

# CHESHIRE HISTORIC TOWNS SURVEY

## Crewe

### Archaeological Assessment



2003



ENGLISH HERITAGE

# CHESHIRE HISTORIC TOWNS SURVEY

## **Crewe**

### ***Archaeological Assessment***

2003

Environmental Planning  
Cheshire County Council  
Backford Hall  
Backford  
Chester  
CH1 6PZ

*These reports are the copyright of Cheshire County Council and English Heritage. We would like to acknowledge the assistance of Dr Chris Lewis, University of Liverpool, in the preparation of these reports. The archive is held by the Cheshire County Sites and Monuments Record.*

*The Ordnance Survey mapping within this document is provided by Cheshire County Council under licence from the Ordnance Survey, in order to fulfil its public function to make available Council held public domain information. The mapping is intended to illustrate the spatial changes that have occurred during the historical development of Cheshire towns. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey mapping/map data for their own use. The OS web site can be found at [www.ordsvy.gov.uk](http://www.ordsvy.gov.uk)*

# **CREWE**

## **ARCHAEOLOGICAL ASSESSMENT**

**Vince Devine & Jo Clark**

### **1. SUMMARY**

Crewe has been described as 'perhaps the best example of a railway town' (Crosby 1996, 117), which is a reference to the town's post 1838 foundation and development, initially by the Grand Junction Railway Company (GJR), and later by the London and North Western Railway Company (LNWR). These organisations not only constructed the architectural fabric of the town, but were also its municipal administrators and the self appointed guardians of the population's moral, spiritual and social development. Along with other towns such as New Wolverton (after 1838) and Swindon (after 1843), Crewe was one of the earliest settlements to develop around a railway centre.

#### **1.2 Topography and Geology**

Crewe lies in south-east Cheshire, approximately 6km to the north-east of Nantwich and 7km to the south-west of Sandbach. The township lies at c 50m AOD and is surrounded by the gently undulating land of the Cheshire Plain, which is used primarily for dairy farming.

The underlying geology comprises Lower Keuper Marl, above which is boulder clay (Geological Survey of Great Britain, 1953). The soils of the surrounding area are typical argillic stagnogleys, which are predominantly suited to grass or long ley crops and graded classes 3-4 (Furness 1978, 132).

The A534 passes through Crewe from Nantwich and the A532 is an arterial road connecting west and east Crewe. The A530, which links Whitchurch and Middlewich passes just to the west of the Crewe.

#### **1.3 Administrative Unit**

The ancient township of Crewe lay in the parish of Barthomley in the Hundred and Deanery of Nantwich (Dunn 1981, 13). However, the railway town developed largely in the townships of Monks Coppenhall and Church Coppenhall, which were formerly small, dispersed agricultural based settlements. Both townships were in the Hundred and Deanery of Nantwich and the ancient parish of Wybunbury up until 1373 when Coppenhall became a separate parish (Dunn 1987, 26).

The parish of Coppenhall was divided into the two civil townships of Church Coppenhall to the north, and Monks Coppenhall to the south (Chaloner 1950, 4). After 1841 the parish assumed the name of Crewe, which in 1877 was designated as a borough. In 1892 and 1936 the borough was extended, the latter act finally brought the railway station within the boundaries of Crewe township (Sylvester 1980, 91).

For the purposes of this report, the earlier historical development of the Coppenhalls and Crewe are discussed individually until the mid-19th century.

## 1.4 Place Name

The place name Crewe or *Creu* is first documented at Domesday (1086). Other spelling variations include *Criwa* (c1150) and *Crue* (1290-1472), although the modern spelling is recorded in 1297. The name is a derivation of the Welsh 'cryw', meaning 'a fish trap, or weir' (Cameron 1968-9, 9-10).

Coppenhall' or *Copehale* was first recorded at Domesday (1086). Other Medieval spellings include *Copenhale* (1249), *Copinhal* (1288) and *Coppenhall* (1317). The prefix of 'Church' was first recorded in 1310, when *Chirchecopunnale* is documented. The definition of Coppenhall, refers to the personal name of 'Coppa' [s] 'nook or hale' [a small portion of land] (Cameron 1968-9, 23). The prefix of Church is likely to have been a reference to the medieval church.

Monks Coppenhall was first recorded in 1294 with *Monkescopenhale*, closely followed by *Munkescopenhale* (1295), and *le Munkescopenhale* (1366). The name translates as '*Coppenhall belonging to the monks*', a reference to the town's association with Combermere Abbey (Cameron 1968-9, 26).

## 2 SOURCES

### 2.1 Historical

The authoritative text for the history of the town is Chaloner's *The Social and Economic Development of Crewe 1780-1923* (1950). Other detailed information is contained in Ormerod's *History of Cheshire* (1882), short discussions are available in Crossley (1949) and Crosby (1996) and there is a recent pictorial history by Simpson (1991).

### 2.2 Cartographic

Saxton's map of Cheshire (1577), provides the first cartographic representation of Crewe, but it does not depict either of the Coppenhalls. All three settlements are however, recorded on Speed's map of 1610. The first detailed plan of the area is provided by the tithe maps of 1839-40, which depict the townships of Monks Coppenhall and Church Coppenhall and the area prior to the construction of the railway engineering works.

A representation of the town c1843-53 (Simpson 1991), purports to show the town plan, as laid out by the GJR's Chief Engineer. This plan however appears to be a reconstruction, and not a contemporary representation. Of more use is a detailed plan of the township, which dates to 1868 when a survey of the 'Company property within the town [at Crewe]' was undertaken. The earliest detailed plan of the whole township is provided by the Ordnance Survey (OS) First Edition 6": 1mile map surveyed in 1874-6.

## **2.3 Archaeological**

There are 27 entries within the study area recorded in the Cheshire Sites and Monuments Record (CSMR) and these are identified in Figure 1. Where sites and finds have been identified from the CSMR the relevant reference is provided throughout this report. The present study has generated nine new records.

The only archaeological work known to have been carried out at Crewe is an evaluation of the medieval moated site in the area of Moat House Drive in west Crewe, by Earthworks Archaeological Services in January 2001 (report pending). Two trenches were dug over two arms of the moat, which revealed deposits with a high environmental potential.

## **3. HISTORICAL AND ARCHAEOLOGICAL SUMMARY**

### **3.1 Prehistoric**

A small scatter of prehistoric finds have been identified in the surrounding area. These include three Neolithic polished stone axes: one of which was found 3km north of the town's centre at Oak Tree Cottage (CSMR 217), another 4km north-east (CSMR 216) and the other 2km east (CSMR 215). A small cluster of worked flint was discovered 3km to the south of the town's centre where three separate entries are identified on the CSMR (2674/0/1; 2674/0/2; 26740/3). Also a Bronze Age axe was discovered 2km to the south of Crewe. However, there are no known sites or monuments dating to this period from Crewe itself.

### **3.2 Roman**

A number of Roman finds and sites have been identified in the surrounding area. Sites include the route of the Roman Road to Middlewich that runs 2km to the west (CSMR 1189), and areas of Roman saltworking identified 3km to the north-east (CSMR 2425) and 3.5km to the south at Shavington (CSMR 2400). Finds include a 3rd century coin, which was discovered 2.5km west of Crewe and a 4th century coin c 3km east. However, there are no known sites or monuments dating to this period from Crewe itself.

### **3.3 Early Medieval**

Both Coppenhall and Crewe were recorded at Domesday. However, no evidence survives to indicate the location of these small early medieval settlements. *Copehale* as recorded in the Domesday survey, was a component within the large, but dispersed estate of William Millbank, known as the 'Barony of Wich Malbank' and Ormerod suggests that the 'Copenhall' entry probably included both Monks and Church Coppenhall (Ormerod 1882, 324). The earliest references to Church Coppenhall as a separate entity dates from the reign of Edward I (1272-1307), and from this time it appears that any reference to Coppenhall, without the prefix of 'Church', refers to Monks Coppenhall.

The Domesday survey records that:

*The same Richard holds Creu [Crewe in Barthomley]. 'Osmaer held it. 1 hide that pays geld. The land is for 2 ploughs. There [are] 1 radman and 1 villein and two bordars with 1 plough. There [are] 1 ½ acres of meadow. Wood 1 league long and ½ [league] wide.*

*T.R.E. it was worth 10s., now 5s. He found it waste.*

*The same William holds COPEHALE [Copenhall]. Healfdene (Halden) and Wulfheah (Ulfac) held it as 2 manors and were free. There [is] 1 hide that pays geld. The land is for four ploughs. In demense is 1 [plough] and two oxmen, and 1 radman and 1 villein and 1 bordar with 1 plough. There [are] 3 acres of meadow. Wood 1 league long and 1 [league] wide. There are 2 hays. T.R.E. it was worth 24s, now 12s*

(Harris and Thacker 1987, 352, 356)

Crewe and Copenhall, in common with the rest of Cheshire, clearly suffered devastation after the anti-Norman rebellion of 1069-70. Crewe was said to be waste and Copenhall much reduced in value from 24s to just 12s.

### **3.4 Medieval**

#### **3.4.1 The Manor**

At Domesday the manor of Crewe, a small settlement of a low value, was held by Richard of Vernon. In c 1150 Henry De Crewa witnessed a deed of William de Malbank, and although his status was unrecorded, his son, Thomas was the Lord of the Manor c 1154 (Ormerod 1882, 313). Between 1349 and 1350, Joan, the granddaughter of Thomas, married Richard Praers of Barthomley, and subsequently the manor passed to their son Thomas de Crue. The manor passed to Thomas's daughter, Elizabeth, who 'brought Crewe and other estates in marriage to Robert de Fouleshurst', and whose family subsequently held the manor until the post medieval period (Ormerod 1882, 325).

The Domesday entry for Coppenhall records that it was held by William Malbank as two manors. In 1287-8 the barony had been partitioned, and both Church Coppenhall and Monks Coppenhall, were held by the Waschet family. By 1326-7 this holding had passed to the *Foulk de Orreby* family, who held it until 1394-5 (Ormerod 1882, 324-325). During this period the manor passed to Mary, wife of John de Rous, who held it in demesne. By the mid to late 15th century, this portion of the manor was said to have a rental value of 100s (Ormerod 1882, 325).

