door openings, in the 20th century. The bridge on two levels connects the second and third floors of the west mill to the east warehouse and was added between 1890 and 1908 (first shown on the latter OS map); when windows either end were altered for doorways. The bridge has cladding panels with windows to the lower level, and the upper level may be a later phase. The canopy with a steel structure, extending either side of the bridge, was added in c1935 (Fig.7). Attached to the underside of the bridge is a travelling crane or hoist mechanism.

There are metal fire escapes on both east and west elevations, probably added in the mid 20th century in response to fire regulations.



Fig.12: bridge and 1930s canopy between the east and west buildings.

The north gable elevation is dominated by the square brick stair tower to the north-west corner, which was raised in height or rebuilt, probably in the late 19th century; there is a clear difference in the brickwork between the lower and upper sections. The 2-storey element that projects from the north gable-end, east of the stair tower was added as a mill office sometime before 1863; the structure is not shown on the 1851 OS map but was added as a single-storey office by 1863 with the upper floor added by 1873 (according to valuations referred to in the GMAU/RCHME survey). There is a straight joint in the brickwork between the office and the stair tower. The difference in the windows expresses the two phases, with smaller sashes and a doorway to the ground floor and larger windows to the first floor; a photograph from the early 1900s (Fig.6) shows only two first floor north windows (the middle window is therefore a later insertion). The office has a low hipped roof behind the parapet.

On the north gable end of the mill, windows have been replaced in uPVC, retaining the 9-pane pattern of glazing.



Figure 13: The north end of the mill



Figure14: office on north gable

Internally, the mill floors have transverse timber beams carried on two rows of cast-iron columns, with joists arranged longitudinally, the usual arrangement. The soffits of floor boards are visible, with later boards generally laid on top of the lower boards. All surfaces, including brick wall linings, are finished in lime-wash or paint to maximise light levels in the mill (Fig16); timber previously hidden by other surfaces or more recent elements are not whitened.

The south gable end of the mill separates the mill floors from the engine house. On the north face of the gable end wall are large cast-iron transmission boxes (blocked with brickwork) that carried power from a vertical drive shaft (in the engine house) horizontally into each floor of the mill, via iron line shafts and belt drives. Areas of oil staining on the wall relate to the moving line shafts. The location of the missing line shafting is evident from the bolting faces on columns.



Figure 15: blocked bearing box (left) at south end of the mill



Figure 16: cast-iron column with bolting face for line shaft

The roof trusses consist of queen-strut trusses, probably of pine, with iron straps, three tiers of purlins and rafters. This form of roof allowed the roof space to be used for storage or manufacturing. The 1989 photographs show that the roof space had a

boarded timber ceiling at collar level, which was white-washed like other internal surfaces. This boarding was removed during re-roofing in the early 21st century, when sarking felt was laid over the rafters and the rooflights were replaced to match the earlier 3-light rooflights, in timber with Georgian wired glass.



Figure 17: roof space in 1989 (GMAAS)

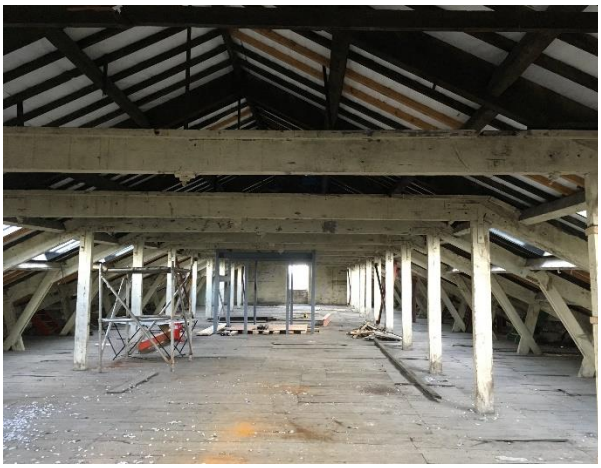

Figure 18: roof space in 2019

The upper floors are accessed via the original stone staircase in the north-west stair tower; this has painted brick walls and stone slab landings. The staircase in the engine house was inserted in the 1930s. On the west side of each floor doorways led into the privy tower. The access doorways to the bridges on the second and third floors have sliding steel fire doors like those in the warehouse, probably early 20th century (Building 6).



Figure 19: soffit of stone staircase in NW stair tower



Figure 20: doorway to west privy tower and late C20 beam repairs (west side)

There are some modern stud partitions relating to current uses on the lower two floors, but upper floors are still open where the spatial character of the mill can be appreciated.. The floor beams and roof trusses were repaired in the late 20th century

with steel which is corroding; new galvanised steel work is currently being added to reinforce the beam-ends. There are some inserted elements such as a service hoist in the south-east corner and steelwork relating to a new lift shaft in the centre of each floor; the historic floor and roof structures are otherwise intact.

