Horwich Locomotive Works
Horwich, Bolton

Conservation Area Management Plan

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Bolton Council

Contents

Conservation Area Management Plan prepared for Bolton Council by

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1.0 Introduction

Horwich Locomotive Works Conservation Area was designated in February 2006, following a decision by the Executive Member for Development and Regeneration, Bolton Council, on 17 February 2006.

Under the Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities have a statutory obligation to designate as conservation areas those areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. National conservation guidance in Planning Policy Guidance: Planning and the Historic Environment [PPG15] places a responsibility on the local authority to formulate and publish proposals for the preservation and enhancement of conservation areas and, in exercising their planning powers, to take into account the desirability of preserving or enhancing their character or appearance. Conservation area legislation also protects buildings that contribute to the area's character; consent is needed for their demolition. Demolition will therefore only be considered where a case can be made based on its lack of continued viability and the proposed replacement scheme's contribution to the area.

This conservation area management plan has been prepared by The Architectural History Practice Limited for Bolton MBC, as part of a consultation process which will formulate a regeneration strategy which takes full advantage of the heritage value of the site and promotes sustainability and employment. The strategy will aim to create a sustainable urban neighbourhood which may involve the preparation of a design guide to assert focus on the existing architectural and spatial form. The Unitary Development Plan [UDP] currently contains policies to guide development in the borough, including in conservation areas. The UDP will be replaced by the emerging Local Development Framework, to which this document will contribute, to inform and encourage appropriate future development and design guidance.

This report includes a short summary of the special interest of the conservation area, based on the appraisal of Horwich Locomotive Works Conservation Area prepared by Bolton MBC in 2006. It identifies buildings and features that make a positive contribution to the character of the area, and the factors which could hinder the area's protection and enhancement. The report identifies the main issues that affect the conservation area and suggests objectives and actions, for the short to medium term, and policies that the Council should consider adopting to protect the area.

This document is not intended as a detailed evaluation of each building and feature, and omissions are not indicative of lack of merit or interest. Further detailed work will be required.

2.0 Summary of Special Interest

Horwich Locomotive Works Conservation Area is situated eight miles west of Bolton and approximately a mile south of the centre of Horwich. The former locomotive works were constructed on levelled ground at around 120 metres above sea level, the land rises up to Rivington Pike, on the edge of the West Pennine Moors to the north east, and falls slightly to Red Moss, now a Site of Special Scientific Interest, to the south west. The works as built occupied a 237 hectare site, with 42 hectares covered by workshops. The works was connected to the railway network at Blackrod, by a branch line. The underlying geology is carboniferous sandstone, within the Lancashire Coalfield.

During the first half of the 19th century, Horwich was important for bleaching and textile finishing, as well as coal-mining, when the village was centred on Chorley Old Road. The construction of the railway works had an enormous impact on Horwich; the population grew from less than 4,000 in middle of the 19th century, to 12,850 in 1891, when the works employed over 3,000 people. In common with other railway towns, a small town was developed outside the works for the workers; the railway company sold land for housing and community buildings to the north-east of the works on either side of Chorley New Road. The parallel streets on the south west side of the road, all outside the Conservation Area except for Gooch Street and Brunel Street, are named after prominent engineers and were developed at a high density for terraced workers' housing. Lower density housing further up the hill accommodated the middle classes, with the largest housing on Victoria Road for managers.

The core of the Conservation Area is the locomotive works, built between 1884 and 1892, by the Lancashire and Yorkshire Railway Company, to replace the company's existing cramped locomotive works at Miles Platting in Manchester. The works are associated with three of the company's engineers, John Ramsbottom who advised on the site and layout, W. Barton Wright who laid out the works, and J.A.F. Aspinall who succeeded him in 1886, to complete the works. In the 19th century, Britain's separate railway companies all built their own locomotives, for example the Great Western Railway built the Swindon works in 1843 and the Midland Railway's Derby works date from 1840. Horwich was one of the last locomotive works to be built.

The green-field site enabled an up-to-date works to be designed and laid out on one site, providing specialist workshops for all aspects of manufacturing and repairing locomotives, including offices, a wheel shop, bolt shop, spring smithy, boiler shop, foundry and forge and the largest, the 457 metre-long erecting shop, served by two overhead travelling cranes. The works had its own gas supply and generated electric power, and over seven miles of narrow gauge railway connected the buildings. The works is a good example of an almost complete, relatively late Victorian railway works; only the boiler shop has been demolished.

The geometric, linear layout of the works has resulted in an area with a very distinctive spatial character, based on a dense pattern of long workshops separated by narrow, canyon-like spaces containing tram and rail tracks. The strong layout and the similar design of the workshops, mostly erected in one building campaign, have resulted in a homogenous group of distinctive buildings. The visual unity of the Conservation Area is also due to the use of a limited palette of building materials; external walls are red brick, now darkened with atmospheric pollution and roofs are Welsh slate, with a small proportion of roofs recovered with profiled metal sheeting. The buildings are a similar scale; the workshops are single-storey with double-height internal spaces and the offices are 2-storey. The very great length of the works combines with their even ridge heights to give the works a strongly horizontal appearance, particularly in distant views, but the elevations are given vertical emphasis by the use of full-height windows in recessed bays. The even roof line of the works is broken only by the greater height of the former boiler riveting tower and late 20th century foundry cupola.

The distinctiveness of the workshops is reinforced by the robust quality of the original architectural detail; the elevations are articulated with a blue brick plinth and have a regular pattern of cast-iron windows in recessed panels, divided by plain pilasters. The small-paned windows with pivoting opening lights are still in place on many workshops, timber and glazed ridge vents have also been retained, although often in poor condition and painted signage indicating the last functions of the locomotive works can still be seen on most buildings.

The Conservation Area includes two significant buildings outside the works; the dining room on Gooch Street and the cottage hospital on Brunel Street. The former is a single-storey hall which provided seating for 1,100 men who lived outside Horwich. The cottage hospital was built in 1894, to treat men injured in the works. These are important as surviving welfare buildings; others such as the

Mechanics Institute have been demolished. Also within the boundary is the First World War Memorial to men from the works, set within a formal railed enclosure fronting Chorley New Road.

The surfaces of the residential streets and open spaces within the Conservation Area are now modern; stone setts have been replaced with concrete in the works and tarmac on Brunel and Gooch Street, with similarly modern footway materials. Some lengths of railway track have been retained in the works, important references to the original function of the site. Spaces between buildings are all hard-surfaced, except for the lawned area between the offices and the war memorial and the open strip of land between the works site and the residential streets; this follows the line of the Thirlmere Aqueduct and is filled with self-set trees. The works are not currently accessible to the public, although in the long-term it is anticipated that this will change. Pedestrian movement around the site is difficult at present, due to the heavy goods vehicle movements and lack of defined pedestrian space.

The spatial character and tight grid pattern of the works provide dramatic long, narrow framed views along the canyons between workshop buildings. Due to the over-grown land between the northern residential streets and the works views between the two parts of the Conservation Area are blocked, although glimpses are possible at the upper end of these streets. The south-east end of the works site is more easily seen, from the streets between the entrance to Armstrong Environmental and Whitworth Street. The most important views of the works are from the west, across Red Moss from the M61 and the railway line, where the great length and unity of the site can be appreciated. Oblique views of the north-west gabled frontages of the workshops and the offices are also important, particularly from the main approach road off Chorley New Road and to a more limited extent from the railway bridge.

There are sharp contrasts between the large scale and density of the works, and the low scale, dense, spatial character of the residential streets to the east, and the openness of Red Moss to the west and the moors to the east beyond the town. When seen in longer views, this adds to the drama of the work's setting and spatial character.

The works were closed by British Rail Engineering Ltd. in 1983, although the foundry operated until 2004. The site has since been fragmented into different ownerships, and most of the surviving workshops are now occupied by new uses, mainly industrial (B2). The continuation of heavy industrial uses has maintained the robust character of the works, although the fabric of the buildings is now under threat through lack of regular maintenance and repair. Some buildings have been demolished or remain empty, for example the former stores, whilst others are under threat of demolition – including the former hospital. Alterations to the buildings to accommodate new uses have not been significant except in a few cases; the buildings' robust character can accommodate most minor changes such as new gable-end doorways, without harming the character of the whole site. Additions, such as the lean-to on the west side of the erecting shop, and infill between some sheds has had a visual impact on views. The character of the works is being gradually being affected by the accumulative impact of poor maintenance and uncoordinated alterations, and by the deterioration of the setting. Radical change will be needed to ensure that the Conservation Area has a long-term future.