During the reign of Edward I (1272-1307) the manor of Monks Coppenhall passed from the Waschets, to the Audley family. An Inquisition of 1287-8, records that the manor was held in two 'appellations' [portions] by Eleanor Malbank, and (apparently) by Combermere Abbey. In an undated deed, one Idonea, the widow of William Waschet '...gives to god and St Mary, and the abbey of Combermere, licence to erect a mill in the vill of Copenhale, upon the water called Woritherne, and to make and attach a pool to her land of Gresty' (Ormerod 1882, 328). Also during this time a John de Mere gave 'all their lands and tenements in Copenhall to the same abbey' (Ormerod 1882, 328). The abbey appears to have accumulated a sizeable holding at Monks Coppenhall (although it is unclear as to whether they were the manorial

lords), when all their lands, tenements and woods in Coppenhall were exchanged with the Lord Bishop of Bath and Wells, for part of Grenfordley and the sum of £213 6s 8d (Ormerod 1882, 328). The Bishop's estate at Coppenhall was enlarged when Thomas lord of Crue quitclaimed (in an undated document) '...all his rights, claims, and demesne,...and his right in a certain wood called Odwood...for which confirmation the said bishop paid XLV marks' (Ormerod 1882, 328).

### 3.4.2 Settlement

It is most likely that the small townships of Crewe, Monks Coppenhall and Church Coppenhall were small, dispersed settlements, as is typical of so many other medieval settlements in Cheshire. During the later Medieval period 'messuages' and 'tofts' are recorded at Church Coppenhall (Ormerod 1882, 326-9), and references to 'tenements' in Monks Coppenhall date from the reign of Edward I (1272-1307) onwards (Ormerod 1882, 328-9).

A moated, medieval manor house with associated fishponds was located to the south of Crewe. Nothing of this survives above ground since by the 1960s this area had been built over. However, when Crewe's road system was relaid in 1972 the moat, although not archaeologically excavated was found to be almost 5m deep (CSMR 191/1/1). Recent archaeological work carried out at the moat (see above) may provide valuable environmental information about the site (Earthworks, report pending).

### 3.4.3 Economy

Data for Cheshire towns is rare because in the medieval period the shire was exempt from national taxation, having its own taxation system, the Mize. Here Crue was assessed at 44s 6d, Monks Coppenhall at 22s 8d and Church Coppenhall at 26s 8d in 1405. All of which are small sums when compared with Nantwich, which was assessed at £7 3s 0d (Booth 1985, 17).

There is only a small amount of historical data available for Church Coppenhall and Monks Coppenhall. However, from these limited sources it appears that agriculture was the primary economic activity. Legal transactions, which often refer to large tracts of land, also include areas of woodland and peat (Ormerod 1882, 238 & 293). For example, between 1216 and 1272 Rodger Meuland, Bishop of Coventry and Lichfield was granted 'two delves in Coppenhall Moss, to cut turves in, free from all services and exactions' (Ormerod 1882, 325). There are no surviving documents to suggest that either Crewe or the Coppenhalls had any economic activity beyond farming, and there is no evidence to suggest that any markets or fairs were held in these townships.

As mentioned above, in an undated document, licence was granted to erect a mill in Coppenhall upon the water called *Worithern*, and another document of 1315-16 records a '...water-mill...at Munkescopenhale' (Ormerod 1882, 328). It is unclear as to whether the two documents refer to the same mill, nor do they provide a precise location.

### 3.4.4 Religion

In 1249-50, Robert de Waschett, lord of Coppenhall, donated a chapel at Coppenhall (Church Coppenhall), to the bishop of Coventry and Lichfield (Ormerod 1882, 326). This chapel was dedicated to St Michael and was subservient to St Chad's at Wybunbury. In 1373 it was endowed as a distinct benefice by the bishop of Lichfield, who held the living as a rectory (Ormerod 1882, 326). The church of St Michael was rebuilt in 1883-6 and again in 1907-10, and these events appear to have destroyed the medieval fabric of the building. Ormerod describes the structure as it appeared in 1817 before it underwent restoration:

*'Coppenhall church (1817) is a very curious fabric in the style of Elizabeth's reign, but originally of wood and plaister, the latter of which has been replaced with brick. The side aisles are divided from the centre, by rude wooden pillars, and are lighted by a row of transom windows running down each side uninterruptedly. At the west end is a wooden belfry, and at the other a chancel built of brick'.* (Ormerod 1882, 327).

There are no references to suggest that a medieval church was established at either Crewe or Monks Coppenhall, although Speed's map of 1610 appears to show a church at Monks Coppenhall. This might be an error or perhaps the symbolic cartography used by Speed was intended to indicate another feature. However, there is a local tradition that a monastic house was established at Monks Coppenhall and Bishop Gastrell records a 'Mon[astery] formerly at Monks Coppenhall : no footsteps of it now remaining' (Gastrell 1722, in Ormerod 1882, 328). Combermere Abbey did have extensive interests within the settlement, and it is possible that it may have had an establishment at Monks Coppenhall, although there are no historical or archaeological records to prove the existence of such a house. The Gastrell reference could have been a misinterpretation, with the abbey's commercial association being mistaken for a physical presence.

### 3.4.5 The Surrounding Landscape

Medieval sites include a scatter of pottery sherds discovered c 3km to the east of Crewe (CSMR 2670/0/3), along with a number of moated earthwork sites including Red Hall 4km north-west (CSMR 210) and a site at Haslington c 3km east (CSMR 214).

## 3.5 Post Medieval

### 3.5.1 Crewe Before the Railway

In the early 19th century, Crewe consisted of a 'few farms and the great Crewe mansion and estate' (Sylvester 1980, 91). The census returns for 1831 record small populations for each township: Monks Coppenhall (148), Crewe (295) and Church Coppenhall (350) (Harris 1979, 204; Chaloner 1950, 9), and the tithe maps of 1839 and 1840 depict their dispersed settlement patterns.

### 3.5.2 Settlement



In 1837, when the first railway line was opened, Church Coppenhall had a population of only 200, a figure which had risen to 4,570 ten years later, and by 1871 stood at 17,800 (Crosby 1996, 117). This rapid growth was planned and developed by the Grand Junction Railway, and later by the London and North Western Railway. In 1840 the GJR's Chief Engineer, Joseph Locke, drew up plans for the construction of domestic housing at Crewe. By 1843, 221 houses had been built, with the company's housing stock doubling by 1852 (Simpson 1991). An extract from the 'Chester Courant' in 1843, describes the development of the town:

*'About two years ago only, the site could boast but a few detached farm houses. The company (and a few others) have imported to it a very different aspect. Their own land...is about thirty acres, and the whole is laid out in streets, and nearly covered with comfortable cottages in varied and distinctive styles in the several streets....There are also schools, an assembly room, committee room for magistrates etc. The company have fitted up a portion of their buildings as a temporary church of England, and have appointed their own chaplain'* (Chaloner 1950, 47).

The early town planning of Crewe generally consisted of good quality housing, which was '...far above the usual mid-Victorian industrial centres' (Lewis 1848, 725). The allotting of housing to employees was hierarchical and reflected their positions within the company structure (Lewis 1848, 725).

Although several more blocks of company houses were built after 1857, their building stock never exceeded more than 845, a relatively small figure when compared with the 4864 houses recorded in the 1881 census. The decline in the building of corporate houses, may have been offset by the development of a specialist form of housing known as the 'barrack block'. The earliest example of these buildings was the 'Engine Man's' barracks, which was built on the site of Crewe Flour Mills on Mill Street. The 'Engine Man's' barracks was soon joined by the Gresty Road block built in 1897. These functional buildings provided beds for the workers, as well as canteen and dining room facilities. The barracks often operated on a large scale, with the Eaton Street blockhouse providing accommodation for 800 men (Chaloner 1950, 65).

In conjunction with the architectural development of Crewe, the railway companies were also concerned with the social infrastructure of their town. By 1842 a constitution had been penned, resulting in the appointment of a four man committee, convened to oversee the construction of the 'new colony'. In 1845 the constitution was re-written, to enable the committee to take charge of the general management of the town (Chaloner 1950, 46).

As well as company housing there was also an amount of private development within Crewe, which during the initial phase of urban growth was undertaken on a smaller scale than that of the railway company. The construction and occupation of housing in Crewe shared a direct relationship with the commercial fortunes of the railway industry. The economic depression of 1848-52 halted the initial phase of house building, with a significant number of properties becoming vacant, while the end of the depression resulted in a chronic housing shortage. The 1919 Housing Act empowered councils to build 'municipal' or 'council houses'. Between 1921 and

1923, 216 council houses were built on the Gresty Road, and later, in 1924 another estate was constructed in Alton Street (Chaloner 1950, 202).

It was reported that by 1848, the town possessed some shops, which had been built by the company, and were located on Coppenhall Terrace and on the north side of the market square (Head 1849, 110).

A gas supply was provided in 1845 by the GJR from their works on Lockett Street. In 1864 a new gasworks was opened on Wistaston Road, which were extended in 1882-6 in order to meet the growing demand (Chaloner 1950, 54-55). There were only twenty five gas lamps located by the railway station in 1860, a number which had risen to 114 in 1867, when the company assumed the responsibility for the lighting of the whole of the town (Chaloner 1950, 110).

### **3.5.2.1 Spa Resort**

During the 1840s, brine was discovered at Christ Church, and in Wistaston Road. Other boring operations in Church Coppenhall undertaken in 1874, revealed 'Medicinal Waters', a discovery which led to an abortive attempt by Henry Platt to create a spa resort (Chaloner 1950, 2). The first public baths, comprising eight common baths and one vapour bath, were opened within the railway works in 1845. Due to the exceptional demand, a second set of baths was opened on Mill Street in 1860. The first Corporation public baths were built on Flagg Lane, and opened in 1937 (Chaloner 1950, 53-54).

### **3.5.2.2 Hospital**

After an outbreak of sickness, which may have resulted from the relocation of 750 to 900 workers from Edge Hill in Liverpool, the railway company was forced to consider the establishment of a hospital and dispensary. A surgery was established, and an employee health insurance system was introduced. Serious accident cases were transferred to Chester Infirmary, via a wagon, although the trauma induced by the journey often resulted in the death of the patient. In c1860 a cottage was refurbished as a hospital, this service being supplemented by the use of house in Moss Square, and another on the corner of Lyon Street and Liverpool Street from 1874. A purpose built hospital was opened on Mill Street in 1900, at a cost of £7,800 (Chaloner 1950, 57).