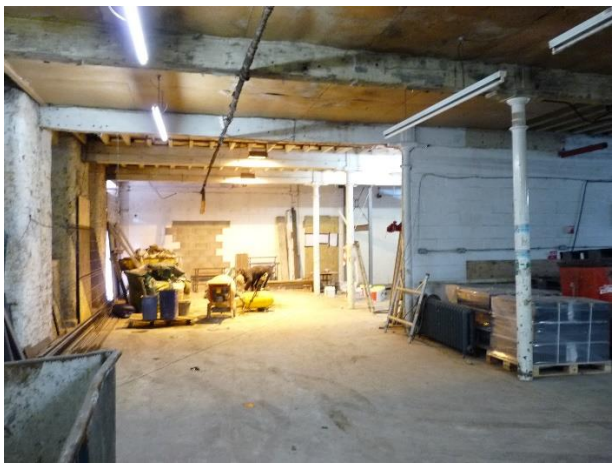

Fig.21: ground floor view from the north



Fig.22: stud partitions, ground floor north end

3.2 The Engine House (Building 2)

The engine house adjoins the south gable elevation of the mill, aligned east-west and dates from the 1830s, built at the same time as the mill with which it shares architectural details such as corner pilasters, stone cornice and parapets. The 3-storey structure is brick, two bays wide and originally the same depth as the mill; the rear (west) extension is later. The eaves is just above the level of the third floor of the mill, with pitched roof laid in Welsh slate. The existing entrance faces east, dating from alterations in c1935 when the engine house was altered for office use and a staircase inserted. The pair of tall east windows have 1930s frames and glazing, and the bay window to the office below is of the same phase (recently repaired). The doorway to the right of the window is also of the 1930s (currently boarded over). The west elevation has been altered with an added 2-storey flat-roofed extension; this was first built in the late 19th century, but was altered in the 1930s for staff toilets. On the second floor of the engine house, the pair of arched openings are original but the glazing is 1930s. On the south elevation, large blocks of stone relating to bearing boxes are set in the wall; the three tall flat-headed windows to the first and second floors are 1930s insertions.



Fig.23: engine house with 2-storey extension, from the south-west



Figure 24: engine house and boiler house (left) from the south-east



Figure 25: 1930s windows to engine house east elevation

The engine house interior is no longer a single volume, with inserted first and second floors dating from c1935. A deep narrow void that can be seen from a doorway off the west end of the ground floor space contains stone engine beds. At the east end of the ground floor is a ground floor reception office (lodge) with a glazed partition and a staircase with central lift, all installed in the 1930s.

On upper floors the partitioned spaces were built as offices, with timber and glazed partitions and a corridor along the north side of the first floor with doorways into the mill. The west end of the first floor was remodelled for staff WCs, partly in an extension; the extension has a concrete floor and part of the 1930s layout is extant.

The second floor was remodelled as a board room in the 1930s, but this area has been altered and no fittings remain.



Figure 26: ground floor office, lift and staircase inserted into engine house, c1935



Figure 27: in situ line shafting in workshop extension, west of engine house



Fig.28: first floor corridor and 1930s office partitions in engine house



Fig.29: 1930s toilet area in extension on west side of engine house, first floor

3.3 Building 3 - The boiler house

The boiler house is part of the first phase of the mill, built in c1833 along with the chimney and engine house as part of the mill's steam power plant. It is a single-storey structure built against the south gable-end of the engine house, with a low-pitched slate roof with a half-hip to the north end, probably altered in the 1930s to enable windows to be installed on the first floor gable end of the engine house. The external structure has similar features to the mill with brick walls, corner pilasters and a stone cornice and blocking course or parapet. Historically the roof had a louvred ridge vent, removed by 1989. The building was in poor repair and close to collapse when acquired by the present owner, and repairs and some modifications were carried out to stabilise the building after 2017. Internally, the structure is divided into two unequal compartments by a brick wall; the wider north area was where two boilers were housed (Fig.4). On the east elevation, the large opening to the south

space, framed by pilasters, is a historic feature, with modern roller shutter. The doorway to the north of this on the same elevation is a late 20th century insertion, also with roller shutter. The existing metal canopy matches the previous light-weight roof.



Fig.30: boiler house in 2017



Fig.31: boiler house east side, 2019

Internally, damaged roof timbers have been replaced with steel beams, to support the roof (Fig.33). On the west side of the boiler house, the lean-to extension is a recent structure, rebuilt on the footprint of an earlier extension (Fig.32); the wall separating this extension from the body of the boiler house has been partially removed, using salvaged beams to carry the eaves.



Fig.32: boiler house in c1980, with lean-to, rooflights and louvred vent (GMAAS)



Fig.33: inside the south part of the boiler house, from the east

3.4 Building 4 – chimney

The octagonal brick chimney is part of the first phase of the mill, built in c1833 along with the engine house and boiler house as part of the mill's steam power plant. The tapered structure appears to have been rebuilt in brick with metal straps to the upper section; it may have had a moulded stone capping, removed at an unknown date.