Fig 1: View of the southern section of the former erecting shop from the north-west; the pale cladding to the left gable marks the demolition of a central section

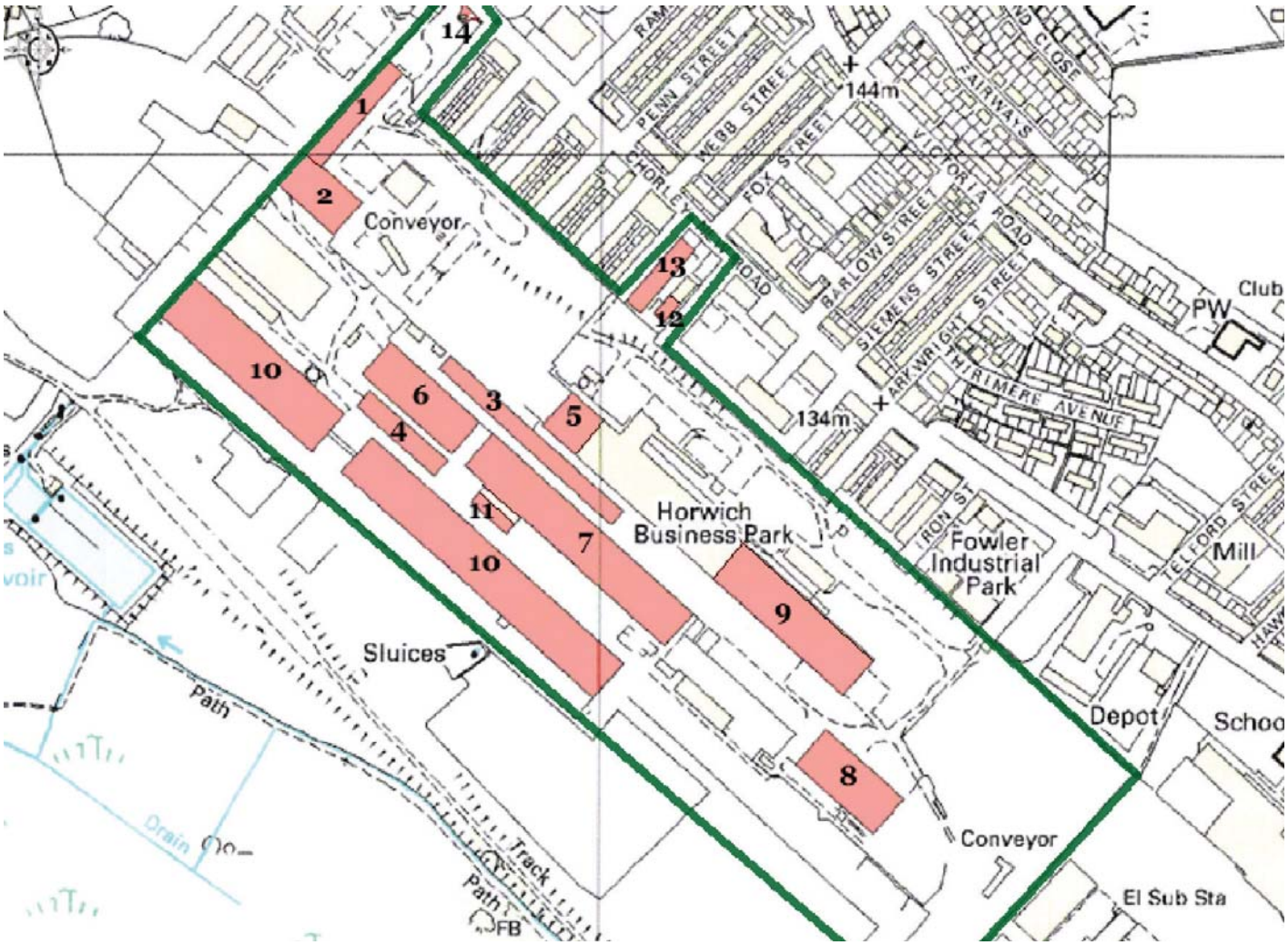

Fig 2: Plan of the Conservation Area showing significant buildings (see section 3.1 for historic building names)

1. Rivington House
2. Stores
3. Small Workshops
4. Heavy Machine Shop
5. Riveting Tower & Boiler Shop Smithy
6. Millwrights Shop & Pattern Makers
7. Fitting & Machine Shop; Points & Crossings; Signal Shop
8. Smithy & Bolt Shop
9. Foundry
10. Erecting & Repair Shop
11. Welding Tube Shop
12. Cottage Hospital
13. Dining Room, Gooch Street
14. War Memorial

3.0 Significant Buildings

3.1 Unlisted buildings that make a positive contribution to the character of the Conservation Area

The historic uses associated with each building are those identified on a plan of the works dated 1911 (Appendix 4); some uses changed in the mid 20th century and after Rail privatisation in the 1960s and the painted name signs may therefore relate to this late phase of railway works use. It is important to identify which buildings contribute to the character of the area, as these are subject to more robust controls against demolition than other buildings, under national planning policy in PPG15. The number of each building is shown on the plan in Figure 2.

1 Rivington House

Built as the Chief Mechanical Engineer's Offices in c.1885, with laboratories, testing facilities and drawing offices. Important as the administrative centre of the works, and for its visibility from the main road. The 2-storey brick building has a double-ridged roof, with a long, 98 metre north elevation, decorated with blue brick banding. A riveted water tank dominates the 3-storey west end of the elevation, with blocked, arched wagon entrances at ground level. The gabled east elevation faces Chorley New Road and is the only part of the works that is clearly visible from the main road. The building was refurbished for office use with the help of a grant from the European Regional Development Fund (ERDF) and is now almost fully occupied. The brick work has been carefully cleaned and original windows replaced with PVCu double glazing.

Figs. 3 and 4: Rivington House to the left, former stores to right.

2 Stores

The 2-storey building, built c.1886 and attached to Rivington House, extends to the south east. Important as an ancillary building for the works and part of the imposing group of buildings near the entrance. It has four roof ridges, with rebuilt verges and was constructed with a central light well, used for hoisting goods up to the storage galleries. The building retains its original steel windows and roof slates, but is empty and its fabric is deteriorating.

3 Small Workshops

Built in 1887, a low, single-storey, narrow line of workshops under one roof, with continuous ridge ventilation. Important as one of the works' early structures, used for specialised metal-working, such as tin and copper smithing, and a brass foundry. The boilers and chimney occupied the south-east end of the building. It retains the original cast-iron windows, some of the roofs have been re-covered in metal sheeting and most of the building is in use. Access is restricted due to the narrow access corridors between adjacent buildings, as Fig.5 shows.

Figs 5 and 6: small workshops, and heavy machine shop to right.

4 Heavy Machine Shop

Built in the early 20th century after the first phase of construction, it first appears on the 1911 plan and partly fills the once wide space between the erecting shop and millwrights shop. The long, narrow single-span structure follows the prevailing form and style with ridge ventilation and cast-iron windows. Important as an engineering shop for the locomotive works, although it has been altered; converted to a wheel shop in the 1960s, the south-east end was more recently truncated by around 6 bays, and the new gable clad in metal sheeting. The building is now used as a steelworks.

5 Riveting Tower and Boiler Shop Smithy

Built in 1886, the tall riveting tower is important as a landmark on the site and the remaining structure to survive from the boiler shops. This triple-ridged building was built for hydraulic riveting machinery. The demolition of the boiler shops to the north-west has exposed the internal structure of the riveting tower, which is now at risk. The former boiler shop smithy adjacent to the south-east is a double-ridged structure with slate roofs and ridge ventilation, and is not in use.

Figs 7 and 8: Boiler shop and riveting tower above; north gable of the millwrights shop below

6 Millwrights Shop and Pattern Makers

Built in 1887, the triple-ridged building is divided into two, for separate historic functions. The long elevations have 15 irregular bays with cast-iron windows. A 2-storey lean-to office was added to the north gable in the early 20th century, a railway track still enters a large doorway to the left side of the north gable. The building is an important original works structure, little altered apart from metal sheeting to the roof and new gable-end steel shutters. It is now in use for engineering.

7 Fitting and Machine Shop, Points and Crossings and Signal Shop

Built in 1887, the low, triple-ridged workshop has continuous ridge ventilation, a slate roof and retains sliding doors with original mechanisms. The building is important as a relatively intact and original structure from the works. It is currently in use and parts of the historic fabric have recently been maintained, including rain water gutters.

Figs 9 and 10: Fitting shop sliding door to left, spring shop chimneys visible in Fig 10

8 Smithy and Bolt Shop

Late 1880s building at the south end of the works, with double-ridged slate and glazed roof with continuous ridge ventilation. Divided into two parts historically; the larger smithy area to the south originally contained over forty hearths; the truncated chimney stacks above the eaves are evidence for these (Fig.10). Important as one of the original works' buildings, although recent alterations include large inserted openings, loss of original windows and part of roof structure; the building is now in very poor condition. Currently in use for recycling timber.