### **3.5.2.3 Civic Sites**

In 1896 the LNWR celebrated the royal Silver Jubilee by presenting the town with Queens Park, some forty acres of trees, flower beds and a lake. Although constructed as an altruistic act, it was rumoured that the undertaking was initiated to prevent a rival company from establishing a railway station on the site. The LNWR also established a number of allotments, upon parcels of unoccupied land in various locations within the town. These allotments are evident on the Ordnance Survey map of 1912 (Chaloner 1950, 64).

### 3.5.3 Economy

#### 3.5.3.1 Railway Network

As early as 1806 schemes were being proposed to link the canal system of south Cheshire, with the collieries and iron works of north Staffordshire via a system of horse drawn 'dramroads'. Until 1830, the proposed rail route from Birmingham to Liverpool ran via Nantwich, primarily because the town was located at the centre of an existing road network and it possessed a canal. When the railway line was finally built however, it bypassed Nantwich altogether and ran through the townships of Crewe, Monks Coppenhall and Church Coppenhall. Although this decision appears to be somewhat illogical, there are a number of factors that may have influenced this choice. Crewe and the Coppenhall townships were rural, and any land may therefore have been cheaper and more readily available than in 'urban' Nantwich. Also, the destruction and disruption caused by the 'cutting' of a railway line through urban areas is well documented (Hoskins 1988, 193-208; Aston and Bond 1976, 176). Although local opposition was strong there were a number of individuals who supported the proposed scheme. These supporters included Thomas Beech who provided local knowledge and horses to the railway company, and Richard Edleston, a Nantwich lawyer, who supplied all of the required land in Monks Coppenhall (Chaloner 1950, 10-11).

In 1833 the GJR obtained the rights to construct a railway from Birmingham to Warrington (via Stafford), and in 1835 the company also purchased the short stretch of line which linked Warrington with the Liverpool to Manchester line. On 4 July 1837, the GJR opened their line from Birmingham, which ran through Crewe, an act which linked the important industrial and commercial centres of the north-west with those of the Midlands. During the following year a link from London to Birmingham was opened, enabling travel from the capital to the north-west. Business interests in Manchester soon found the route to London (via Warrington) to be inconvenient, and as early as 1834 an agreement was reached to cut a new line, which was to run via Stockport. There were as many as four routes under consideration, including the GJR's proposal to form a junction at Crewe and after many quarrels, alliances and manoeuvres by the various interested parties, the financial power of the GJR won the day and by 1842 the Manchester line ran via Crewe. In 1836 Crewe also formed the junction point for the Chester line. So by 1842, Crewe was established as a junction for a number of important railway lines, which were owned and operated by the GJR and who in 1846 further strengthened their position by amalgamating with other rival companies to form the London and North Western Railways (LNWR). This situation attracted a number of other railway lines to converge upon the town, including the Crewe to Kidsgrove branch of the North Staffordshire Railway (1848), the line from Shrewsbury (via Nantwich) (1858) and Liverpool (1864). These lines provided access to the Potteries and coal mines of North Staffordshire, links with Central and South Wales, and a more direct line to Liverpool. The growing importance of Crewe as a junction during the mid-19th century and 20th century, led to the establishment and expansion of the railway station (and associated post service), the railway engineering works and the town of Crewe itself (Chaloner 1950, 21-6).

In 1904 Crewe junction was described as:

*'...the hub of the greatest railway system in England; southward to London, northward to Scotland, eastward to Lancashire and Yorkshire, and westward to Wales, bearing the mails to and from the great cities of our Islands, Americas and the Continent...outside the station proper, is a meshwork of lines, worked by a maze of signals perfectly bewildering to the uninitiated'* (Coward 1904, 320).

### **3.5.3.2 The Railway Station**

A railway station was first opened at Crewe in 1837 (complete with a goods station), but was soon replaced by a new passenger station in 1845. The rapidly increasing amount of passenger and freight traffic resulted in the construction of another station in 1867, and in the establishment of new 'sidings' in 1873. Developments undertaken during the late 19th century and early 20th century, considerably increased the area of the station complex, and its passenger, freight and mail handling capacities (Chaloner 1950, 81).

### **3.5.3.3 The Railway Works**

The GJR was one of the few pioneering companies, who provided both a railway network and a passenger and freight service. This integrated approach was further developed with the establishment of the engineering works at Crewe, for the production and maintenance of locomotives and rolling stock. In 1840 the Grand Junction's Board of Directors sanctioned the purchase of a large area of land at Crewe (Chaloner 1950, 44). The first engineering works were opened in March 1843, on a two acre site known as the 'Old Works', and employed a workforce of 161. By 1846 the works had expanded to cover approximately 30 acres, comprising an integrated production process. The expansion of the national railway network during the 1840s (Harvie in Morgan 1988, 455), undoubtedly stimulated production at Crewe, and between 1846 and 1848 the workforce had risen from 600 to 1600. Eight hundred of these employees worked in the locomotive department, which had '...turned out a new engine and tender on every Monday since the 1st of January 1848' (Chaloner 1950, 69). By 1850 however, due to the economic recession, the workforce had declined to 800 and by October of the same year, the numbers employed had dropped to 451. The depression although severe, was short lived, and by 1852, 827 men were employed in the works (ibid).

During the 1860s the plant was reorganised under the direction of John Ramsbottom, Chief Engineer to the LNWR, including a 'reversing engine' in the rolling shed, and the introduction of the revolutionary 'Bessemer' steel making process. Under the direction of F.W. Webb (1871-1903), the engineering works were further integrated, and the range of products expanded. The strive towards self sufficiency included the opening of a signals department, which after two years employed 112 men; a soap makers established between 1875 and 1876; and a leather works and a brick works (with a capacity of producing 6 million bricks per annum). Other more idiosyncratic products included footwarmers (for winter use) and artificial limbs (for staff injured during company service). However, there were challenges to this commercial primacy and in 1876 a cartel of engine manufactures

obtained an injunction preventing the LNWR from producing engines or rolling stock, other than for its own use (Chaloner 1950, 70-5).

Until 1864-5 the Chester to Holyhead trains ran through the centre of the engineering works. After this time the line was diverted, due to the increasing amount of railway traffic. In 1867 the land inside this loop (known as 'the Deviation') was reused, and new workshops called the Deviation Works were constructed (ibid, 72). These works have since been demolished.

The 1921 Railway Act amalgamated the region's railways, with the LNWR incorporated into the London Midland and Scottish Railway, and the former North Staffordshire Railway's Stoke works transferred to Crewe. In 1921 the works covered 137 acres (Gallicham 1921, 110). Between 1926 and 1928, after an investment of £750,000, the Crewe works were substantially reorganised with a production line system greatly enhancing productivity. In 1938 it was claimed that a workforce of 6,500 men could now accomplish what formerly took 10,000 (Chaloner 1950, 75). The works were said to be 'the biggest in the world', and output rose between 1923 and 1948, with almost 2000 locomotives built (Mee 1938, 72). However, the railway network cuts of the 1960s, had a dramatic affect on Crewe, with railway employment rapidly and drastically reduced (Crosby 1996, 124).

#### **3.5.3.4 The Steel Works**

In 1864 the LNWR opened a new steel making plant, which expanded engineering outside the boundaries of the 'Old Works' and into Coppenhall Heyes. This expansion increased the workforce, from 2200 in 1859 to over 3000 in 1864 (Chaloner 1950, 71). During the 1870s, mild steel production was begun, using the 'Siemen-Martin' process, with the original 'Bessemer' process finally abandoned in 1901 (Chaloner 1950, 72). Between 1864 and 1932 nearly 3100,000 tons of steel were produced at Crewe. After this time a sum of £120,000 was required for a new plant but, instead of investing this sum, the LNWR negotiated with a cartel of local steel manufacturers to sub-contract their rail making, a decision undoubtedly influenced by the local 'steel masters' threat to transport their products by road instead of rail (Chaloner 1950, 72-3).

#### **3.5.3.5 Offices**

A company such as the LNWR needed a large body of clerical staff, whose numbers grew along with the expansion of the various industrial processes. In 1876 a new general office was built (and expanded in 1901), and by 1885 a total of 600 clerical staff were employed within the general office and throughout the various production plants. In 1906 after a series of rationalisations, staff numbers were reduced and short time working introduced, however the Great War (1914-18), and various post-war projects, sustained 'white collar' employment (Chaloner 1950, 74).

#### **3.5.3.6 Markets**

Between 1848 and 1851, the tradesmen and farmers of Crewe attempted to establish the town as a primary centre for the sale and distribution of agricultural produce, a position then held by Nantwich and Sandbach. In pursuit of this

objective, the 'Cheese and Cattle Fair Committee' was formed, which soon after established a weekly Saturday market in the 'Market Place or Square' in Coppenhall Terrace (Chaloner 1950, 84). This market continued until 1854. The market was initially open to the elements and later roofed over by the LNWR (Chaloner 1950, 85).

In 1854 the builder and railway contractor John Hill opened the 'John Hill Cheese Hall', which was later provided with a rail link for the efficient distribution of its produce. In 1857 the Corn Exchange was opened by John Hill, with the purpose of accommodating a grain market which had started in the Cheese Hall, and in the following year he built a wholesale butter and bacon market (which also incorporated a Saturday retail market). Before the late 19th century the cheese fairs appear to have lapsed, as in 1894-6 the town council attempted to revive the cheese fair formerly held in the Market Hall (Chaloner 1950, 99).

In 1850 there were as many as five cattle markets held at Crewe, and eight years later this number has risen to ten. In 1876-7 the Town Council attempted to create a municipal cattle market (Chaloner 1950, 100). However, in 1874 John Hill had established a successful monthly cattle market in a field near the Royal Hotel, and within a year it was attracting buyers from Manchester, Birmingham and the Potteries (Chaloner 1950, 100). The 'Crewe Cattle Market and Abattoir Company Limited' was established which during 1883 opened an integrated market centre, comprising lairages, abattoirs and a railway siding, and held livestock sales on a weekly basis (Chaloner 1950, 101). The markets continued to flourish, and in 1920 it was recorded that 'Crewe could be called the third greatest centre for the sale of livestock in Great Britain' (Chaloner 1950, 103).