3.5 Building 5 – former house

The stone-built house to the south-east corner of the site was built in the early 19th century, probably for the site manager. It was adapted for a canteen and caretaker's accommodation in the early 20th century and is now largely in use as an undertakers' office. The front faces east towards Edenfield Road with a central door flanked by double-height canted bays with modern windows (not sashes). The rear had a full-height stair window with arched top within a gabled dormer, up until at least 1989 (Fig.34); the dormer and the gable-end chimneys were removed sometime after 1989. There is a small single-storey stone structure to the rear with a hipped roof, probably part of the original phase and still in use as a scullery in the 1930s. The adjoining room in the north-west corner of the house was then the kitchen. The rear entrance leads into a small lobby with a decorative tiled floor and staircase with stick balusters and wreathed handrail, all 19th century in date.



Figure 34: the rear of the house in 1989 (GMAAS)



Figure 35: the house in 2019



Figure 36: the front of the house from the east (Gary Ellis)



Figure 37: tiled floor and staircase

3.6 Building 6 – former warehouse

The 4-storey warehouse was first built as a 2-storey brick structure in 1895 by Samuel Heap & Sons, raised by two floors in 1910 and 1914. The building is 9 bays wide from east to west, but the footprint is irregular along its north side; the west wall is 2 bays longer than the east wall which is of 8 bays. The elevations are built with a stone plinth and brickwork above laid in English garden wall bond, with a clear difference in brick type between the first and second floors (the upper floors are faced in a hard red Accrington-type brick, seen clearly in Fig.38). The only embellishments are the stepped brick cornice, pilasters consisting of pairs of projecting vertical brick bands to the corners and the convex north-west corner rising to a short tower; this was built as part of the top floor in 1912, probably to house a water tank for a sprinkler system. The concrete roof is flat, with a low brick parapet with flat stone copings.



Fig.38: south and east elevations of the warehouse (Gary Ellis)

The windows are timber 9-pane lights with segmental heads and stone sills. The centre panes at the top of each window are either pivot-hung opening lights or fitted with louvre vents. On the ground floor, some windows have been altered to form doorways. The main entrance into the warehouse was from the west elevation facing the mill, where alterations to the elevation relate to a previous infill shed. The

bridges connecting the mill to the warehouse date from the late 19th or early 20th century. There are added metal fire escapes on the south and north elevations.



Figure 39: north elevation from the west (Gary Ellis)



Figure 40: north-west corner

The interior consists of flat concrete ceilings (board-marked) on steel beams supported on a grid of cast-iron columns. The columns have no bolting faces for machinery as in the west mill. Floors are partly timber-boarded. The staircase is within an internal brick compartment against the west wall, in the 4th bay from the south. Other historic features include fire-hose reels and sliding steel fire doors, typical of warehouses and mills in the area. There is a sprinkler system, of unknown date. Partitions have been inserted to create corridors and separate units for letting. The building is largely occupied with only one or two units currently vacant.



Figure 41: interior of top floor in 1989 (GMAAS)

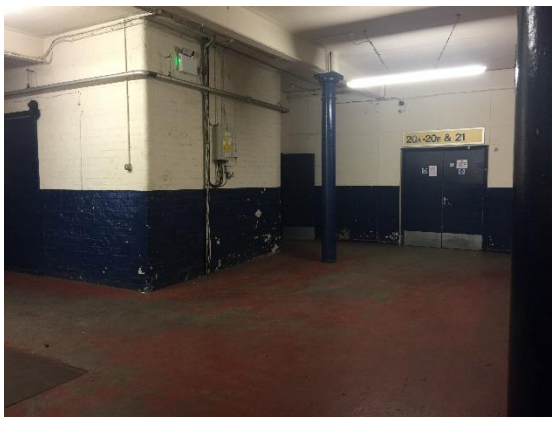

Figure 42 : internal staircase tower, on west side of the warehouse (Gary Ellis)

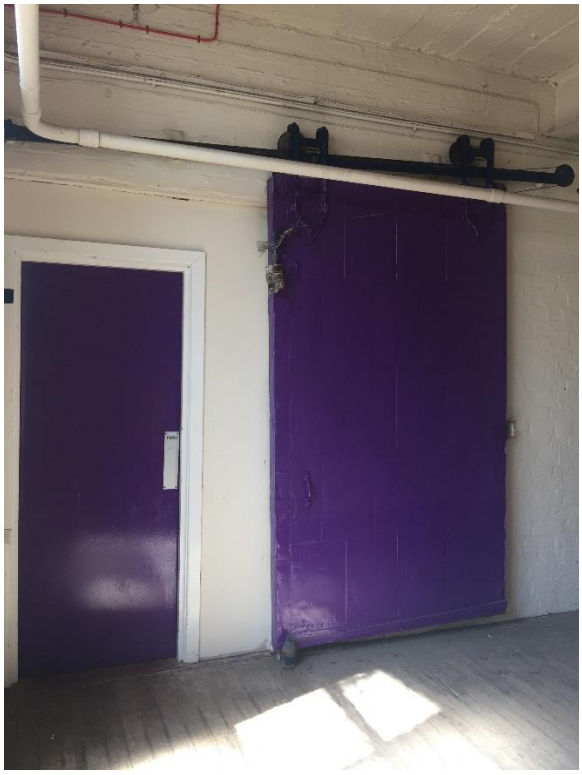

Figure 43: steel fire door (Gary Ellis)