9 Foundry

The foundry was built in 1886 to supply the works with iron and steel; it was built with triple or multi-ridged roofs, with a higher ground level against the east side. It is an important large-scale structure and dominates the south east side of the works, visible from adjacent streets. The foundry was converted to mechanisation in the 1950s, when it expanded northwards to take in the former forge. The roofs are partly clad in sheet metal or asbestos, but the brick exterior retains some original small-paned windows to the west and circular openings to part of the east elevation

10 Erecting and Repair Shop

The largest building at the works, completed in 1886 and over 450 metres long, but now divided into two. The buildings are significant as the workshops where locomotives were built and repaired; there was space for 100 locomotives, including the 2-4-2 tank engines and Atlantic class locomotives, both designed by Aspinall. Armoured vehicles were built here during World War II. The workshop has two main slated roof ridges, either side of a lower central top-lit ridge (Fig.12). The shop has been divided into two by the demolition of around 6 central bays, the new gables clad in metal sheeting. Other alterations include enlarged gable-end door openings and a lean-to extension clad in pale grey metal sheeting on the south west elevation. This long elevation is particularly important in views from the west (Fig.1). The brickwork exhibits signs of water damage from defective rain water goods.

Figs 11 and 12: Part of the forge from the west left and the south west gable of erecting shop above

11 Welding or Tube Shop

Like the heavy machine shop, built in a second phase c.1900; the building is first shown on the 1911 plan and partly fills the once wider space between the erecting shop (10) and fitting and machine shop (7). This building is important for its little altered appearance; single span slated roof with continuous ridge ventilation, 7-bay elevations with original windows. Now used by a stair lift manufacturer, with additions at the south east end (Fig.13).

12 Dining Room, Gooch Street

Built by the company in 1887, to provide lunchtime space for over 1000 men from outside Horwich. It is important as an example of a surviving welfare building provided for the workers. Historically, it adjoined the L & Y Arms café fronting Chorley New Road, now demolished, and there was a convenient pedestrian entrance into the works at the foot of Gooch Street. Architecturally similar to the workshops, the dining room has plain brick elevations with windows recessed in panels, and a single span slate roof. The building is now in use for the manufacture of glass objects, and has PVCu windows with an extension on the Chorley New Road gable-end; the gable rebuilt in brick late 20th century (Fig.14).

Part of the forge from the west

The tube shop from the south

Figs 13 and 14: The tube shop from the south and the dining room on Gooch Street

13 Cottage Hospital, Brunel Street

Built in 1894, with funding provided by Henry Yates Thompson, a Director of the YLR, the building is important as a surviving community welfare building, built to treat men injured in the works. The hospital cared for convalescing soldiers during the First World War. The building has a distinctive domestic appearance, in contrast with the rest of the works buildings, with slate roof, brick banded decoration to the gabled frontage, terracotta date stone and the original arrangement of windows. Now in industrial use, the building has blocked or replacement windows, altered doorway and is in need of maintenance and repair.

Figs 15 and 16: Cottage Hospital on Brunel Street, and War Memorial facing Chorley New Road

14 War Memorial

Erected in 1921, as a memorial to the men of the works who died in the First World War. The marble statue of a soldier is by sculptor Paul Fairclough. The names of those that died are inscribed on the plinth. The memorial is also important in the street scene and has a formal setting within a circular railed enclosure fronting Chorley New Road; the cast-iron railings appear to be original.

3.2 Buildings that are less significant and have a neutral impact on the character of the Conservation Area

1 Paint Shop

Built 1887, but significantly altered in the second half of the 20th century, probably after rail privatisation, when the "weaving shed" roofs were replaced with two shallow pitched roofs and the gables rebuilt in hard red brick (Fig.17). Only the brick bays of the side elevations remain and the building retains no late 19th century character.

2 Former Engine Shed

Built in 1887 to house the locomotives that served the works. Like the paint shop, the structure has been significantly altered by the remodelling of the original roof to a lower pitch. Retains little late 19th century character. Now used for vehicle recovery.

Figs 17 and 18: North elevation of paint shop and south gable of spring smithy

3 Spring Smithy

Late 1880s low, single-span roof workshop, originally built with chimney stacks serving the hearths. Retains slated roof to south part, but late 20th century alterations to north west end have obscured the building's historic form. In industrial use.

Figs 19 and 20: Timber sheds, adjacent to the small workshops above, on Brunel Street below

4 Timber Shed adjacent to Small Workshops

This timber structure built adjacent to the north end of the small workshop range appears to date from the first half of the 20th century, but its original function has not been established. It has timber windows, large windows and a slate roof and is in poor condition (Fig.19). It is similar in structure and scale to the timber shed on Brunel Street, next to the Cottage Hospital.

5 Timber Shed adjacent to Cottage Hospital on Brunel Street

This timber structure built adjacent to the Cottage Hospital appears to date from the first half of the 20th century but its original function has not been established. It has timber cladding and a slate roof and is in fair condition. It is similar in form and scale to the timber shed in the works, next to the small workshop range.

6 Entrance Lodge at Armstrong Environmental

Late 20th century red brick lodge with felted roof at the entrance to the recycling site (Fig.21). The structure relates to the last phase of the operation of the foundry at the south end of the works and does not contribute to the character of the Conservation Area.

7 Ancillary Building North East of the Foundry

Low single-storey workshop immediately to the north east of the foundry, probably built in the early 20th century (Fig.22). The original structure has brick walls and a single-span roof. Altered and substantially extended in the late 20th century to create offices for the foundry, and now used as offices by Armstrong Environmental, and is in good condition.

Figs 21 and 22: The entrance to Armstrong Environmental and a small ancillary building, now offices

8 Late 20th Century Offices to East of the Stores

The single-storey flat-roofed brick office building was built after rail privatisation. Set back from the historic works, to the east of Rivington House, the building's design contrasts with the works. In view of its low scale, it has a neutral impact on the character of the Conservation Area (Fig.23).

Fig 23: Office east of the stores

3.3 Buildings and structures that have a negative impact on the character of the Conservation Area

1 Mechanised Foundry Cupola Tower and Gantry

Constructed as part of the late 20th century mechanised foundry, this structure was in use as part of BREL's operation and continued in private foundry use until closure in 2004. The tall structure is clad in metal sheeting and dominates views of the works. The gantry has been partly dismantled (Fig.24).

2 Mechanised Foundry Portal Frame Shed

The forge was built in 1887, with a double ridged-roof and is over 32 metres wide, but in the late 20th century a large portal-frame shed was built to replace part of the original forge building, as part of the mechanisation of the works. The shed is clad and roofed in asbestos sheeting and has a span wider than the earlier building, resulting in its encroachment on the linear access route between the forge and the small workshops (Fig.25)

Figs 24 and 25: Mechanised foundry cupola on above, portal frame shed below

3 Infill between Tube Shop (3.1/11) and Fitting and Machine Shop (3.1/7)

Late 20th century red brick infill between these two structures has eroded the distinctiveness of each structure and blocked long views along the access routes (Fig.13).

4 Lean-to Extension to North East Side of Heavy Machine Shop

Late 20th century brick addition partly fills the space between the heavy machine shop and the adjacent former pattern makers' shop, blocking views along the access route (Fig.27).

5 Lean-to Addition to West of Erecting Shop

The lean-to addition against the south west elevation of the former erecting shop is clad is profiled metal sheeting, with a light grey finish that strongly contrasts with the red brick of the main elevation and emphasises its presence. The addition is visually intrusive on this important elevation of the workshop (Fig.25).

Figs 26 and 27: Lean-to addition to west side of erecting shop, and infill adjacent to heavy machine shop

4.0 Managing Change

4.1 Horwich Locomotive Works in the 21st Century – A Summary of Issues

Although some major changes have occurred since the works finally closed in 1988, the essential character of the works has survived remarkably intact, due largely to the robustness of the structures and the works' layout. Demolition has so far been the exception - the main losses have been the boiler shop (Fig.28) and the original wheel shop – and the works are remarkably complete. Some buildings, like the former Stores are standing empty awaiting a new use. Others have been altered to enable new uses. Cleared sites or former railway sidings just outside the Conservation Area have been redeveloped, for example for open storage to the south west, or for housing to the north-west.

The connection between the housing and the works has been virtually severed since the works closed and visual links are poor, partly due to security fencing and tree growth on the strip of land between the housing and the site. The works are almost hidden from view, apart from the important long views from the west. In community terms, there is now has much less engagement with the area covered by the works than in the past.

The ownership of the site has been fragmented between a small number of owners, notably Bluemantle to the north and west, Armstrong Environmental to the south and east, and Aubrey Weiss to the north east. Bluemantle leases space and land for open storage to approximately 22 different tenants. The site no longer benefits from the co-ordinated approach to site management that historically existed under one railway company.