### **3.5.4 Other Industries**

In 1876 the railway works implemented a short period of part-time working for the first time, which galvanised the local board into debating the possibilities of attracting new industries to the town. Although many proposals were forwarded, the only tangible result was the establishment of the 'Crewe Printing and Publishing Works' on Camm Street. The issue of industrial diversification was still unresolved by the severe economic depression of 1893-4, when a sub-committee of the Town Council was appointed to develop a strategy that would attract new industries to Crewe. There were a number of factors that may have contributed to the perception that Crewe was unsuitable for the establishment of industrial plants particularly since, with the exception of a local clay supply, the Crewe area lacks the raw materials (chiefly iron and coal) needed for the establishment of many industries. Also, although the GJR and LNWR could transport their own raw materials cheaply, their commercial carriage rates were high, which often deterred potential investors. Under the 1888 'Railway and Canal Traffic Act', a committee was appointed to investigate the pricing policy of the LNWR and their rates and charges were reduced under the 1891 'Order Confirmation Act', and significantly a clothing industry developed after this time (Chaloner 1950, 89).

#### **3.5.4.1 Cloth Industry**

There were several schemes to attract a cotton industry, with three mills established in the area by 1874 (Chaloner 1950, 84). The LNWR undertook to build a clothing factory for John Compton, who held the contract to produce the staff uniforms of the LNWR. Compton was allowed a 25% discount on the carriage rates charged by the LNWR (Chaloner 1950, 86). A new and larger factory was opened in Brindle Road, which was enlarged in 1890 and again in 1914. A fustian cutting factory was built on Henry Street, and was 'speedily let...to a fustian cutter, a Mrs Hall of Warrington' (Chaloner 1950, 87). In 1872, Mrs Hall moved into new premises on Oakley Street, which had the capacity to employ 300 people. A second fustian cutting factory was established at the Alexandria Mill, which was successful enough to warrant the construction of a new building in 1880. By 1903 both of these factories were bought by the 'United Velvet Cutters Association Ltd', who were still producing cut cloth in 1920 (Chaloner 1950, 92). John Rylands established 'cloth reducing' works, in rooms above The Lamb Public House, and within the year, the company had moved to a four storied factory near the railway station known as 'The Longford' works. The building was reoccupied by a 'ready made' clothing manufacturer, who subsequently enlarged the premises in 1909 and again in 1923-4 and until 1933 it was the largest clothing manufacturer's in Crewe. The Coop and Co Ltd began to manufacture clothes in 1887, with their factory located in the premises of a former printing works on Camm Street. The clothing industry was an important element in the commercial life of Crewe, with eight clothing factories (using mechanical power) in the area by 1905, a figure rising to thirteen by 1919. In 1936 and 1938 'Country Clothes' an American clothing manufacturers opened two factories at Crewe (ibid 283). A detailed discussion of the various clothing manufacturers located in Crewe can be found in Chaloner (1950, 84-95).

#### **3.5.4.2 Brick Making**

The heavy clays of the Coppenhall area provided the raw materials for a flourishing local brick industry, and by 1883 there were eight brick makers within the parish. In 1906 the Britannia Brick Company Ltd was established to develop an existing 'brickfield' in Church Coppenhall (Chaloner 1950, 95).

#### **3.5.4.3 Iron Foundry**

In 1878 the firm of Button and Brocklehurst opened 'The Borough Foundry' at the bottom of Market Street. The foundry was enlarged in 1922-3, and primarily produced metal castings, for the local market. F. Whiston and Company Ltd started their metal products business on Mill Street in 1909, and by 1919 this successful company had commissioned a new factory (Chaloner 1950, 97).

#### **3.5.4.4 Printing**

A printing industry was established at Crewe in 1845, when Edwin Bennion began his business. In 1865 the company passed onto Wilmot Eardley, who developed it considerably, and in 1905 it became a private limited company. Henry Taylor's printing company commenced production in the 1870s, with the bulk of their

business being the publishing of Liberal Party material. The Northern Daily Express newspaper was printed at Crewe in 1901 and 1902 (Chaloner 1950, 95).

#### **3.5.4.5 Chemicals**

During the 1860s J.H. Day relocated his chemical works to Crewe, with the company later establishing itself as one of the worlds leading manufacturers of veterinary pharmaceuticals.

#### **3.5.4.6 Aerospace**

The deteriorating European political situation of the late 1930s, was a contributing factor in the speedy erection of the Rolls Royce Aero Engines factory at Crewe in 1938. At its peak, the factory provided employment for 10,000 people, which did much to alleviate the employment problems of the inter war years. During the post World War II period, the company also relocated their car production to Crewe (Simpson 1991).

### **3.5.5 Education**

An early school may have been located at Crewe, as a former public house in the town was called 'The Bluecap', (charitable schools often had a uniform of blue), although the location of this is unknown (Simpson 1991).

As part of their 'social policy', most of Crewe's schools were established by the railway companies, and were associated with the various religious denominations represented in the town. During the mid to late 19th century, tension was beginning to manifest itself between the 'municipal local government' and the 'company governors'. At this time the town council attempted to levy a rate, in order to fund the educational needs of the town. To counteract this development, the LNWR increased its level of support for the local schools, and between 1866 and 1902 ten new schools were opened, which were either wholly or partly funded by the company. The 1902 Education Act transferred the responsibility for education to the Borough and County Councils. This legislation resulted in the closure of the majority of Crewe's original schools, except for St. Mary's Roman Catholic School, with pupils transferred to two new County Secondary Schools between 1908 and 1909.

The railway companies also provided for the educational needs of their workforce. In 1843 the Mechanic's Institute was established in Prince Albert Square, soon to be followed by an Assembly Hall and classrooms for 'instruction in the 3 Rs and technical drawing' (Simpson 1991). Further additions to this building included a fitting and machine shop (1869-71), a physics laboratory (1903), and a chemistry laboratory (1909). These institutions were designed specifically to address the training needs of the railway company, a situation which may have influenced the Borough Council's decision to open the Flagg Lane Technical Institute and School of Art in 1897. In 1912 a teacher training centre was opened in the old Mechanics Institute (Simpson 1991).



### 3.5.6 Religion

The ancient parish church of St Michael continued to hold services but it was considered to be too remote from the newly developed town and in 1843 the Grand Junction Company decided to build the new and convenient Christ Church in Moss Square. An interesting aspect of this new church is that it was provided with 'Two old relics...a chest and a pew' (Mee 1938, 73), an act which may have been an attempt to link the modern (Crewe town) with the 'ancient'. The church was subject to many additions, including the aisles in 1864, the tower in 1877, the chancel in 1898-1901, and the north-east chapel in 1906 (Pevsner and Hubbard 1971, 187). The pace of expansion seen in the industrial and domestic areas of Crewe, was matched by the ecclesiastical foundations of the various denominations of the Church of England. A number of these new churches originated as 'missions', and a large proportion were established by the LNWR. For example, St Paul's church, High Town (1869), St Barnabas church Guest Street (1885), St John's church, Stalbridge Road (1896). Others included St Andrew's church on Bedford Street (1900), All Saints church on Wistaston Road (1912) and St Peter's church on Earle Street (1923).

The earliest nonconformist group to be represented in the area were the Wesleyans, who had a mission in the Coppenhall district from c 1805. The earliest chapel was opened on Remer Street between 1825-28, and was replaced in 1869 by a chapel on North Street. There were twenty one other Wesleyan chapels (including Primitive Methodists, United Free Methodists, 'Free Gospel' Methodists and the Methodist New Connection) established throughout Crewe between 1842 and 1905 (Chaloner 1950, 292-5).

The Baptist movement was represented from 1844-49, with a small chapel opened in Victoria Street in 1860. Following a 'schism' another mission was opened in Oak Street. Other Baptist chapels in the town included those on West Street (1895 and 1901) and the Tabernacle on Union Street (1884) (ibid).

Many other small nonconformist groups are represented at Crewe, including the Congregational Church, which opened in 1841, the Welsh Presbyterian (Calvinist Methodists) chapel in 1843, the Presbyterian Church of England in 1844, Free Christian (Unitarian) Church in 1862, Christadelphians in 1882, Salvation Army in 1882, Railway Mission in 1894, Welsh Congregational Church (Undenominational) in 1900 and the Spiritual Church in 1905 (ibid).

The first Roman Catholic services in Crewe were held in 1844, with the first church being opened on Heath Street. The congregation established itself in the upper storey of the new Catholic school in St Mary's Street in 1879, with the new St. Mary's Church opened in 1891 (ibid, 294).

### 3.5.7 Roads

The turnpike from Nantwich to the Grand Trunk canal at Wheelock Wharf (which passed through the southern portion of Monks Coppenhall) was constructed in 1816. In 1835 the Middlewich to Nantwich road was turnpiked, and passed through the western area of Monks Coppenhall (Chaloner 1950, 4).

### 3.5.8 Population

The population of Crewe has been estimated from the hearth tax as 135, Church Coppenhall 285 and Monks Coppenhall 110 (McGregor 1992, 84). Population data is available from 1801-1971 from the census data printed in the Victoria County History. The following is the combined population data for Crewe, Church Coppenhall and Monks Coppenhall as recorded in the Census of 1801-1971 (Harris, 1979, 970, 212-3). For 1981 and 1991 census data has been reproduced under Class Licence Number C01W0000125 with the permission of the Controller of the HMSO.

<b>1801</b>	651	<b>1901</b>	42074
<b>1811</b>	660	<b>1911</b>	44960
<b>1821</b>	809	<b>1921</b>	46497
<b>1831</b>	793	<b>1931</b>	46069
<b>1841</b>	1143	<b>1951</b>	54423
<b>1851</b>	5431	<b>1961</b>	53195
<b>1861</b>	9368	<b>1971</b>	51421
<b>1871</b>	20275	<b>1981</b>	47669
<b>1881</b>	24385	<b>1991</b>	48313
<b>1891</b>	28761		

### 3.5.9 The Surrounding Landscape

Within the surrounding area there are a number of 17th century Grade II listed buildings. For example, 4km north-west is a farmhouse at Hoolgrave Manor (CSMR 251/1), 1.8km north-east is a timber framed farmhouse at Foden's farm (CSMR 211/1) and at Bradley Hall 2km east there is a water mill (CSMR 227).