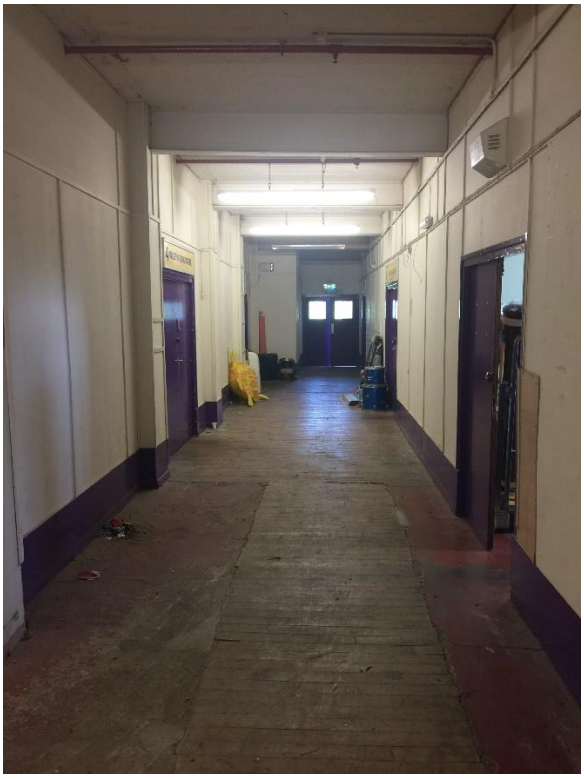

Figure 44: typical corridor (Gary Ellis)

4.0 SIGNIFICANCE

4.1 The concept of significance

Significance is defined in the NPPF (*National Planning Policy Framework*, 2018) as the 'value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from the heritage asset's physical presence but also from its setting'.

Understanding significance is a key principle for managing change to heritage assets, and is embedded within the NPPF; a key objective of government policy is 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation …' (NPPF para.192). Historic England, (formerly English Heritage) issued *Conservation Principles* in 2008 to explain the theoretical framework to understanding significance and managing change to heritage assets. The values-based framework derives from James Semple Kerr's work in New South Wales Australia which first established a values-based approach to understanding cultural significance, particularly used for conservation plans. Historic England uses four main values or interests; evidential, historical, aesthetic and communal, similar to those listed in the NPPF but the latter does not include intangible communal values.

Measuring the level of significance is helpful when making decisions about heritage and balancing significance against other public benefits. The NPPF advises that the more important the heritage asset the greater weight should be given to its conservation (para. 193). Measuring significance relies on a combination of comparative analysis, an understanding of the building and site's development and history and the wider context. Historic England guidance does not provide a hierarchy of levels, but heritage significance can usefully be measured in a scale of levels; the following is the most usually followed:

- **Exceptional/Highest** – an asset important at the highest national or international levels, including Grade I listed buildings and landscapes, our most important scheduled monuments and World Heritage Sites. The NPPF advises that substantial harm should be wholly exceptional.
- **High** – a designated asset important at a national level, including Grade II and II* listed buildings and some conservation areas. May also include non-designated archaeology of national importance. The NPPF advises that substantial harm should be exceptional.
- **Medium** – an undesignated asset important at a local to regional level, including local list (non-statutory) buildings and unlisted buildings that make a

positive contribution to a conservation area. Includes some conservation areas and also less significant parts of listed buildings. Buildings, landscapes and structures in this category should be retained where possible, although there is usually scope for adaptation.

- **Low** – structure or feature of very limited heritage or cultural value. May include insignificant interventions to listed buildings, and modest buildings that do not contribute positively to a conservation area. The removal or adaptation of structures in this category is usually acceptable where the work will enhance a related heritage asset.
- **Negligible** – structure or feature of no heritage value and structures or features that may harm the value of a heritage asset. Removal of such features can be considered, taking account of setting and opportunities for enhancement.

4.2 Significance of Spotland Bridge New Mills

Spotland Bridge New Mills is a complex of listed textile mill buildings which have high significance as a good example of a multi-phase textile manufacturing complex. The west mill (Building 1) has high significance as a good example of a medium sized early 19th century cotton mill, with extant buildings related to power plant (boiler house, chimney and engine house). The ancillary buildings such as the former house (Building 5) and the later multi-phase warehouse (Building 6) are part of the high significance of the whole site. Although it has high significance as part of the group, the warehouse has slightly less significance than the1830s buildings due to its later date, modest architecture and altered interior. The mill site as a whole has high significance, as an unusually intact ensemble; there have been only minor losses since the key elements were constructed.