Since the railway engineering use ceased, new uses have been found for the majority of the most significant historic buildings, mainly manufacturing, engineering or materials processing. The former dining room is in use for glass manufacturing. Of the twenty historic buildings or structures in the conservation area, around fifteen are in active commercial use. Viable new uses are needed for all the significant structures within the Conservation Area, to ensure they continue to be maintained; this may require new, higher value uses in the long-term.

Under-used or vacant buildings suffer from poor maintenance; typically rainwater goods have been neglected in many instances, allowing water to percolate into the brick masonry, causing serious damage to the structure (Fig.29). Appendix 3 contains an audit of the condition of significant buildings. Slate roofs, timber ridge louvres and cast-iron windows also now need major repair in most cases; roofs are gradually being replaced in metal sheeting. The lack of maintenance to occupied buildings appears to be partly the result of insufficient revenue being generated by the existing uses to support adequate maintenance and repair. For example, the cottage hospital is in a low-level use which has apparently not generated sufficient funds to prevent the building deteriorating and it is now the subject of an application to demolish.

New uses generate demand for change; the most intrusive changes have involved partial demolition; the long western erecting shop has been divided into two by taking down a mid section and cladding the exposed structure in metal sheeting. The south end of the former heavy machine shop has been similarly truncated, reducing the floor area of the building. Part of the forge was demolished in the late 20th century and replaced with a portal-framed shed. The robust character of the workshops has enabled them to accommodate most minor alterations, such as new or enlarged door openings and new services. More damaging to the character of the area have been major 20th century alterations and additions to structures, such as the paint shop and engine shed roofs being replaced at a lower pitch, and the portal frame shed inserted into the forge.

The historic layout and development of the works has resulted in some narrow access routes between buildings, particularly on either side of the small workshops; this makes access for large vehicles and plant into the buildings difficult. The change in levels on the north east side of the foundry prevents access from this side of the building. Balancing the needs of users with the character and layout of the site will need imaginative solutions. The dominance of heavy vehicles on all parts of the works site has made the site difficult for pedestrians; safe footways and areas for people are not defined.

The surfaces within the area are predominately hard, with few green areas. Historic road and footway materials have been replaced by tarmac or concrete throughout the conservation area. Narrow gauge railway tracks are a distinctive feature of the works site and should be protected where they remain on some of the main canyons however removal and relocation will be considered if and where the rail tracks are proven to be a health and safety issue. The works site is now enclosed with modern palisade fencing and there are only two access points. Although the site was historically secured, new uses in the future may enable a more open environment with a less industrial boundary treatment.

Whilst many of the recent changes are individually relatively minor, taken together they have an adverse impact on the appearance and character of the Conservation Area. Drawing attention to the special features of the place and setting them in a historic framework is one way to highlight the special interest of the area. With practical guidance, this information will help inform individual owners so they can avoid works which might erode the special qualities of their property. Major changes such as demolition will require a constructive dialogue between all parties to ensure that a balanced decision is taken, to avoid unjustified demolition of the most significant buildings.

4.2 Philosophy for Change

As noted above, Horwich Locomotive Works has so far accommodated over twenty years of gradual change, but more major changes will be needed in the future, almost certainly at an accelerated pace, as part of the site's long-term regeneration. This process should be designed and managed in a way that takes full account of the special character of the Horwich works.

A more detailed audit of the area's buildings, their condition and appearance and of the condition of the open spaces will enable changes to the area's character and key features to be monitored over time. This will help to ensure that progress in protecting and enhancing the conservation area can be assessed in the future. The conservation-led regeneration of the works will enable the benefits of the area's distinctiveness to be optimised, ensuring that its potential is not lost through lack of knowledge or awareness.

An objective assessment of the buildings as a whole and individually will be need to be undertaken as part of a future planning application to ensure quality and sympathetic design is encouraged.

Conservation policies to manage the future of the works must recognise that change will be essential, but be robust enough to provide practical, realistic guidance and protection for the most significant aspects of the Conservation Area.

4.3 Strategic Aims

1. To agree a framework for new development that maximises the potential and distinctiveness of the Conservation Area, using it as an asset in the regeneration of the area.
2. To retain the Conservation Area's most significant structures, and halt their deterioration. This should be achieved by a combination of practical guidance and advice for owners and tenants on building maintenance, the robust use of planning policy and legal powers when necessary, and by securing external funding for repairs where possible.
3. To address the factors that are detrimental to the area's historic character and ability to be a thriving part of the community. This will require the robust implementation of planning policy and legislation to secure beneficial new uses and the necessary levels of public and private investment, in consultation with all stakeholders.
4. To create an attractive environment within and around the Conservation Area, that will attract new, long-term investment to secure the future of the area. Enhancement schemes should improve public access where reasonable.
5. To review the success of the Conservation Area and monitor changes within it.

The aim of the policies is to guide the way these strategic objectives are achieved, so that the special historic character and appearance of the Conservation Area is enhanced for future generations.

5.0 Identifying the Issues that Threaten the Character of the Conservation Area

5.1 Buildings at Risk, Demolition and Under-use

The main losses within the works have been the boiler house (Fig.27), which stood to the south east of the former stores, the wheel shop at the south end of the small workshops, and part of the forge. Once buildings deteriorate they are less attractive to future tenants and occupiers, and the cost of maintaining them rises relative to their value; buildings without occupiers or viable uses are unlikely to be adequately maintained and deteriorate rapidly. To prevent this cycle of decline, a pro-active strategy is usually required. Several buildings at the works are empty or under-used and their fabric is deteriorating, including the former stores and parts of the foundry. Other buildings are at risk where the current use appears to be unsuited to the structure of the building, such as the smithy. These buildings are vulnerable to demolition, unless temporary holding repairs are undertaken and real efforts made to identify suitable viable uses.

5.2 Condition of Building Fabric

Common problems observed on site include failed rainwater goods, where gutters have become over-grown with vegetation and joints have failed, downpipes are partly detached or missing, and gulleys and outlets are blocked This has caused severe brickwork damage in places, due to salt and water damage (Fig.29). If allowed to continue, structural movement may occur and major brick work repairs will be needed in the near future. Poor access to roofs may also be a factor in inhibiting adequate maintenance, particularly to valley gutters, but for rainwater goods on external elevations, mobile “cherry pickers” can be used. The original cast-iron windows are still in place in most cases, although showing signs of neglect. A rapid assessment of building condition has been undertaken for this report (Appendix 3), but a detailed assessment of condition is needed to quantify the scale of the problem and estimate approximate costs, for both temporary works and for permanent long-term repairs.

Figs 28 and 29: The site of the demolished boiler works and a typical example of neglected gutters causing severe brickwork damage

5.3 Vacant Sites

There are cleared sites where buildings have been demolished, notably the site of the former boiler house to the south east of the stores. As yet, there are no approved plans for this site. It is important to ensure that new development anywhere within the Conservation Area, or outside the boundary where it will affect its character, follows an agreed framework for the area, that respects the grain and pattern of development in the works. Other vacant sites, such as land to the south of the works are in use for open storage for existing businesses, which can be visually intrusive. To secure beneficial, viable new development on vacant sites, a clear planning framework will be needed. The strip of land to the east of the works, within the site boundary is vacant, but constrained by the presence of the Thirlmere Aqueduct.

5.4 Details - Doors, Windows, Roofs and Historic Fixtures

The works and ancillary community buildings have a strong homogenous character that is the result of a limited palette of materials and details, and a unifying design approach. All the historic buildings are simply constructed of red brick, with slate roofs. Most buildings retain their original cast-iron small-paned windows with pivoting opening lights. Rain water goods are cast-iron. Buildings are simply detailed with stepped brick cornices, blue brick plinths and timber ridge vents. These characteristics will be easily eroded through uninformed or poorly controlled alterations, additions or repair.

5.5 Extensions and New Buildings

New buildings are clearly going to be an essential part of the future regeneration of the Horwich site. Unless clear urban design guidance is agreed, the robust character of the Conservation Area could be eroded by poorly sited buildings and extensions to existing structures. It will be important, for example, to maintain the historic grid within the works and to keep the “canyons” clear to protect long vistas and views. New buildings could harm the character of the area unless their scale, form, massing and detailed design is sensitive to the context.

Figs 30 and 31: enlarged opening in a gable-end of the erecting shop, and view with rail tracks along the narrow access between the mechanised foundry and the small workshops.

5.6 Building Services and External Alteration

The existing buildings will continue to require new services, as their uses change and the regulatory framework and business environment evolves. The buildings have a robust character that will accommodate a level of new servicing, but it will be important to avoid visual clutter and unnecessary damage to the structure of buildings by following basic practical guidance and rationalising services wherever possible.