## 4. PLAN COMPONENTS (Figures 2 – 4)

The settlement has been divided into 13 components (prefixed by **COM**). These have been tentatively sub-divided by period, although there is need for further work to define the components more closely. Many would have spanned more than one period but are discussed under their earliest likely date of occurrence.

The modern settlement of Crewe owes its foundation in 1843 to the Board of Directors of the Grand Junction Railway Company. Before this date, the settlements of Monks Coppenhall and Church Coppenhall consisted of a scatter of dispersed farmhouses and cottages. The plan analysis offered below has been constructed using the tithe maps of 1839-40, an interpretation of the town between 1843-53, a town plan of 1868, and the First (1882) and Third (1911) Edition Ordnance Survey maps. Cartographically the development of the town has been shown by using large plan components, within which are located many individual features. These features such as churches, terraces or allotments, if identified as individual plan units would create an over complex plan and discussion. The discussion of the settlement components commences with the site of the medieval church at Church Coppenhall, the only identifiable component known to predate the 19th century development.

## **MEDIEVAL CHURCH COPPENHALL c1066-1540 AD (Figure 2)**

**COM 1** - St Michael's Church

### **CREWE c 1839 (Figure 3)**

**COM 2** - Settlement

### **CREWE c 1868 (Figure 3)**

**COM 3** - Street Plan c 1843

**COM 4** - The Old Works

**COM 5** - Steel Making Plant

**COM 6** - Deviation Works

**COM 7** - Railway Station

**COM 8** - Settlement

**COM 9** - Settlement

**COM 10** - Settlement

### **CREWE c 1882 (Figure 3)**

**COM 11** - Settlement

### **CREWE c 1911 (Figure 3)**

**COM 12** - Settlement

### **CREWE c 2000 (Figure 4)**

**COM 13** - Settlement

## **4.1 Medieval (Figure 2)**

**COM 1** outlines the likely location of the medieval church at Coppenhall, which was first recorded in 1249-59 and is likely to occupy the same site as the present church of St Michael. St Michael's was subjected to episodic rebuilding, particularly in 1883-6 and 1907-10, and this appears to have removed any 'above ground' medieval fabric. Settlement is likely to have developed within the vicinity of the church but there is insufficient evidence to suggest the nature and extent of this.

## **4.2 Post Medieval**

### **4.2.1 c 1839 (Figure 3)**

The tithe maps of 1839-40 are the earliest maps to show the dispersed settlement patterns of Crewe, Church Coppenhall and Monks Coppenhall (**COM 2**). It is likely that the medieval settlement pattern had a similar distribution.

#### 4.2.2 c 1868 (Figure 3)

In 1843, Joseph Locke, the Chief Engineer of the Grand Junction Railway Company, designed a plan for the new urban settlement of Crewe. A reconstruction of this design has been offered by Simpson (1991), which claims to show the extent of the town between 1843 and 1853 and has been identified as **COM 3**. The town plan comprises sixteen streets, which generally can be divided into two distinct areas. To the west of Market Street lie four parallel, east to west aligned streets (Victoria Street, Delamere Street, Chester Street, and Wistaston Road). This area also contains Christ Church, located between Chester Street and Wistaston Road. To the east of Market Street lies a compact sub-triangular area of east to west aligned streets (Liverpool Street, Manchester Street, Crewe Street, Church Street, and Moss Street). This area is bounded by Earle Street (north), Lyon Street (east), Forge Street (south), and Prince Albert Street (west) and contains Moss Square. With the exception of Wistaston Road (and High Street/Mill Street running to the south-east) the settlement is contained between the angle formed at the junction of the Birmingham to Liverpool railway line and the Chester to Crewe railway line.

Crewe c 1868 is identified from a map that shows the extent of the industrial and urban development that was owned by LNWR. Although this map provides a representation of the extent of settlement, there are a number of ambiguous cartographic issues since a variety of symbols are used to represent the various buildings of Crewe. The central core of Crewe, shows a developed and complex street system but while some of the streets have structures aligned upon them, others appear to be devoid of any buildings at all, and while some buildings are represented by complete rectangles, others are incomplete. Whatever the ambiguities of the 1868 plan, it is apparent that development was principally undertaken to the west of the Crewe to Liverpool railway line and for the purposes of this discussion the general layout of this map has been accepted as the likely extent of Crewe in 1868, particularly because of the close similarities identified upon the OS First Edition 6": 1 mile map of 1882 (**COM 11**).

Crewe's first engineering complex was known as the 'Old Works' (**COM 4**), and was established in March 1843, for the repair of engines, and the manufacture and repair of rolling stock (Chaloner 1950, 68). In 1845 the works had expanded, with 'The Columbine' works producing their first locomotive engine and by 1846 the works had developed to cover an area of thirty acres, and included a wagon construction and repair building, an iron forge, a coach building and repair shop with a smithy, a large locomotive department and a brass foundry and brass works (Chaloner 1950, 67-8). After a period of recession (late 1840s to early 1850s), the improving economic climate stimulated the construction of the new 'California Works' for the production of rails, and a new iron foundry. Also located within **COM 4** is a Gasworks complex.

In 1864 the LNWR opened a new Steel Making plant (**COM 5**), which expanded the engineering work beyond the bounds of the 'Old Works' and into Coppenhall Heyes. From 1867 most of the other new buildings were constructed in the area of steel works. The old 'California' rail rolling mill was decommissioned, and a larger one built in its place, although this was subsequently moved to a location adjacent to the steel plant in 1892. Large scale steel production continued until 1932, but after this

date, the manufacture of steel rails was sub-contracted to a consortium of steel manufacturers.

With the diversion of the Chester to Holyhead railway line, an area of land between the 'Old Works' and the steel plant, became available for redevelopment. This area was used by the LNWR for the construction of new workshops, called 'The Deviation Works' (**COM 6**).

The first Crewe passenger and freight railway station was opened in 1837. This building was soon replaced by the 1845 structure, which had offices, waiting rooms and a covered platform, identified as part of **COM 7** (Chaloner 1950, 81). This station was also found to be inadequate for the increasing amount of rail traffic, and in 1867 a new passenger and goods station was erected. During the early 1870s the 'Leviathan' steam shed was modernised, significantly increasing the locomotive handling capacity of the station. By 1873 the resources of the station were again being overwhelmed by the steadily increasing amount of passenger and freight traffic. To alleviate this overcrowding, fifty acres of sidings were constructed to the south of the station. Further investment between 1878 and 1901 increased the station complex to 223 acres. Between 1903 and 1906 the capacity of the station was doubled by the addition of two new platforms (Chaloner 1950, 82).

The rapidly expanding railway works at Crewe attracted a mobile workforce, and consequently exerted pressure on the domestic infrastructure of the town. Between 1845 and 1847 a chronic housing shortage, was partially alleviated by the construction of 820 houses (Chaloner 1950, 50). This initial expansion was halted by the railway depression of 1848-52, however, an economic upturn followed the depression, which stimulated a second phase of expansion.

**COM 8** essentially represents the first wave of the town's development. For more details of this see **COM 3**. The area shows two distinct forms of development, a series of long terraces and individual houses. A market square is also located within this component at the intersection of Delamere Street and Market Terrace.

**COM 9** represents an area of settlement expansion that has occurred to the south of the Chester to Crewe railway line and to the east of the railway station. The northern section of this area lies between the 'Old Works' and the 'Deviation Works'. The domestic development of this component is aligned upon the north-south Mill Street. Although this area shows that the streets have been established on a grid pattern, some of the streets are only partially developed, whilst others have no development at all.

The 1868 map shows an area of settlement in the northern area of the township (**COM 10**) which includes five parallel streets (Thomas Street West, John Street, Newgate Street, Ludford Street, Chetwood Street and Oakley Street), with Market Street, although not quite parallel, having a similar alignment. These six streets are crossed by the east-west Beech Street, with the first five streets demarcated to the north by Albert Street. The chronological relationship between this area and the town's extent in 1853 appears to have been unrecorded, although the morphology suggests that this component may have been a later addition. It also extends to the

east and to the north, and includes components such as terraces, large buildings, small individual buildings and a church.

Numerous miscellaneous areas of development area also identified on this map but not as individual components.

#### **4.2.3 c 1882 (Figure 3)**

The extent of Crewe township c 1882 has been identified as **COM 11**, which provides a general overview, as an accompaniment to the more detailed figure 5. All features have been identified from the OS First Edition map, for example the Fustian cutting works on Henry Street, Walker Street and West Street and 'allotment gardens', which were generally provided by the LNWR. Settlement remains focussed around the planned centre, but there has been slight expansion since the map of 1868 was produced. For example, housing was beginning to spread west along Nantwich Road and also east of the Crewe to Liverpool railway.

#### **4.2.4 c 1911 (Figure 3)**

Between 1882 and 1911 the extent of Crewe township significantly increased, almost doubling in size. The extent of settlement at this time is identified as **COM 12**, which has been identified from the OS Third Edition map of 1911. Expansion generally occurred in the south-west and east of the town with small pockets of the undeveloped town undergoing infilling. A common feature of late 19th and early 20th century development was the provision of sports and leisure facilities. This social phenomena is evident in Crewe, and it is likely that a number of these facilities were formed for and by the workforce of the LNWR. These facilities include the Recreation Ground on Nile Street, a bowling green to the east of Stanhope Avenue, Alexandra Athletic Ground to the south of Earle Street, a recreation ground to the east of Queen Street, Crewe Alexandra Football Ground and Tennis Ground to the south of Nantwich Road, a cricket ground to the south of the Cattle Market, a tennis ground to the south-west of the railway station and a football ground to the south of West Street. Also Queens Park was presented to the town by the LNWR, to mark the Silver Jubilee of Queen Victoria in 1897, including '40 acres of charming walks, trees, shrubs and flower beds...with a lake' (Mee 1938, 72).

