

ELR – Buckley Wells Locomotive Depot Development Proposals

Combined Heritage and Design & Access Statement



Prepared by:
Equilibrium Architects Ltd
435-437 Walmersley Road, Bury, Lancs, BL9 5EU
Tel: 0161 797 2077

Contents		Page
1.0	Introduction	3
2.0	Vision and Business Case	4
3.0	Site Context	6
4.0	Historical Site Development	12
5.0	Heritage Appraisal	30
5.1	Heritage Asset Designation	30
5.2	Heritage Values	31
5.3	Statement of Significance	35
6.0	Design Proposals	42
6.1	Client Brief	42
6.2	Site Masterplan	43
6.3	Listed 1857 Locomotive Works/Carriage Shed	49
6.4	Proposed Running Shed & Heavy Maintenance Workshop	59
6.5	Proposed Admin & Training Block	68
6.6	Proposed Diner/Carriage Shed & Carriage Restoration Workshop	73
6.7	Low Carbon Energy and Environmental Sustainability	79
6.8	Phasing of Development	80
7.0	Summary & Conclusions	82
	Appendices	
	Appendix A. – Reference Sources	85

	Appendix B. – Planning History	86
	Appendix C. – Planning Policy Compliance Statement	90

1. Introduction

This document has been prepared on behalf of the East Lancashire Light Railway Company [ELLR Co] and the ELR Trust and provides a combined Heritage Statement and Design & Access Statement to support a Full Planning Application and Listed Building Consent application for the development of the ELLR Co's Buckley Wells locomotive and carriage works site.

The East Lancashire Railway is the award-winning premier visitor and heritage attraction in the Boroughs of Bury and Rochdale, and the wider Irwell Valley in Rossendale, attracting over 200,000 visitors a year, and has its main workshop facilities located within Bury at Buckley Wells. The Buckley Wells locomotive and carriage works houses over 250 heritage locos, carriages and wagons, and forms the essential locomotive and carriage operational, maintenance and restoration facilities necessary to successfully operate the rail services/events on the heritage railway. In brief the proposals are designed to secure a managed expansion and enhancement of the operational, maintenance and restoration capacity of the site in order to facilitate the further managed growth of the ELR as a premier visitor and heritage attraction on a long-term sustainable basis. The proposals comprise:

- A comprehensive programme of restoration and repair to the Grade II Listed historic Buckley Wells Locomotive Works/Carriage Shed building – currently housing the full extent of the locomotive engineering restoration and maintenance facilities for the ELR.
- A new locomotive running shed and heavy maintenance workshop – to be located on the site of the original Buckley Wells engine shed (demolished by British Rail in the 1970's.
- A new green energy carriage shed (solar panels) and carriage restoration workshop to house, restore and repair the ELR's fleet of historic railway coaches (including ELR's 'Red Rose Diner' pullman set) – to be located on an area of sidings to the south of the Listed Building.
- Within the site an amended track layout to facilitate rail access to the proposed new buildings.
- A range of external site works to facilitate the expanded operational capacity of the site including; areas of hardstanding, new motor vehicle access routes, designated parking areas for full time staff and volunteers, rationalised external storage facilities.

The ELLR Co is working with Bury Council, Greater Manchester Combined Authority and its partners in the ELR Trust to develop a green energy funding strategy to bring about this comprehensive redevelopment of the Buckley Wells site. Securing Planning and Listed Building Consent is a key step in developing this strategy.

This Combined Heritage and Design & Access Statement structured to help secure these consents by providing a detailed appraisal of these proposals to assist the Local Planning Authority to make their assessment of the impact of the proposals on the significance of the designated heritage asset and to make an informed determination of the Planning Application and Listed Building Consent submissions. This appraisal is set out in a clear and structured manner

consistent with the approach advocated by Historic England in their document “Statements of Heritage Significance: Analysing Significance of Heritage Assets, Historic England Advice Note 12”. In brief this document is structured as follows:

- Chapter 2 sets out the applicant’s overall vision for the scheme and the reasons why it is essential for the long-term growth and sustainability of the ELR heritage railway.
- Chapter 3 provides analysis of the site’s overall characteristics and the physical constraints of the site.
- Chapter 4 provides important historical context for the site setting out the history of the use of the site as a locomotive works and rail depot and setting this within the context of the history of the development of the railways nationally.
- Chapter 5 provides a comprehensive heritage appraisal for the Listed Building, firstly analysing its heritage value under four headings (evidential, historic, communal and aesthetic values) before providing a statement of significance that clearly identifies both the overall significance of the Listed Building and the significance of each of the current surviving features of the fabric and structure of the building.
- Chapter 6 provides detailed descriptions of the design rationale for each of the elements that make up the scheme, and for each element provides a detailed appraisal of how they will impact on significance of the designated heritage asset.

The document also contained a number of appendixes which provide further information:

- Appendix A. provides details of the research used to inform the heritage appraisal.
- Appendix B. sets out the planning history of the site.
- Appendix C. identifies the relevant policies from the NPPF and saved policies from the Bury UDP and identifies how the proposal is compliant with the requirements of these policies.