5.7 Views and Spatial Form

The geometric grid of the works’ layout and its dense pattern of development has resulted in dramatic, tightly defined views and vistas within the site. The long narrow spaces between buildings have a canyon-like character that visually exaggerates the scale of the buildings (Fig. 31 and cover photo). This characteristic of the site has been eroded in a few cases by in-fill building between the linear ranges, and this should be controlled in the future to keep the canyons open. One of the most significant canyon-like vistas is presented between building 10 and 6/7.

Distant views of the works are best appreciated from the west across Red Moss, from the M61. This view emphasises the great length of the former erecting and repair shops. Open storage and additions against the west elevation will obscure these key views of the works, as has happened with the lean-to addition at the north end of the west elevation of the former erecting shop. The scale and siting of future development should take account of the view from the west the open views into Red Moss from the works’ site.

Views from the north-east, for example from the branch-line railway bridge, are restricted by later buildings such as the training centre, but could be more important in enabling visual connections between the town and the site.
he consistent building line of the north-west edge of the works and the vertical scale of these buildings can only be appreciated once on the main approach beside Rivington House. The gabled end elevation of the former erecting shop and the water tower on the offices are most eye-catching in views from the north and north-east.

There are narrow views into the site down the residential streets to the east, but from Brunel Street northwards, it is hard to see the works from the streets due to the self-set trees on the land between the streets of housing and the works. This severs the visual connection between the housing and the works, and should be addressed as part of future landscaping works.

In contrast to broad views, narrow views are framed between buildings, for example on Brunel Street and Gooch Street allowing glimpses of the smaller scale of spaces and buildings in the residential area. Whilst views between the two areas could be opened up, the contrast between the character of the housing and the works should be maintained in future development.

5.8 Landscape and Boundaries

The works site is dominated by hard surfaces; the main roads within and around the works have mostly concrete surfaces, many areas are in poor condition. Some "canyons" retain train or tram tracks. Historically, these areas would have been surfaced in stone setts.
The approach road past Rivington House is now tarmac. Replacing the existing surfaces with appropriate salvaged or new natural materials should be considered as part of a wider strategy for the site, once new uses and development patterns have been agreed. This could include, for example, some reinstatement of stone setts adjacent to the most significant historic buildings and in key "canyons". Other spaces and within areas of new development could be surfaced with appropriate modern materials, and green landscaping introduced where appropriate.

On Gooch Street and Brunel Street, road and footway surfaces are tarmac with concrete kerbs, where historically they were setted with stone paved footways. If a holistic approach to the residential area is planned, as part of an extended conservation area, the selective reinstatement of historic surfaces may be appropriate in this area. Stone setts survive on Brindley Street, just outside the Conservation Area.

The only formal green space within the Conservation Area is the lawned area between Chorley New Road and Rivington House, where the war memorial fronts the road. This space allows views of Rivington House, important as one of the only good views into the works from the public realm. The lawn also provides a dignified setting for the war memorial. New development or mixed uses will need green spaces to provide an attractive and more diverse environment. But the robust character of the works should be retained overall. Self-set trees have colonised the strip of land between the north-east boundary and the works; this area contains the Thirlmere Aqueduct.

The works site was historically enclosed within a secure boundary, but was not further subdivided with walls or railings. Today, most boundaries are defined by modern security fencing. Historic railings are a feature of the formal enclosure around the war memorial, which has cast-iron spear head railings. New or replacement security fencing will be considered as part of an overall planning application and determined on its own merits. Potential long term fencing designs could either be based on historic precedents, by establishing the type of fencing used to enclose the site historically, or by using good quality contemporary designs for long term future boundaries, as an alternative to standard security fencing.

Figs 32 and 33: fencing across the former workers' entrance on Gooch Street, and stone setts at the bottom of Brindley Street, just outside the conservation area

5.9 Access to and around the Conservation Area

At present, the works site is not accessible to the public and access is restricted to authorised vehicles and users. There is no direct access or permeability between the residential streets and the works site; historically there was an entrance for workers at the foot of Gooch Street.

The lack of public access means that there is little local community engagement with the works site, other than through those that work there. The lack of public access may limit local support for the conservation of the site; occasional, managed access for example on public open days is an option to explore with the owners and tenants. It may also be advantageous to improve access from Middlebrook and Horwich Town Centre.

Heavy vehicular traffic dominates the access routes within the works' site, with some internal traffic management. There appear to be no designated safe routes for pedestrians.

The residential streets are fully public accessible, with public roads, on-street parking and pedestrian footways.

6.0 Protecting Special Interest: Policies

6.1 Introduction

The current Unitary Development Plan for Bolton was adopted in April 2005 and contains policies that relate to Conservation Areas; policies D7 and D8 apply to the Horwich Locomotive Works Conservation Area (see Appendix 2). The area of the former works site is currently allocated for office, industrial and warehouse uses, under policy E2. The Locomotive Works is also the subject of current Supplementary Planning Guidance, produced by Bolton Council in January 2004; this provides a policy and development control framework for the site. The evolving Local Development Framework is due to replace the UDP; this will include area action plans (AAPs) for areas where significant change is anticipated or needed. Horwich Locomotive Works may justify the preparation of an AAP, to which this Conservation Area Management Plan will contribute.

The Government also provides guidance on Conservation Areas in PPG15, and English Heritage has published recent guidance on their management. The following recommended polices provide further detail on how to implement local and national conservation policies in the Conservation Area. They will be used to help achieve the strategic aims of the Conservation Area Management Plan, and will help to shape Bolton Council's strategy for the area.

6.2 Buildings at Risk and Protection from Demolition

To begin to address the deteriorating state of buildings in the area, a rapid audit has been undertaken to identify buildings at risk (BAR) (see Appendix 2). This should be followed by the development of a strategy for each BAR, divided into short-term objectives, eg, temporary holding repairs, and long-term objectives, eg. suitable end use, a marketing strategy, potential acquisition etc. Bolton Council can control demolition through the 1990 Planning Act; PPG15 provides robust guidance for buildings that contribute to the character of Conservation Areas (section 4.27). In Conservation Areas, The Secretary of State can enable section 54 of the Act to be used to secure unoccupied buildings at risk, if they make a positive contribute to the character of the area. Section 215 of the Town and Country Planning Act 1990 is also a useful tool for addressing derelict sites and buildings. Repairs Notices, under section 48, cannot be served on unlisted buildings in Conservation Areas.

Recommendation: The audit of BAR should be reviewed every five years.

Recommendation: A strategy will be developed for each BAR, identifying the steps to be taken to secure the re-use of empty, under-used or derelict buildings, using site-specific planning guidance and focussed economic regeneration activity. Flexibility and innovation should be exercised in accommodating suitable new uses for empty and under-used significant buildings. A positive dialogue should be maintained between Bolton Council and building owners and their tenants.

Recommendation: The demolition of buildings identified as making a positive contribution to the character of the Conservation Area will be resisted, and will require a very robust justification against the PPG15 criteria and local policy.

Recommendation: The use of urgent works notices under section 54 of the 1990 Planning Act, will be considered, as part of a strategy for BAR in the Conservation Area. This requires an application by Bolton Council to the Secretary of State.

Recommendation: The use of section 215 of the Town and Country Planning Act will be considered, to address buildings or land, where their condition is adversely affecting the amenity of the area.

6.3 Maintenance Guidance

The rapid audit has shown that many buildings within the Conservation Area are in poor condition. To begin to address this, the scale and nature of the problems need to be assessed and quantified. Short-term measures such as the use of plastic down-pipes and patch roof repairs will help to halt ongoing deterioration and limit the cost of future full repairs. For buildings in long-term use, clear guidance on good practice will help owners and tenants to ensure that the character of buildings is not eroded by inappropriate repairs. Brick cleaning has so far not been undertaken, except for Rivington House where good results have been achieved; poor cleaning methods can damage brickwork. Bolton Council should engage with owners and provide practical, clear advice on repairs and maintenance, tailored to the site.

Recommendation: Prepare a practical guidance leaflet for owners and tenants, advising on basic issues such as rainwater goods maintenance, roof repairs, windows and brickwork repair and cleaning. Short term, temporary measures should be recommended for empty or under-used buildings. Guidance should be provided on permanent repairs, including roofing, cast-iron rainwater goods, valley gutters, windows and brickwork.

6.4 Urban Design Guidance for New Development

Extensions, such as in-fill between buildings, and new development on vacant sites require planning permission; local authorities have a duty to pay special attention to the desirability of preserving or enhancing the character of conservation areas when considering development proposals. Additions to historic buildings may erode the strong character of the Conservation Area unless designed with care. Vacant sites present an opportunity to attract quality new development to help regenerate the area and enhance the character of the Conservation Area, through sensitive, contextual and sometimes innovative design.

Recommendation: Generic advice on extending the workshops should be provided in a conservation area booklet for owners and occupiers.