Other features identified on the OS Third Edition map include a cattle market to the south-west of Crewe Railway Station, a Hospital for infectious diseases in northeast Crewe and a Pumping Station and Sewage Works to the east of Minshull New road.

The largest area of development occurred to the south and west of Edleston Street, which consisted of blocks of terraced housing, with two schools and a Methodist Chapel. The domestic development experienced by Crewe during this period primarily consisted of terracing, and as demand for housing increased with the growth of the industrial complexes in Crewe, many of the small areas shown on the tithe map (1839-40) began to be developed, effectively creating suburbs. A prime example of this phenomenon can be seen at Church Coppenhall, where a settlement developed adjacent to St Michael's Church. Other suburbs also developed along the towns radial roads.

### 4.3 Modern (Figure 4)

The urban area of Crewe doubled yet again between 1912 and c 2000. Many of the outlying areas such as Church Coppenhall to the north, Sydney to the east and Berkeley Towers and Wistaston to the south have been incorporated into Crewe. An unfortunate aspect of this modern development has been the redevelopment of most of the town's 'historic core' which has destroyed much of the early industrial housing. A large modern industrial estate has developed in south east Crewe. The extent of Crewe c 2000 has been identified as **COM 13**.

## 5. ARCHAEOLOGICAL POTENTIAL

### 5.1 Above-Ground Remains

There are no Scheduled Ancient Monuments in Crewe and just one Conservation Area, which is located at Crewe Green.

Although much of Crewe's industrial heritage has been destroyed by episodic 20th century development, a small number of important buildings still remain, some of which are listed buildings. These include two terraces of ten cottages on Dorfold Street, which were constructed c1848 as part of the GJR's 'new town' and are listed Grade II, and a row of eight Railway Company houses on Victoria Street built c1850 are listed Grade II. Other surviving buildings of note include the Municipal Buildings (Council Offices) and The Market Hall, both of which are located on Earle Street and listed Grade II. Religious buildings representing the Church of England (St Barnabas on West Street), Nonconformity (the former Congregational church on Edleston Road), and Roman Catholicism (St. Mary's on St. Mary's Street) are listed Grade II. Christ Church, which only partially survives as a tower and a shell of a nave and chancel on Prince Albert Street, is also listed Grade II.

Losses of the built heritage include the Deviation Works, which have been demolished, while the Crewe Corporation Act of 1938 resulted in the demolition of 173 houses on the west side of the market square, undertaken in order to relieve the growing traffic congestion by providing a site for a bus station and car park.

Since many of the early buildings have been destroyed it is important to assess what survives. A systematic and thorough building recording programme would greatly enhance our knowledge of the industrial town, and would provide the foundation for appropriate conservation and management of surviving features.

### 5.2 Below-Ground Remains

As only one evaluation has been carried out in Crewe, it is impossible to assess the survival and extent of below-ground archaeological remains. Much development has taken place at Crewe and this will no doubt have had an effect upon below-ground remains but without archaeological evaluation it is impossible to assess the extent of this destruction.

## **6 PRIORITIES FOR ARCHAEOLOGICAL WORK**

### **6.1 Introduction**

The study of Crewe forms part of a national research priority to examine the Industrial Revolution c.1700-1850 (PC8) and would also make a contribution to the study of industrial archaeology (Priority T6; English Heritage, 1997, 53). Detailed research priorities are:

### **6.2 Medieval**

- Establish the location and extent of settlement at the Coppenhalls and Crewe.
- Establish the foundation dates of the medieval church of Church Coppenhall and the nature and extent of this.
- Examine whether there was a church located at Monks Coppenhall.
- Examine any evidence for trade and industry.

### **6.3 Post-Medieval**

- Establish the location of settlement at the Coppenhalls and Crewe and date phases of expansion and contraction. Identify key areas of 19th century development and consider their conservation and management as part of the broader conservation and sustainable development of Crewe.
- Establish the nature of buildings and activities on settlement plots.
- Examine the overall survival of the early railway infrastructure and industrial buildings and structures, and formulate a strategy for their future conservation and management.

## **7 SOURCES**

### **7.1 Bibliography**

Ashmore, O, 1982 *The Industrial Archaeology of North-West England : and where to find it* Manchester University Press

Aston, M & Bond, J, 1976 *The Landscape of Towns* J M Dent

Beck, J, 1969 *Tudor Cheshire* Cheshire Community Council

Chaloner, W H, 1950 *The Social and Economic Development of Crewe 1780-1923* Manchester University Press

Cheshire Federation of Women's Institutes, 1990 *The Cheshire Village Book* Countryside Books

Coward, 1904 *Picturesque Cheshire (2nd Ed)* Sherratt & Hughes

Crosby, A, 1996 *A History of Cheshire* Phillimore

Crossley, F H, 1949 *Cheshire* Robert Hale



CSMR, County Sites and Monuments Record, Environmental Planning, Cheshire County Council

Dodgson, J McN, 1971 *The Place Names of Cheshire: Part III. The Place Names of Nantwich Hundred and Eddisbury Hundred*, Cambridge University Press

Freeman, T W, Rodgers H B & Kinvig R H 1966 *Regions of the British Isles-Lancashire, Cheshire and the Isle of Man* Thomas Nelson

Gallicham, 1921 *Cheshire* Methuen

Harris, B E, (ed) 1979 *The Victoria History of the County of Chester, Vol II*, Oxford University Press

Harris, B E, and Thacker, A T (eds) 1987 *The Victoria History of the County of Chester, Vol I*, Oxford University Press

Head, F B, 1849 *Stokers and Pokers*

Higham, N J, 1993 *The Origins of Cheshire* Manchester University Press

Hoskins, W G, 1988 *The Making of the English Landscape* Guild Publications

Lewis, S, 1848 *Topographic Dictionary of England* Vol I

Mee, A, 1938 *The King's England: Cheshire: The Romantic North-West* Hodder & Staunton

Morgan, K O, (ed) 1988 *The Oxford Illustrated History of Britain* Oxford University Press

Moore, C, 1981 *Old Maps of Chester* Moore Maps Publications

Ormerod, G, 1882 *The History of the County Palatine and City of Chester* 2nd edition, edited by Thomas Helsby

Pevsner, N & Hubbard, E, 1971 *The Buildings of England: Cheshire* Penguin Books

Phillips, C B & Smith, J H, 1994 *A Regional History of England: Lancashire and Cheshire from AD 1540* Longman

Scard, G, 1981 *Squire and Tenant: Rural Life in Cheshire 1760-1900* Cheshire Community Council

Simpson, R C, 1991 *Crewe and Nantwich: A Pictorial History* Phillimore

Sylvester, D & Nulty, G, (eds) 1958 *The Historical Atlas of Cheshire* Cheshire Community Council

Taylor, C and Muir, R, 1983 *Visions of the Past* J M Dent

## 7.2 Maps

(CRO – Cheshire Record Office)

British Geological Survey, 1994 1:50 000, Stoke on Trent Sheet 123

Saxton, C , 1577 *Cestriae Comitatus* CRO PM12/10

Simpson's (1995) interpretation of Crewe as laid out by John Locke c1843-53

Speed, J, 1662, *The County Palatine of Chester with the Most Ancient Citie Described* (reprint of the 1610 original) CRO PM1/11

Tithe Award, Church Coppenhall, 1839 (map: CRO EDT 108/2; apportionment 108/1)

Tithe Award, Monks Coppenhall, 1840 (map: CRO EDT 275/2; apportionment 275/1)

Plan of Crewe: Crewe Works, April 7th 1868 (CRO DDX 556/2)

Ordnance Survey First Edition 6": 1mile sheet 56 surveyed 1874-6

Ordnance Survey First Edition 1:2,500 Map of 1888

Ordnance Survey Third Edition 1:10,000 Map of 1911

## 8 ILLUSTRATIONS

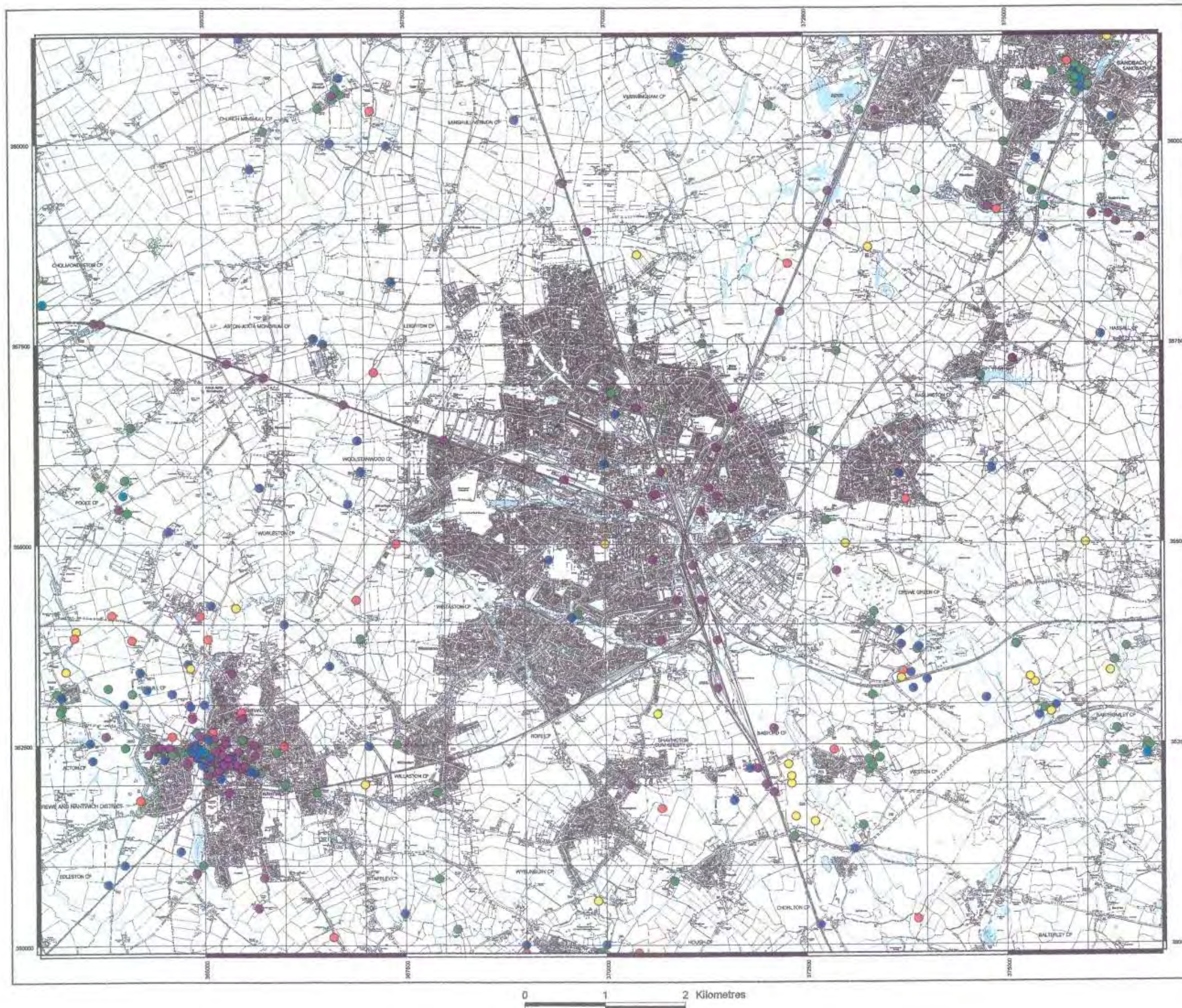
Figure 1 – Crewe and the Surrounding Area