Following the methodology for assessment of heritage significance set out in Historic England's Conservation Principles, the mill complex is considered to have the following heritage values:

Historical Value

The listed buildings which form the mill have historical value as a good example of a cotton mill first built in 1833 by a local manufacturer, including a multi-storey mill and steam power plant. The mill illustrates the evolution of this part of Rochdale for textile-related industry, and is one of only two mills left in the conservation area. The mill complex reflects the development and expansion of the textile industry in the late 19th and early 20th century with a warehouse added in three phases to the east of the mill. The site has been altered and adapted since textile manufacturing ceased, but the different elements are still legible, demonstrating the robustness of the building type. The mill is also associated with several Rochdale firms founded

and run by prominent local men: Joseph Butterworth, Samuel Heap and Samuel Turner, who represent the high social and political status of local textile entrepreneurs who contributed to the development of the Spodden Valley. For example, Samuel Turner (1840-1924), one of three sons of the founder of the textile firm was mayor of Rochdale in 1901-3 and knighted in 1914; the family's wealth came particularly from asbestos (Turner Brothers and later Turner & Newall Ltd), but their original cotton business was initially established at Clod Mill, Spotland and took over Spotland Bridge New Mill in the early 20th century.

The mill has high significance for historical values.

Evidential/Archaeological Value

Greater Manchester Archaeological Advisory Service were consulted about this site. The Historic Environment Record (HER) holds detailed records for the mill, including a copy of the 1989 report and archive created as part of the GMAU/RCHME Manchester mills survey.

Spotland Bridge New Mills is of high significance for its evidential and archaeological value. It was in use as a textile or clothing mill for over 140 years, from 1833, and retains most of the structures related to the spinning of cotton. The buildings on the site are relatively intact, reflect the historic functions and make the complex legible.

The loss of some historic fabric and all the machinery has slightly diminished the significance of the mil buildings, but the fabric of the building provides evidence for the location of machinery and power transmission. Below-ground archaeology may reveal more about the early development of the site, particularly of missing structures such as the gas plant and other missing buildings. The site has high archaeological potential, although this may have been affected by recent works in the area between the chimney and the boiler house.

Aesthetic value

Spotland Bridge New Mills is of high significance for the robust quality of the brick and stone buildings that are characteristic of the textile industry in the Pennines. The building is a key landmark in Spotland Bridge and the chimney provides a focal point for the area; this aspect of the site has high aesthetic value. There are good views of the site from the public realm, with the former house, chimney and both large buildings important in the local townscape. Within the site, the inner 'street' between the two mills is a strong visual feature, along with the aligned south gable walls of the boiler house, engine house and mill. The upper storeys of the mill afford good views across the site and the surrounding area. The house relates well to the domestic scale of other buildings lining the roads around Spotland Bridge.

Architectural Value

The multi-storey mills are the dominant element on the site due to their bulk and massing but the octagonal brick chimney is a landmark. The main external mill features are the external brick walls, regular fenestration, and the stone cornice and parapet detailing which is particularly good. The later brickwork and flat roof of the warehouse (Building 6) is typical of the late 19th century and early 20th century phase in textile buildings. The regular pattern of fenestration to both mills and the distinctive tall arched windows to the former engine house have high architectural significance. The mill windows are likely to be replacements for the originals, and are probably of early 20th century date; the 9-pane windows are a consistent type on both main buildings.

The interior plan-form and internal structure of the mill is largely intact, with some dramatic open spaces particularly on upper floors, with distinctive lines of columns carrying beams. Internal features of particular significance include cast iron columns with bolting faces, floor beams, timber roof trusses and cast-iron bearing boxes in the walls. The open plan layout of the upper floors is consistent with the original form of the building and although modern partitioning detracts from its spatial character, this is reversible and fairly ephemeral. The interior as a whole is considered to be of high significance, although some inserted elements are of low significance, for example the later hoist in the south-west corner and partitions on the ground floor of the mill.

The engine house retains the typical tall windows relating to the original use, but the staircase, lift, inserted floors and partitions date from conversion for office use in the 1930s; these features have medium significance as part of a later phase of alteration after steam power ceased.

The former house at the entrance to the site has high architectural significance as a good example of a mill house and retains a number of architectural features such as the bay windows facing the road and inside, a tiled floor and the staircase.; However, the interior has been altered and chimneys and the rear dormer are missing, reducing its architectural significance.

Communal value

The mill has some communal significance as part of the conservation area; it is part of Spotland Bridge's heritage and very visible from the surrounding roads. It was assessed as part of the 1980s Greater Manchester Textile Mills Survey, a collaborative project between the Greater Manchester Archaeological Unit and the RCHME and has recently been reviewed with funding from Historic England. It is likely to be valued by local people, although the community has not been consulted on this aspect.