Recommendation: Planning permission will be granted for proposals that do not harm the character of the Conservation Area. The design of all development sites, including those just outside the boundary will be considered for their impact on the Conservation Area, and applications should be supported by contextual visual material where appropriate.

Recommendation: Key development sites should be identified and site-specific planning and design guidance prepared, if necessary. Opportunities for good quality contemporary design, as well as more traditional design, should be encouraged.

6.5 Managing Building Alterations

The design of alterations can harm the character and appearance of important unlisted buildings in the area, and affect the character of the whole area. Existing openings such as windows should be retained in their historic form wherever possible, and alterations to elevations made in matching brickwork. If unchecked, insensitive, unauthorised alterations and new services on commercial properties will gradually erode the character of the Conservation Area.

Recommendation: An audit of unauthorised installations in the works should be undertaken and reviewed at regular intervals. As resources allow, this should be followed by a programme of appropriate, prioritised enforcement action, to secure the removal of unnecessary or damaging installations, and to secure improvements to essential installations where possible.

Recommendation: generic guidance on handling typical building alterations should be provided to owners and tenants in a booklet on the Conservation Area.

Recommendation: Planning permission will be granted for alteration proposals that do not damage the character of the Conservation Area.

6.6 Protecting Views and Vistas

The views into, out of and within the works are fundamental to its character. Any major re-development proposals must, therefore, be considered in this context and the impact they may have on views should be fully assessed as part of the planning process. An objective assessment or consultation process will inform any decision to ensure positive new development.

Recommendation: A structured photographic survey should be undertaken which records key views into, out of and within the Conservation Area, and notes their viewpoints. From this a gazetteer / database should be developed which can be used as a working tool for assessing development proposals.

Recommendation: Planning permission should not be granted for development that harms the character or appearance of the Conservation Area, by obscuring or blocking key views.

6.7 Open Spaces and Landscaping

Existing green spaces in the area are unusual, such as the lawn between the war memorial and Rivington House; this should be protected. The SSSI, Red Moss is just outside the Conservation Area boundary and its protection should be a priority in assessing adjacent new development proposals. The spaces within the Conservation Area are largely hard in character and detail; this robust character should be maintained in future development, although for mixed uses to be successful, softer, green areas will be essential. The zone either side of the Thirlmere Aqueduct may be suitable for future green landscaping, as an amenity for local people. Other important open spaces include;

- the corridors in between the sheds;
- the land to the South and East of buildings 10 and 8 that abuts Red Moss;
- land currently not built on directly at the foot of the terraced houses, and Fowlers Industrial Park.

There appear to be no surviving historic street and footway surfaces within the Conservation Area, although railway tracks survive in some cases. New surface materials have been used for public roads, private access roads and footways which detract from the character of the Conservation Area. It is considered that these works are temporary and maintenance of these roads can continue in the short term however in the long term the Council will endeavour to replace the surfacing with a more suitable and higher quality material.

Recommendation: A rapid survey should be undertaken to record the location any remaining historic surfaces and remaining rail or tram tracks, and using historic photos, a record made of historic materials and features that once existed. Key open spaces should be identified, and protected from development.

Recommendation: Liaison between Planning and Highways should be further developed, with an agreed approach to new surfacing within public areas or those likely to be adopted. For private areas of the Conservation Area, clear practical guidance should be given to owners and tenants on the maintenance of historic features such as railway tracks.

Recommendation: New landscaping schemes should take account of the robust character of the Conservation Area. Opportunities to introduce green spaces, including on the Thirlmere Aqueduct line should be explored where they will contribute to the vitality of the area in the future. Links between the Conservation Area and Red Moss should be enhanced, whilst protecting the SSSI.

Recommendation: Street furniture should be co-ordinated as part of new highway and development schemes, and new poles and features avoided on footways, to reduce visual clutter and obstacles to people with disabilities. Safe areas for pedestrians should be integrated into new development, within the works.

Recommendation: Planning permission should not be granted for development on important open spaces, such as the lawn between the war memorial and Rivington House, to protect the character of the Conservation Area.

6.8 Monitoring Change

It is important for the Council and its partners to record progress in protecting and enhancing the Conservation Area. Detailed change can be monitored using the initial audits and photographic records as a bench mark. The management plan should be reviewed at least every five years, and the process subject to public consultation.

Recommendation: Monitor change by using the initial audits of building condition and appearance as a base-line, adding information on landscape condition, and conduct 5-yearly reviews. A dated photographic record should be established.

Recommendation: The management plan and strategy for the area should be reviewed every five years, and subject to public consultation.

6.9 Recording Buildings and Features

Whilst historic plans and photographs exist for parts of the Conservation Area, there is no up to date record of the area and its buildings. It is important to make an accurate record of the works as they currently exist, before more fabric is lost through decay and alteration. A more detailed assessment of the works would provide more information on their significance and the processes that took place within the buildings, ensuring that informed decisions are made on repairs and alterations. Advice within Planning Policy Guidance: Archaeology and Planning [PPG16] recommends pre-determination evaluation of important archaeological sites, as part of the planning process, but at Horwich it would be worthwhile undertaking this work for the whole site at an earlier stage, if resources allow. There may be scope to involve the community in some of this work, if practical issues allow. Informed conservation, especially with community participation, is now an important part of good regeneration practice.

Recommendation: Owners will need to commission an archaeological and architectural record of the works, to record their built form, surviving features, and any changes made to the buildings' fabric and structure since they were first built. Involve the community where possible.

Recommendation: Consult the Greater Manchester Archaeological Unit early in the development of proposals for major new development, and follow their advice before and after determination of any planning applications

The Council appreciates that recording and surveying will be costly in terms of timing and finances however it is a statutory requirement as part of a planning application particularly when building works commence in historic areas such as this. The council will ensure an efficient procedure is put in place to aid the planning process.

7.0 Enhancement

7.1 Regeneration Strategy

The Horwich Locomotive works has suffered a decline since the majority of the works were closed by BREL in the 1980s. The setting of the works has deteriorated, and its connection with Horwich eroded through the decline in job opportunities on the site. The heritage value of the site is not being optimised as an asset, to either the local community or as a unique selling point for potential investors. To an extent, the works has been revived as an industrial estate, with the workshops now mainly used for B2 uses such as engineering. Although demolition has been rare so far, there is likely to be pressure for more.

There is likely to be a significant funding gap between the cost of fully repairing and refurbishing the buildings for new uses, and their potential end value. To optimise the funding potential from public sources and external funding bodies such as the Heritage Lottery Fund is vital as the area will be considered for strategic site status within the emerging Regional Economic and Spatial Strategies. Bolton has so far received relatively little HLF funding and although HLF funding is set to taper in the next few years, discussions with the HLF are strongly recommended.

There are a variety of conservation-led regeneration models relevant to the site. For example, the Great Western Railway Company's works at Swindon have been developed as a successful business park in phases, with offices, retail, leisure, museum and archive and food and drink, although there are no manufacturing or residential uses in the conservation area. The conservation area is connected to the rest of Swindon by pedestrian routes and vehicular access has been limited. The former Royal Naval Dockyard at Plymouth is now being regenerated for mixed uses, with housing in converted historic workshop buildings; the vision of private sector companies, working with the regional development agency has been critical to its success.

Recommendation: Further develop recent work on a strategy and delivery vehicle for the regeneration of the site, exploring public funding options to cover any deficit.

Recommendation: Ensure that connections between the Conservation Area and the adjacent town are improved, visually and physically. Priority should be given to pedestrians and public transport links.

Recommendation: the value of the heritage assets on the site should be optimised, retaining all significant buildings, enhancing their setting, protecting views and ensuring that new development is of a commensurate quality.

7.2 Buildings – Repairs

With one or two exceptions, the historic buildings on the site have not been adequately maintained since the locomotive works closed, and it is probable that investment in repairs and maintenance declined in the last decades of the railway use. Evidence on site indicates that some of the new uses have not been sufficiently viable to maintain the buildings in good condition. There is now a significant, though un-quantified back-log of repairs. It is important that, as part of future new uses, the buildings are repaired according to good practice in conservation, to protect their historic character and to avoid long-term deterioration caused by inappropriate techniques and materials.

Buildings can deteriorate rapidly if left empty and neglected; temporary holding repairs and good security will be economically viable to halt the loss of historic fabric and limit eventual repair costs. For the most significant buildings, investing in the full repair of the external building envelope is one way to ensure the buildings do not deteriorate while long-term uses are sought; this can reduce the risk to new investors. This approach has been used for some highly graded listed buildings such as Murrays Mills, Ancoats, but may require substantial public funding.

Recommendation: Owners should assess the full scale of repairs and estimate the costs by commissioning a surveyor or architect with historic buildings expertise, to ensure a realistic estimate of repair costs. These costs need to be factored into financial planning for the site's regeneration.