Figure 2 – Medieval Church Coppenhall

Figure 3 – Post Medieval Development of Crewe



Figure 4 – Crewe c 2000





**Figure 1: Crewe and  
the Surrounding Area**

**Sites and Monuments**

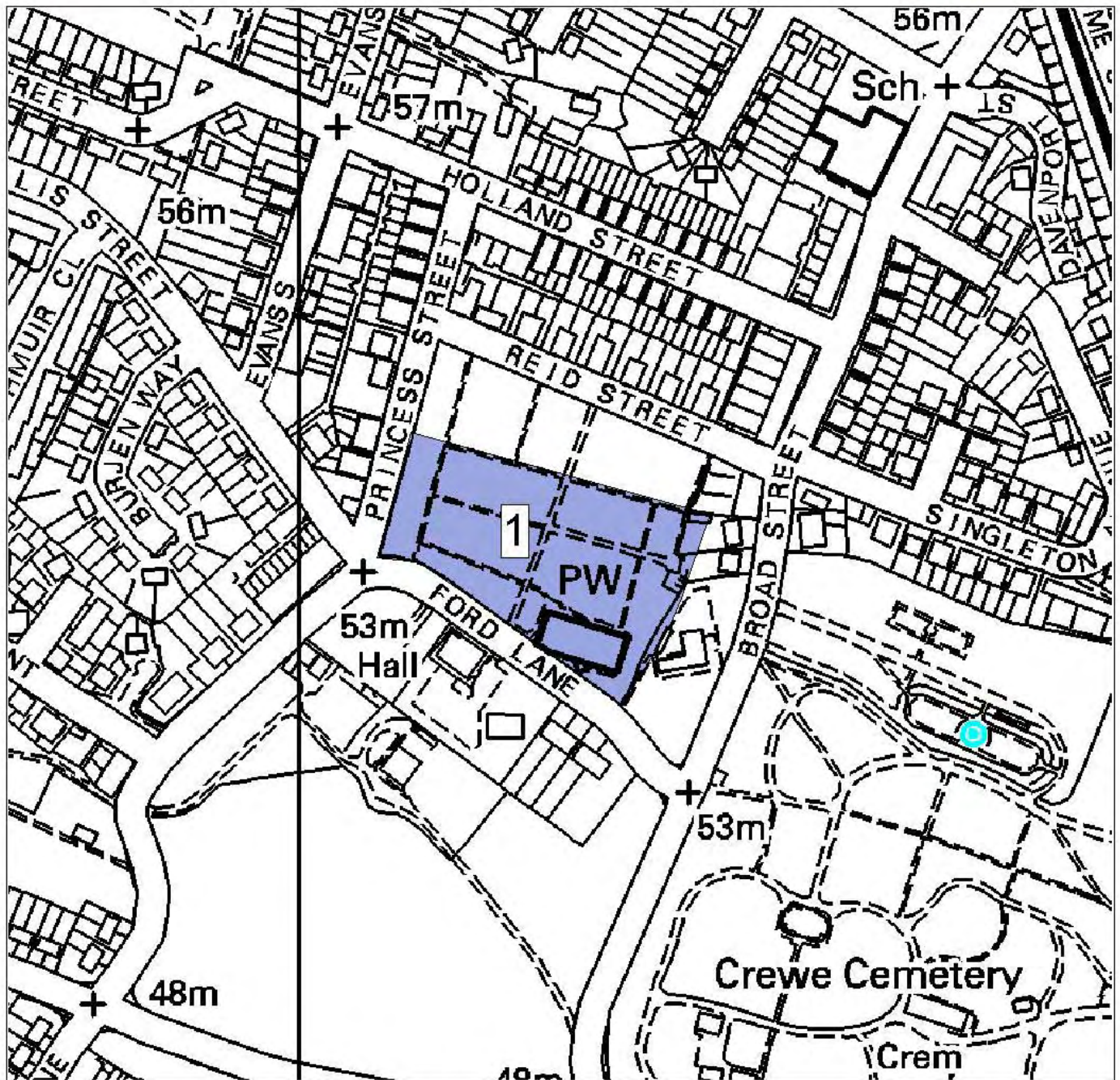
-  Prehistoric
-  Romano-British
-  Early Medieval
-  Medieval
-  Post Medieval
-  Modern

1:45000

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationer © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Cheshire County Council. Environmental Planning LA076503. 2002



Figure 2: Medieval Church Coppenhall



1:3000

0 100 200 Meters

Key

COM 1: St Michael's Church

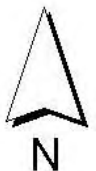
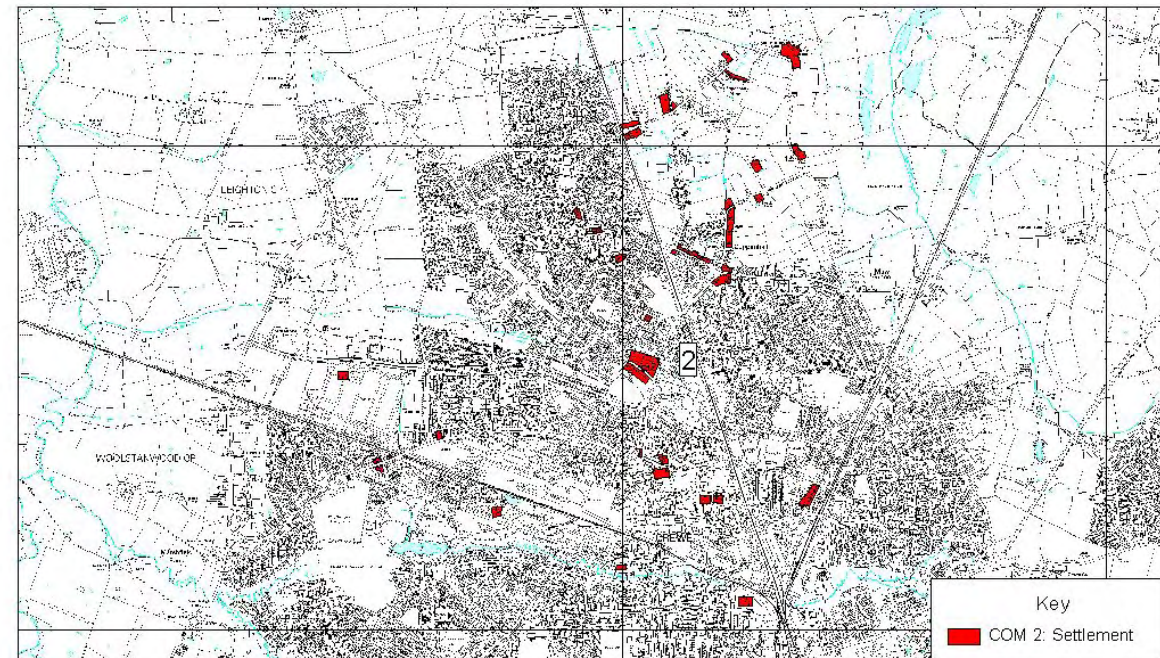




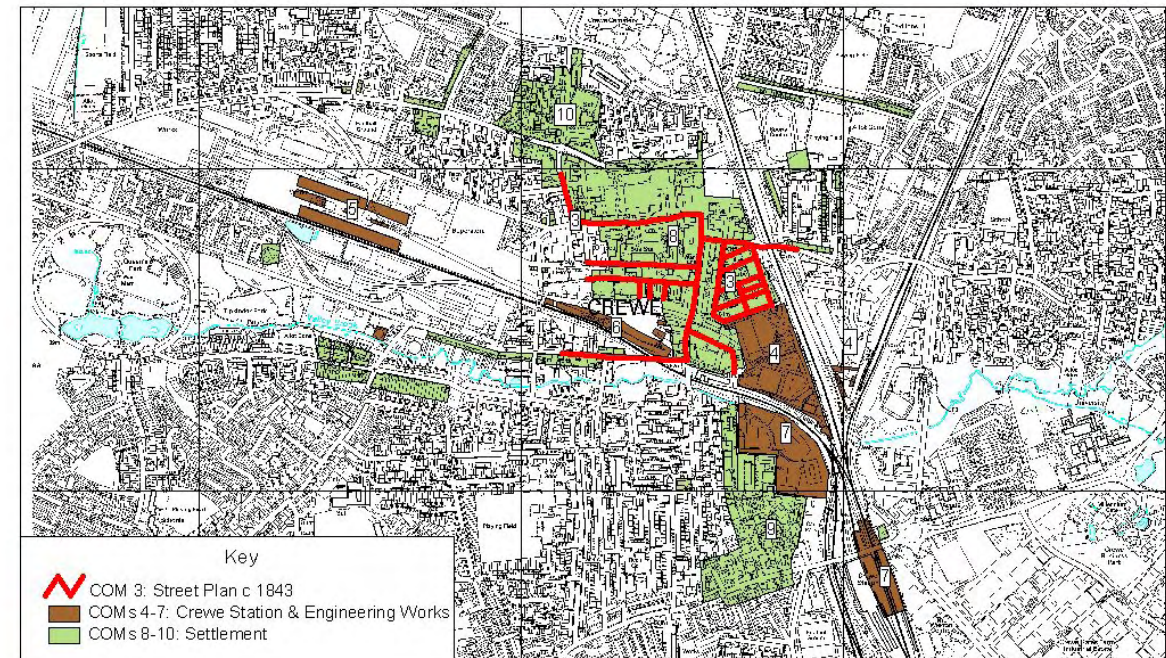
Figure 3: The Post Medieval Development of Crewe