4.3 Spotland Bridge Conservation Area

Spotland Bridge Conservation Area was first designated in 2007, including the mill and the road junction area spanning the river, along with the area east of Mellor Street and south of Spotland Road. The conservation area was extended in 2013 to include St Clement's Church, grids of workers' housing to the north (Edmund Street and Roe Street) and the sites of the demolished Mellor Street Mill and the tram depot, redeveloped for housing. Various documents relating to the historical development of the conservation area and the proposed 2013 extensions and character areas are available online at https://consultations.rochdale.gov.uk/strategic-planning/spotlandbridge/

For the 2013 consultation, the conservation area was divided into ten character areas (although not all were approved by the Council). The mill is within Area 1, whose key characteristics were identified by Rochdale Council in 2013:

- grouping of textile mills and ancillary buildings that form a remarkable townscape representing the whole of the cotton industry from its tiny Georgian beginnings based on water power, through the dramatic developments of the Victorian phase, based on steam, to the final large scale developments of the Edwardian period, largely based on electricity and modern transport.

- Spotland Bridge New Mill and Spotland New Mill are impressive 'cathedrals of bricks', significantly contributing to the character of the conservation area. Their chimneys are prominent townscape features of importance to the area's identity.

- The River Spodden, Mellor Street and Spotland Bridge are the main axes along which this well-preserved industrial settlement was established. Individually, many of the buildings have their own historic and/or architectural interest.

4.4 Contribution of Setting to Significance

Setting is an important aspect of a listed building that is protected through the 1990 Planning Act, when development is proposed; setting is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'. The mill complex has a prominent position close to Spotland Bridge and is a landmark in the approaches to the bridge particularly from the east, the south, and the north. The setting around

the bridge and road junctions has been altered by highways improvements but represents an important meeting of historic routes at the crossing over the river; this contributes to the significance of the mill.

The setting to the south of the mill on either side of Bridgefold Road has been altered since the mill and tram depot were demolished; new brick housing has been developed which is of fairly high design quality. Although the historic industrial context has been lost in this area, the housing has a neutral impact on the setting of the mill.

To the north-west of the mill is a wooded hillside that screens the Church and the parsonage from the mill, separated from the mill site by Longfield Road. These buildings are roughly contemporary with the west mill and they and the wooded slope are important to the setting. Across Edenfield Road, opposite the warehouse, is a former detached house, also part of the early 19th century development of the area, although it has been altered.

The south boundary consists of a low stone wall that is probably late 19th century in date, with recent steel railings. Modern railings bound the north side of the site. The mill buildings are surrounded by parking areas and yards with hard surfaces; these are functional and part of the industrial character of the site. The appearance of the west car park area has been improved recently by hard landscaping using salvaged riven stone slabs, some set on edge to form a low wall to separate the parking area from footways.

4.5 Schedule of Significance

The table below summarises levels of significance for all buildings on the site. See photograph in Fig.9 for building locations.

Building Number	*Date*	*Significance Level*
1. West Mill	c1833	High overall, later alterations such as the bridges, modern hoist and recent partitions have medium or low significance.
2. Engine house	C1833	High overall, but 1930s floors and insertions have medium significance.
3. Boiler house	c1833	High overall, but altered elements have low significance, such as modern shutters.
4. Chimney	c1833	High
5. Former house	c1833	High, but modern elements and alterations have

		medium or low significance
6. East warehouse	1895-1912	High overall, but altered parts of the interior have medium significance
7. Boundary to Bridgefold Road	19th century wall Steel railings	High low
8. Boundary to Longfield Road	Recent railings	Low

5.0 SCOPE FOR CHANGE

5.1 Introduction

Listed buildings are protected by the 1990 Planning (Listed Buildings and Conservation Areas) Act. Listed building consent is required for all works that affect the character of the listed building, including demolition and alterations. It is a criminal offence to cause or undertake works to a listed building without consent. Policies in the National Planning Policy Framework (NPPF) protect designated heritage assets, a term that includes including listed buildings, conservation areas and archaeology. The NPPF states that, in determining applications, local authorities require 'an applicant to describe the significance of any heritage assets affected…As a minimum the relevant historic environment record (HER) should be consulted and heritage assets assessed using appropriate expertise where necessary' (para 189). This report provides a proportionate level of significance assessment for this heritage asset.

A key principle in determining applications is that local authorities should take account of:

a) 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation,

b) the positive contribution tat conservation of heritage assets can make to sustainable communities including their economic vitality, and

c) The desirability of new development making a positive contribution to local character and distinctiveness' (paragraph 192)

Local authorities have to give great weight to the conservation of a designated heritage asset, when considering the impact of proposed development (the more important the asset the greater the weight should be) (paragraph 193).

Proposals may enhance, have a neutral impact or cause harm to a heritage asset. Harm should be avoided, and if a level of harm that is 'less than substantial' is likely to be caused, the local authority has to balance this against public benefits (para 196). Substantial harm such as the demolition or substantial loss of significance of a listed building should be exceptional and therefore has to be very robustly justified, against the stringent tests in the NPPF (para 195).