Recommendation: Owners need to make funds available for temporary, holding repairs where there is likely to be a long lead-in period before permanent repairs can take place. Building and site security should also be maintained to prevent vandalism and arson.

7.3 Buildings - new uses

The historic buildings of the works benefit from large, open-plan internal spaces that could be suitable for a wide variety of new uses. The robust character of the buildings enables them to accommodate a degree of change without affecting their intrinsic character, for example, there is scope to insert additional floors to increase the useable floor area within the larger workshops. The buildings have good natural light levels, from the tall windows and in some cases top-lighting. This makes the buildings suitable for a variety of business and commercial uses, and potentially, for residential use. The structural cast-iron supports for the roof valleys may be a limitation on internal layout and use.

It will be important to establish guidance for alterations that ensures that the most significant of the building's external features are retained. These include the regular pattern of fenestration, large, simple doorways in gable ends or long elevations, and long rooflines with ridge ventilation and plain elevations without additions.

Good quality contemporary design in an historic context can create an exciting environment. This is a hallmark of some of the most successful recent developments in historic areas.

To ensure the success of regeneration initiatives, it may be necessary for the local authority to pave the way for beneficial new uses by amending existing land use designations in the area, and considering compulsory acquisition of some key sites. This is only justified as a last resort where existing or allocated uses are a threat to the viability of the area, and there are clear social and economic benefits of new ownership as part of a strategy for the area.

Recommendation: Provide clear guidance on the most significant characteristics of the buildings, to provide a design and planning framework for future changes. Promote innovative, high quality design for new uses, conversions and interventions. Take a flexible approach to building regulations to ensure that new uses and associated services do not impinge on the overall character of the site.

Recommendation: Amend local planning policy (see E2 in the UDP) to enable a wider range of mixed uses within the Conservation Area.

7.4 Open Spaces and Landscaping

Future new uses may require a much higher quality of external amenity space and circulation than the works site currently offers, including new green areas. New landscaping, servicing and circulation routes will need to be provided as part of any new uses, in a manner that takes account of the historic character of the site. The zone along the Thirlmere Aqueduct may provide potential for a permanent green corridor.

Signage, security and lighting for the public highway, private access roads and for pedestrians can create visual clutter and result in an excess of poles mounted on the footway, creating obstacles to footway users. Co-ordination of fixtures will help to protect the character of the Conservation Area and enhance the quality of the environment. There are no defined safe areas for pedestrians within the works site at present.

Recommendation: The robust historic character of the area's spaces and surfaces should be taken into account in the design and layout of new landscaping within the Conservation Area, as part of new development. An appropriate palette of new materials should be used.

Recommendation: Essential new street furniture should be carefully sited and designed, to enhance the character of the area, and to avoid visual clutter and obstacles to pedestrians. Wall-mounted fixtures should be used when appropriate.

Recommendation: Liaison between Planning and Highways should be further developed to ensure effective consultation and to promote a flexible approach to the layout of new service and access routes within the Conservation Area. Pedestrians should be made a priority within the area.

7.5 Linkages

Visual connections and physical linkages between the works and the residential streets are weak. This hinders connections with the surrounding community. Red Moss is a natural asset in the neighbourhood and presently inaccessible; it could be damaged by public access. New visual links, interpretation and access to the open countryside adjoining Red Moss would be beneficial to the existing community and future users and occupiers of the Conservation Area.

Recommendation: The regeneration of the area should include more access points into the works, particularly for pedestrians. Visual connections should be created by opening up views from the residential streets, and maintained as part of new landscaping and development.

Recommendation: Carefully controlled access, with interpretation, to the open countryside on the edge of Red Moss would enable this asset to be enjoyed and valued.

7.6 Interpretation and Community Involvement

Well-designed interpretation can help make a place accessible to visitors, and reinforces local distinctiveness and identity, provided design and siting is well considered. Horwich is an interesting and attractive historic town, for both residents and potentially, for visitors. Its history and distinctive development could be celebrated and shared more widely, helping to increase the community's understanding of the special historic interest of the town and the works, and engaging people in future proposals.

Recommendation: Produce a specific Horwich Locomotive Works Conservation Area Advisory Leaflet, explaining the development of the town and the reason for the designation. Heritage open days could provide an opportunity for the public to regularly see the works in a managed, safe way.

Recommendation: Involve the local community in regular consultation about the works and new development.

8.0 The Wider Context

The existing Conservation Area includes the area of the works, with small extensions to the east to take in the former Cottage Hospital and dining room on Brunel Street and Gooch Street, and the approach road off Chorley New Road, with the War Memorial.

Outside the boundary of the Conservation Area is a grid of streets along the west side of Chorley New Road, laid out on land owned by the Railway Company. These streets, named after famous engineers, were densely developed to provide terraced housing for workers' and their families. Horwich was planned as a complete railway community with a hierarchy of housing for different social classes, ascending the slope of the hillside. The streets to the east of Chorley New Road were developed at a lower density with larger terraced housing. Larger terraces, and detached and semi-detached houses in spacious gardens were built higher up the slope for the middle classes, on Victoria Road.

Chorley New Road was developed with community facilities including the Mechanics Institute and café, both unfortunately demolished, and public houses, shops and a Methodist Chapel. Schools were built near the junction of Victoria Road with Chorley New Road. A recreation field with cricket ground, bowling greens and children's playground was provided at the north end of Chorley New Road, between the branch line to Horwich station and Ramsbottom Road. The north-west part of the recreation area has been developed for housing. Although the branch line has been dismantled and Horwich station closed, the line can still be seen from the stone bridge carrying Chorley New Road over the former railway.

Outside the boundary of the Conservation Area, on the north side of the approach road, is the former works' training school, built in 1957, and the 1930s fire station.

The option of including some or all of the above areas will be considered as part of future reviews of the Conservation Area.

Figs 34 and 35: The Victoria Pub, Chorley New Road and Telford Street with the foundry beyond

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Appendix 1: Contacts

If you need to contact Bolton Council in connection with the Conservation Area in general, or about changes to land and individual buildings, please contact the Conservation Officer and/or Development Control on the numbers below.

Conservation Officer, tel: 01204 336269
Development Control, tel: 01204 336042

Or write to us at:
Bolton Council
Development and Regeneration Department
Town Hall
Bolton
BL1 1RU

Useful Contacts

English Heritage
North West Region
Suites 3.3 & 3.4 Canada House
3 Chepstow Street
Manchester
M1 5FW
Tel: 0161 242 1400
www.english-heritage.org.uk

The Assistant County Archaeologist
Greater Manchester Archaeological Unit
The University of Manchester
Oxford Road
Manchester
M13 9PL
Tel: 0161 275 2319

Appendix 2: Relevant Unitary Development Plan Policies

The following policies are considered to be most relevant to the future of Horwich Locomotive Works Conservation Area, but is not an exclusive list. For the full text and the reasoned justification for the policies, the full document should be referred to.

Nature Conservation Sites

N2: The Council will specially scrutinise development proposals which are likely to affect Sites of Special Scientific Interest, as shown on the proposals map. Where such development will or is likely to have an adverse effect, either directly or indirectly, on the SSSI it will not be permitted unless the reasons for development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

Where there is a risk of damage to a SSSI the Council will consider the use of conditions or planning obligations in the interests of nature conservation.

N6: The Council will enhance the biodiversity and the nature conservation interest of the borough by:

(i) ensuring development proposals involving land within a green corridor include measures which would help establish the continuity of the corridor;

(ii) only permitting extensive culverting of watercourses for access purposes;

(iii) designating Local Nature Reserves in the borough at:

- Clifton Moss
- Captains Clough
- Red Moss
- Darcy Lever Sand pits

Derelict Land and Buildings

EM5: The Council will permit proposals for the reclamation and beneficial use of derelict land and buildings, providing they do not have an unacceptable impact on the historic environment, archaeological features or on wildlife habitats.

Design

D2: The Council will permit development proposals that contribute to good urban design. Proposals should:

(i) be compatible with, or improve, their surroundings – in terms of their layout, density, height, massing, architectural style, materials and landscaping;

(ii) create a safe and secure environment which minimises the possibility of crime; and

(iii) be accessible and useable to people of a range of mobility and physical mobility;

A Design Statement will be expected on all sites of more than…0.5 hectare in a Conservation Area (see full UDP for more detail).

Advertising

D4: The Council will only permit advertisements that do not adversely affect the amenity of the building, the site and the local area by reason of design, size, materials, illumination, colour of number. Within Conservation Areas they should through the use of appropriate design and materials, contribute to the character and appearance of the area. In addition to matters of visual amenity, signs which prejudice highway safety will not be permitted.