Post Medieval c 1839

0 0.5 1 Kilometers

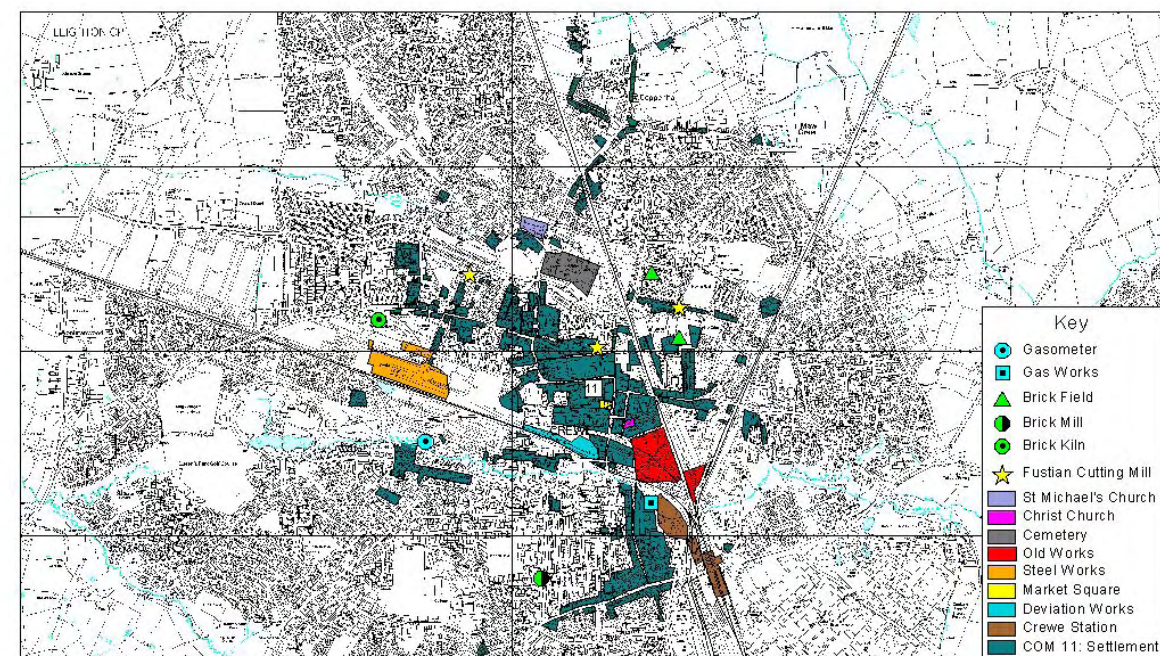
1:40000



Post Medieval c 1868

0 400 800 Metres

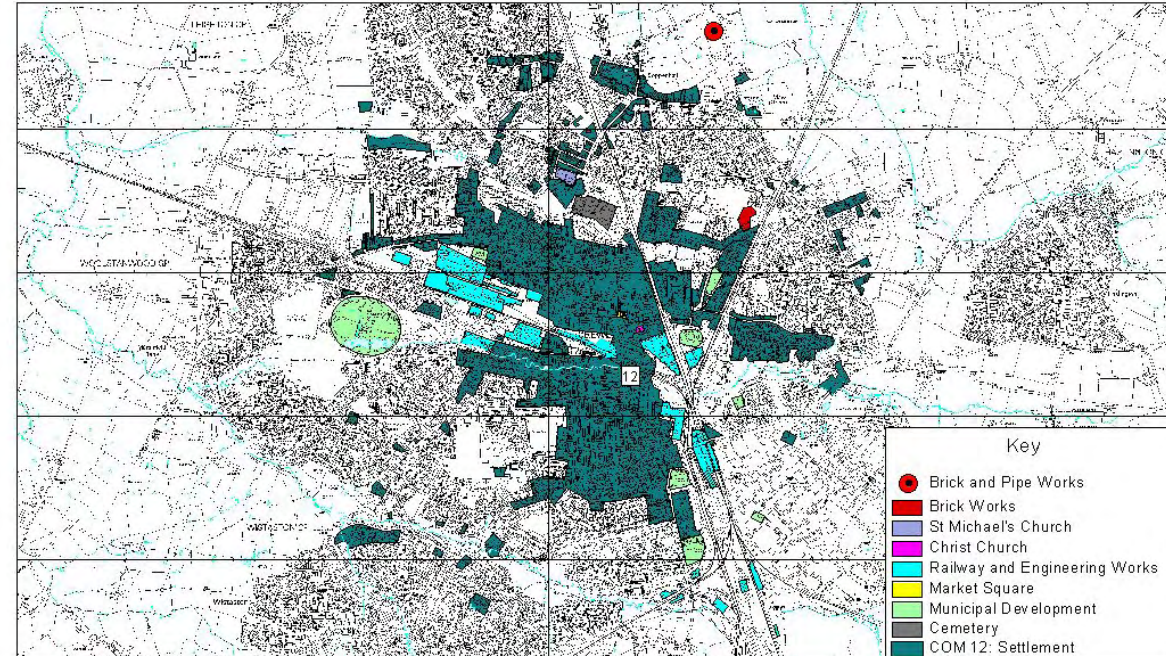
1:20000



Post Medieval c 1882

0 0.5 1 Kilometers

1:35000



Post Medieval c 1911

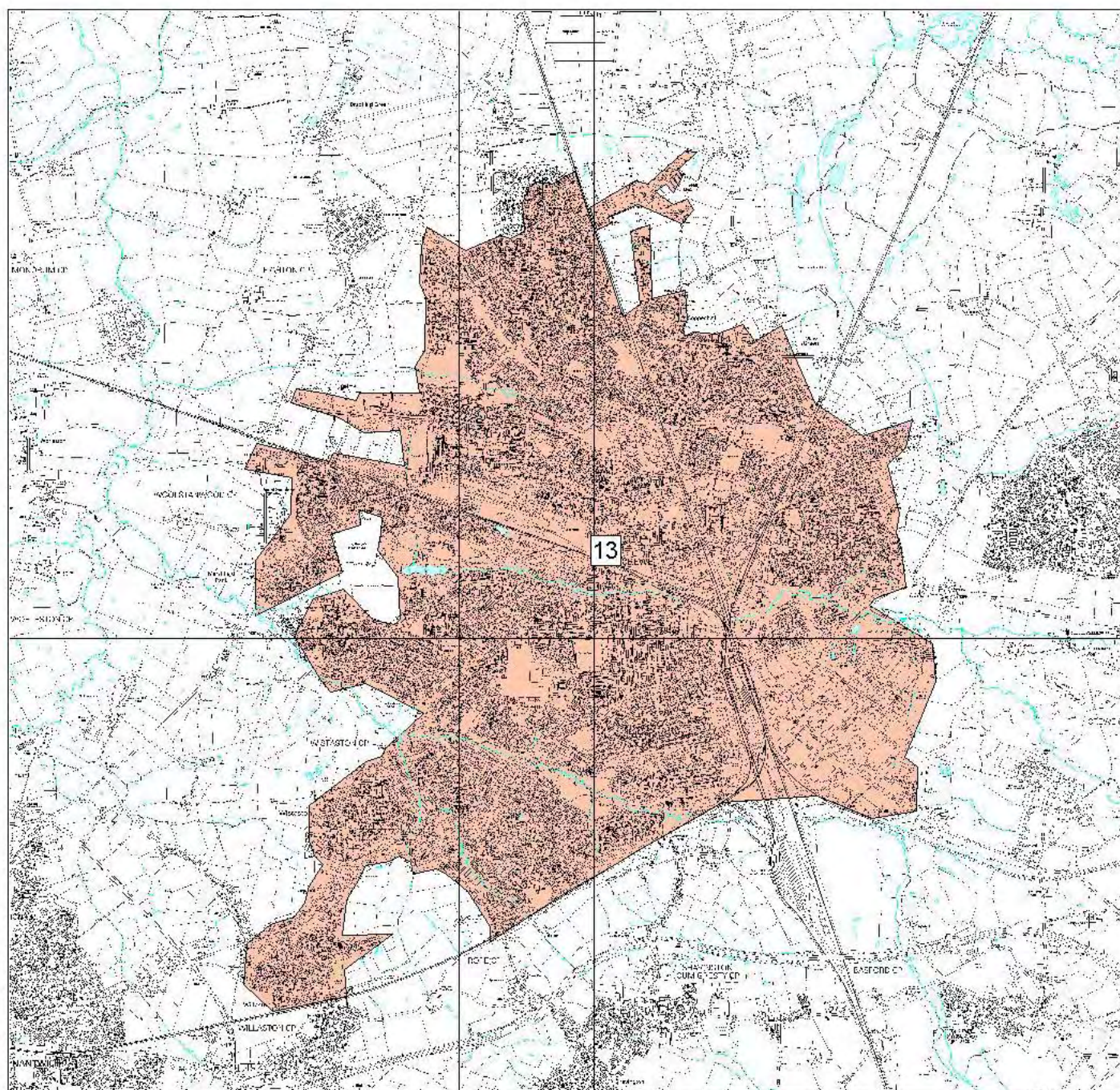
0 0.5 1 Kilometers

1:45000

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationery Office. Copyright, in the production of this map, remains with the Ordnance Survey. Cheshire County Council, Environmental Planning, LA10 6BQ, 2002.



Figure 4: Crewe c 2000



1:45000

0 1 2 Kilometres