The current business and light industrial (B1 and B8) uses occupy most of the east warehouse and part of the west mill but in the latter, upper floors are vacant, pending the completion of structural repairs. During a period of gradual decline in

the late 20th century, the mill was neglected and a backlog of repairs and maintenance built up. The current owner is addressing defects such as the structural integrity of mill floor beams, and the buildings are maintained on a day to day basis; the roof and rainwater goods are in generally good condition. In the Greater Manchester mills survey of 2017 (Rochdale survey report), the mill was assessed as 'vulnerable' (risk category 4), due to it being 'partially occupied' and in 'fair' condition (University of Salford, 2017, p49).

The mill has been altered on numerous occasions since it was first built in the 1830s, in response to the needs of each owner or occupier, such as changes to doors and windows and the insertion of hoists, lifts, staircases, welfare facilities, and alterations to the engine house, to suit changing requirements. The robust industrial character of the mill buildings enables the buildings to accommodate a reasonable level of change related to continuing the existing uses; letting income contributes to the maintenance of the mill and the space for local businesses is important for the local economy and community.

To protect the significance of the mill, outlined in the previous section, it will be important to maintain the external envelope of the mill, including the regular pattern of door and window openings, historic details to the roof and masonry and to use matching materials for repairs. There is likely to be scope to upgrade windows subject to agreement; there are precedents for double glazing in Grade II listed mills in the region but it will be important to agree the details and materials. Continuing to undertake good quality repairs to roofs, the internal structure and external walls is important. Roof trusses, cast-iron columns and timber beams are important internal structural elements, and along with evidence for power transmission and mechanical processes should be retained. Providing partitions to create spaces for tenants will inevitably affect the open spatial character of the mill and warehouse floors, but provided the partitions are reversible and do not cause physical harm to the fabric, this is likely to be acceptable.

There is scope to reinstate some missing features such as chimneys and the former staircase dormer to the house, and to unblock previously blocked windows and doorways on the mill and warehouse; this would enhance the significance of the mill buildings.

6.0 CONCLUSION

Spotland Bridge New Mill is a good example of a cotton mill developed in the 1830s as a steam-powered spinning mill, with a warehouse built in stages from the 1890s. It is associated with several prominent Rochdale firms including Joseph Butterworth who probably built it, Samuel Heap and Sons Ltd and Samuel Turner & Co Ltd. The buildings illustrate two main phases of construction and technology in the textile industry. As well as the mill, the site includes a former manager's house, the buildings of the power plant (chimney, boiler house and engine house) and the warehouse to the east; it is an unusually intact group. Since the 1980s, Greater Manchester textile mills have been demolished at a rate of 44%. There are now 102 mills in Rochdale, compared with almost 200 in the 1980s, and only four remain in Spotland, of which this is the only listed mill.

The buildings are protected by legislation in the 1990 (Listed Buildings and Conservation Areas) Act and policies in the NPPF and Local Plan. The NPPF contains a presumption against causing harm to a designated heritage asset, when applications are being determined. It is recognised that to survive in a viable use historic buildings will be subject to some change; conservation is about managing change not preventing it. The NPPF allows for the impact of any harm to be weighed against the public benefits, which can include securing the optimum viable use. Continuing the existing mix of business and light industrial uses appears to be the best use for the mill complex; while this may require some minor changes to ensure the buildings are fully let, it avoids radical changes to the mill interiors or exteriors and preserves the robust industrial character of the place. There is scope for changes that will enable the mill to be viable and to contribute to the economic and social vitality of the area, provided the details are agreed.

SOURCES

Department for Communities & Local Government, *National Planning Policy Framework*, 2018

Harte, Negley Boyd, *A History of Samuel Heap & Sons Ltd,* 1967 (unpublished thesis, extract in Touchstones, Rochdale)

Historic England, *Conservation Principles,* 2008

Historic England, *Engines of Prosperity - New Uses for Old Mills*, 2016

Linehan, J J, *The Industrial and Commercial Growth of Rochdale,* nd, No.1 Pamphlet (Touchstones, Rochdale)

Textile Trade Directories: 1888, 1910, 1917 (Touchstones, Rochdale)

Rochdale Observer, 8 December 2010 (Touchstones, Rochdale)

Whitworth, G T, *A short history of the textile industry in Rochdale*, nd

Williams, M and Farnie, E, *Cotton Mills in Greater Manchester,* 1992, RCHME

Historic Maps, Touchstones, Rochdale

OS 1851 map, 5ft to 1ml, Rochdale sheet 4 (surveyed 1843)

OS 1893 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1890)

OS 1910 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1908)

OS 1930 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1928)

Historic Environment Record, GMAAS, University of Salford

HER Entry No. 5064.1.0

Greg Beale, *Spotland Bridge New Mill*, unpublished report, CgMS, 2008

Mike Williams, *Spotland Bridge New Mill*, unpublished report for Greater Manchester Mills Survey, 1989

Photographs and survey archive, Spotland Bridge New Mill file, 1989 GMAU/RCHME Greater Manchester Textile Mills survey