Conservation Areas

D7: The Council will permit development proposals that preserve or enhance the character or appearance of Conservation Areas. They should:

(i) be of appropriate height, size, design, materials, roofscape and plot width;

(ii) retain materials, features, trees, and open spaces that contribute to the character of appearance of the Conservation Area;

(iii) utilize appropriate materials for highway and footpath surfacing; and

(iv) not adversely affect important views into, and across, a Conservation Area;

D8: The Council will permit development proposals – involving the demolition of an unlisted building or feature within a Conservation Area – provided that the applicant can demonstrate that:

(i) rehabilitation is impractical and there is no viable new use for the building: and redevelopment would produce substantial benefits for the local community that would outweigh the loss resulting from the demolition; and

(ii) detailed proposals for the re-use of the site, including any replacement building or other structure, have been approved by the Council which incorporates agreements made to ensure that the replacement works will be carried out within a specified timescale;

Archaeology

D15: The Council will only permit development which affects any known or suspected archaeological site subject to:

(i) submission of archaeological assessment and/or evaluation, to assess the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them;

(ii) a requirement that any archaeological remains are preserved in-situ by careful design, layout and siting of the new development;

(iii) where in-situ preservation is not justified, a legal obligation, to make provision for recording and\or excavation prior to development, with publication of the results.

Office, Industrial and Warehousing Allocations

E2: The Council will permit office, industrial and warehousing (B1, B2, B8) development on the allocated sites as shown on the proposal Map and Town Centre Inset Map.

Horwich Locomotive Works is identified on the list of allocated sites in Appendix 5 of the UDP.

Protection/Regeneration of Existing Employment Areas

E5: The Council will permit development proposals that safeguard the existing industrial areas shown on the Proposals Map for office, industrial and warehousing (B1, B2, B8) purposes. Development proposals for alternative uses or development will be assessed against the following criteria, and provided that the benefits of the proposal outweigh any disadvantages, permitted:

(i) the existing access to the site is proved to be unsatisfactory in terms of maintaining the industrial use of the site and improvements cannot be undertaken which would improve the situation by meeting current industrial access standards;

(ii) the development proposal would remove an existing land use conflict with neighbouring uses;

(iii) the applicant has demonstrated that the site has been marketed unsuccessfully for re-use or redevelopment for industrial/business purposes;

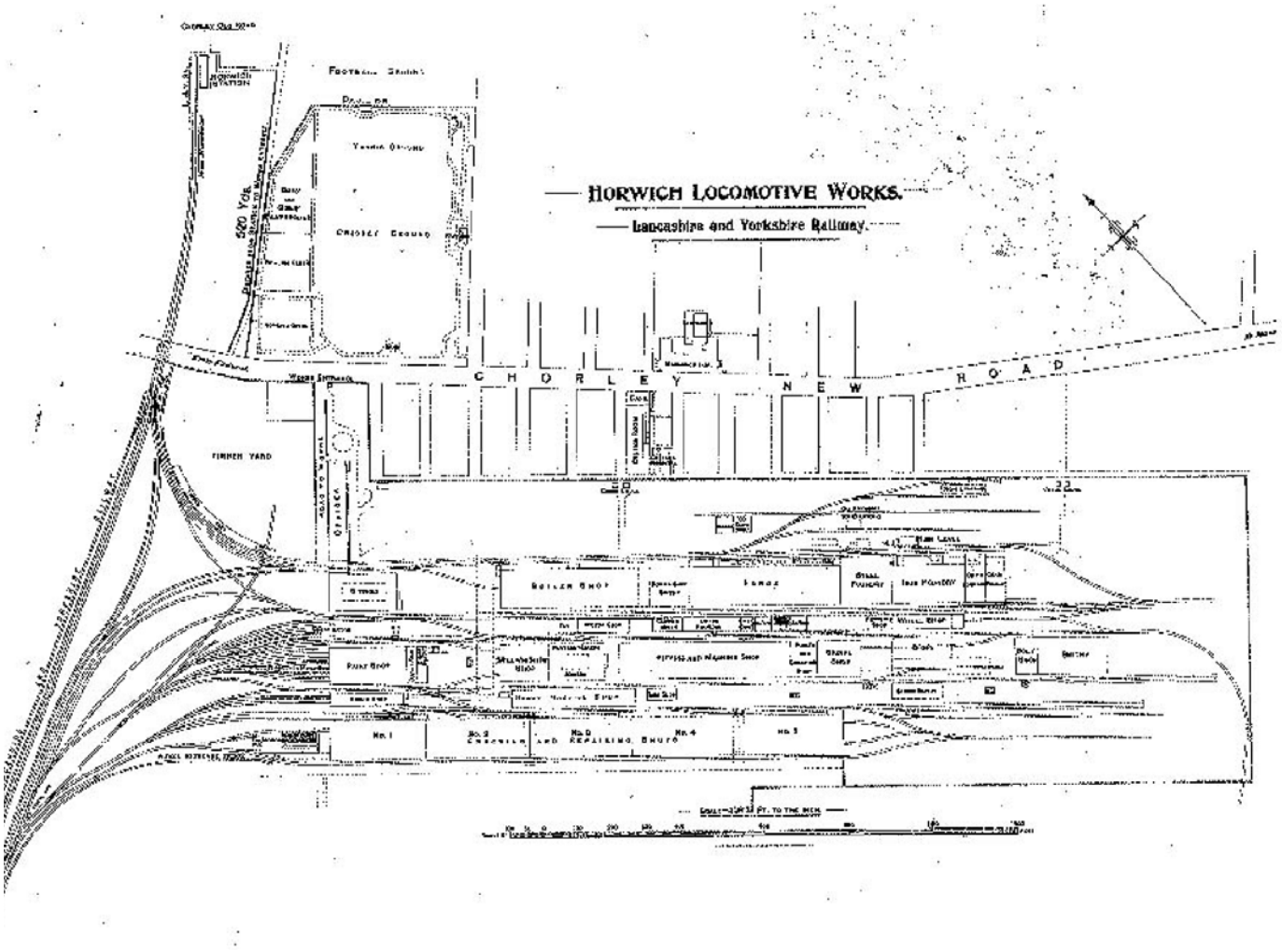
(iv) the proposal does not result in an overall shortage of B1, B2 and B8 land and premises;

Appendix 3: Condition Audit of Significant Buildings

The assessment of condition was made from external observation only and a further detailed inspection is recommended. The condition categories are taken from the English Heritage Buildings at Risk Strategy, where buildings are considered to be at risk if they are in very bad or poor condition, or in fair condition where they are vacant, partially occupied or about to be vacated. Buildings 2, 5, 8, 9 and 13 have been assessed as in the “at risk” category. Buildings reference numbers are those used in section 3.1 and on the site plan in Figure 2 of the report.

building reference numbers, section 3.1	building name from 1911 plan (with Bluemantle unit no. where relevant)	current use and occupancy	condition	comments
1	Rivington House	Offices	Good	Recent complete refurbishment.
2	Stores	Vacant	Fair	Evidence of blocked rainwater goods, maintenance required.
3	Small workshops - tin, motor, copper smith, brass foundry etc	Variety of industrial uses	Fair to poor	Building ownership divided and maintenance varies. Blocked or missing rainwater goods, timber ridge vents need attention.
4	Heavy machine shop (unit 10)	Steel fabrication	Fair	Evidence of blocked gutters, brickwork damage and timber ridge vents need attention. Slate roof appears sound.
5	Riveting tower and boiler shop smithy	vacant	Very bad	Internal structure of tower exposed and at risk following demolition of boiler shop. Rainwater goods and roof defects on smithy.
6	Millwrights shop and pattern makers (units 9a and 9b)	Industrial use	Fair to good	Part recent metal roof, otherwise original exterior fabric, rainwater goods need attention.
7	Fitting and machine shop, signal shop (units 12a to 12d))	Industrial use	Fair	Recent maintenance to south part of building, but other areas have defective rain water goods and damaged brickwork, ridge vents need attention.
8	Smithy and bolt shop	Timber reclamation	Poor	Defective and vegetated gutters, damaged brickwork, areas of missing roof.
9	Foundry	Reclamation storage	Poor	Defective rainwater goods, damaged brickwork, roof intact.
10	Erecting and repair shop (units 6, 6b and 11a to 11c)	Industrial	Fair to poor	Slate roof appears sound, some defective rainwater goods and valley gutters, localised damaged brickwork.
11	Welding or tube shop (unit 16)	Stair lift manufacture	Fair	Slate roof appears sound, some defective rainwater goods.
12	Dining room, Gooch Street	Glass manufacturing	Good	Roof and gutters appear sound.
13	Cottage hospital	Industrial	Poor	Roof and rainwater goods need attention.
14	War memorial and railings		Fair	Marble erosion to statue. Railings appear sound. NB: national grant-aid may be available for repairs to the memorial.

Appendix 4



Plan of Horwich Locomotive Works, 1911

Source: M.D.Smith, Horwich Locomotive Works, 1996

Notes