Ian Miller, Rachel Reader & Norman Redhead, *Greater Manchester's Historic Textile Mills – Buildings at Risk Assessment*, November 2017, University of Salford

Ian Miller, Rachel Reader & Norman Redhead, *Greater Manchester's Historic Textile Mills – Borough of Rochdale, Buildings at Risk Report*, November 2017, University of Salford

Websites

Rochdale Council, *Spotland Bridge Conservation Area, Historic Development* (Draft for Consultation), February 2013

https://consultations.rochdale.gov.uk/strategic-planning/spotlandbridge/supporting_documents/Historic%20development%20%20CONSULTATION.pdf

Touchstones, Rochdale (historic photographs etc)

https://link4life.org/online-services/touchstones-online-collections

British Newspaper Archive online

https://www.britishnewspaperarchive.co.uk

Appendix 1: List Entry

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

Heritage Category: Listed Building
Grade: II
List Entry Number: 1268046
Date first listed: 04-Nov-1996
Statutory Address: SPOTLAND BRIDGE NEW MILL, BRIDGEFOLD ROAD

Details

SD 82 SE, 335-0/6/10017

ROCHDALE, BRIDGEFOLD ROAD (West side)

Spotland Bridge (New) Mill

II

Cotton spinning mill, now industrial centre. c1833, early C20 extension. Built for the firm of Joseph Butterworth and Co. Ltd. EXTERIOR: original mill of five storeys and attic, thirteen bays. Red/brown brick, slate roof, gable copings. Square fireproof external stair attached to N end, privy tower and fire escape doors (same size as windows) with cast-iron railed platforms on W side. Blocking course and corner pilasters.

INTERIOR: Two rows of cast-iron columns, with flat bolting faces for line shafting, support massive timber cross-beams and joisted timber floors; roof structure of queen-strut trusses to attic storey lit by roof lights and gable windows. Lower engine house with paired narrow round-arched windows indicating housing for a double-beam engine at S end. Attached to this is the low contemporary boiler house, 2-storey storeroom to rear; tapering octagonal chimney close by. Later additions include a 2-storey office block with 4-pane sash to right of doorway and a sash window with margin lights above, added by the 1870s. 4-storey, 9 x 8 bay added mill to the east: Accrington brick, flat roof, segmental-arched 9-pane windows. Structure of steel beams with cast iron columns and concrete floors with sprinkler tower. Powered by mains electricity. Access from the Edenfield Road is through a gateway with wide wrought-iron gates; the original cobbled road surface survives, as does the revetment wall of massive stone slabs on the west side. Also on the site, facing the road junction, is the mill owner/manager's house: coursed gritstone, stone surrounds to doors and windows, slate roof, no stacks. Two storeys, Two rooms deep, single-storey attached outbuilding at rear. Central recessed half-glazed door with overlight, flanking full-height canted bay windows. Doorway and tall stair window to left of centre, rear. Low retaining wall to forecourt.

HISTORY: the mill was built for spinning course counts of cotton twist. By 1888 it was powered 17,424 spindles, when the business was taken over by Chas. Whittaker Ltd. Listed as a good example of an early C19 non-fireproof mill, which, with its early C20 addition, shows a typical expansion of the business. (Gurr, Duncan, and Hunt: The Cotton Mills of Oldham: Oldham. 1989-).

development pattern for an early site. The c1833 mill is an example of the increasing width (18m) of buildings as construction methods improved and larger machines became available during the middle years of the century. In this example the width is spanned by- timber beams for a non-fireproof construction which remained usual through the mid C19. The roof structure and roof lights indicate the Use of powered machinery rather than storage on this floor. The double beam engine had 2 cylinders side-by-side working a single flywheel; in this mill one line shaft powered each of 2 rows of spinning throstles on the wide spinning floors, (Williams, 1992). (Williams, M and Farnie, DA: Cotton Mills in Greater Manchester: 1992-: 74,82,83,89).

Listing NGR: SD8852613831

Books and journals

Gurr, Duncan, Hunt, , The Cotton Mills of Oldham, (1989)
Williams, , Farnie, , Cotton Mills in Greater Manchester, (1993), 74, 83, 83
Williams, , Farnie, , Cotton Mills in Greater Manchester, (1993), 89, 175-6

https://historicengland.org.uk/listing/the-list/list-entry/1268046 (accessed 1 May 2019)

Appendix 2: Historic OS Maps (Touchstones Rochdale)



Fig.45: OS 1851 map, 5ft to 1ml, Rochdale sheet 4 (surveyed 1843) This copy courtesy of GMAAS



Fig.46: OS 1893 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1890)



Fig.47: OS 1910 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1908)



Fig.48: OS 1930 map, 25in to 1 ml, Lancashire sheet LXXXVIII.4 (surveyed 1928)

Marion Barter Associates Ltd

5 Royle Avenue

Glossop

SK13 7RD

marion@marionbarter.co.uk

Tel. 01457-861374