2. Vision and Business Case

The Irwell Valley has a well-established visitor economy and the ELR heritage railway plays a key role in sustaining this economy. From its first full year of operation in 1988 when 60,000 visitors used the railway visitor numbers have grown to over 200,000 a year (205,000 in 2018). This places the ELR as the fourth most visited heritage railway in the UK, the third most visited paid-admission attraction in Greater Manchester and is one of the top 20 visitor attractions in the North West overall. The ELR under normal conditions operate weekend train services all year round and mid-week services from Easter to the end of September and during February and October half terms.

In recent years the ELLR Co has been actively pursuing a programme of development works at its Stations to help improve the visitor experience and grow visitor numbers to their current level. This includes improving the food and drink offer, erecting new platform canopies at Bolton Street, Ramsbottom and Rossendale Stations, and securing planning consent (from Rossendale Council) for an ambitious redevelopment of Rawtenstall Station as the northern terminus of the line. However, improvements at stations alone can only go so far in sustaining the growth in visitor numbers in what is an exceptionally competitive market place within the North West for attractions and days out.

At the core of this unique visitor experience are of course the historic locomotives and carriages that form the trains operating on the 12 miles of the line. The ELLR Co's ability to operate and maintain its fleet of historic locomotives and carriage stock to an extremely high standard, together with an improved ability to attract prestige guest locomotives (e.g. Flying Scotsman, Sir Nigel Gresley, Tornado etc.), is now the limiting factor on whether the ELR will be able to sustain its growth in visitor numbers over the longer term, or whether it will fall backwards unable to fully meet customers increasing expectations of quality in an increasingly competitive marketplace resulting in declining visitor numbers and with a de facto reduction to the support to the visitor economies within the three Boroughs.

Buckley Wells (located just south of Bury Town Centre) is the historically preserved engineering and operational centre for the whole of the ELR from where the ELLR Co operates the full line (north to Rawtenstall in Rossendale and east to Heywood and in the future on to Castleton in Rochdale). Buckley Wells rail depot has become the indispensable base from which the ELR stores and maintains its fleet of historic locomotives and carriages. It currently does this out of two buildings;

- the Listed historic locomotive works/carriage shed building dating from 1857 located immediately to the south of Baron Street and which currently houses engineering facilities for the maintenance and restoration of historic locomotives, and 'garaging facilities' for both long term restoration projects and operational locomotives in daily use,
- the 'modern' carriage shed dating from the late 1980's located immediately to the north of Baron Street which provides limited facilities for carriage restoration and storage.

At current visitor numbers the ELR has considerably outgrown the capacity of these buildings to effectively and productively provide the facilities needed to maintain and operate its extensive fleet to an appropriately high standard, with most of the operational carriage fleet and most of its 'in-regular-use' locomotives 'garaged' in unsecure out-door locations where they are vulnerable to persistent vandal attacks (e.g. in 2017 the cost of repairing carriages damaged by vandalism was in excess of £30,000).

There is therefore a pressing need to provide additional facilities at Buckley Wells to secure the long term sustainability of the ELR as a heritage railway. There are three aspects to this need:

- the building fabric to the Listed 1857 carriage shed is deteriorating badly and is in need of significant investment to secure the long term future of the heritage asset
- there is a need to provide additional purpose built engineering facilities and secure covered 'garaging' for the fleet of operational locomotives and carriages so that they can be maintained and presented to the highest possible standards needed to meet increasing visitor expectations
- there is a need to expand the important training facilities within the site in order to attract and up-skill the future generations of full time and volunteer engineers necessary to maintain and successfully operate a heritage railway in to the future

3. Site Context

The Buckley Wells site is the historic location of the locomotive and carriage works and rail depot for the East Lancashire Railway and has been in continuous use for railway purposes since the original opening of the railway in 1846. It is located 500m to the south of Bolton Street Station (the principal station on the ELR heritage railway) situated within Bury Town Centre.

The overall site is 9.1ha and is intersected by Baron Street which links Manchester Old Road and Bridge Road. Baron Street is not adopted highway where it crosses through the site but is classified as a byway open to all traffic (B.O.A.T). The full site can be envisaged as falling into three distinct areas:

- The main operational part of site is 5.5ha and lies immediately to the south of Baron Street. It comprises a Grade II Listed historic locomotive works/carriage shed building dating from the mid 1850's to 1870's and an extensive network of railway sidings. This is the area forming the red-edge site for this application.
- Further areas of the Buckley Wells site comprise; an additional area of operational railway land immediately to the north of Baron Street consisting of a basic 'modern' carriage shed building constructed in the late 1980's and further railway sidings, and an unused area of self-seeded shrub land to the west of the main site and at a lower level to the main site. These areas form the blue-edge site for this application and represent an additional 3.6ha.

Site Character – Buckley Wells is primarily a heavy rail industrial site and is somewhat hidden, not being visible from the main road network through the Borough or from long vistas across the Borough. It is also not visible to visitors taking journeys on the heritage railway. But it can be glimpsed briefly from the Metrolink (as it climbs out of a cutting) shortly after trams depart from Bury Interchange.

Its character is clearly that of an operational heritage rail depot being largely flat with an extensive network of railway sidings (many of which hold locomotives, carriages and other rolling stock awaiting long term restoration projects). It is visually dominated by the two key buildings the Grade II Listed historic brick-built locomotive works/carriage shed building on the south side of Baron Street and the modern profile metal clad carriage shed to the north of Baron Street both of which are clearly utilitarian industrial in character.

The utilitarian character of the site is compounded by the presence of a number of portacabin type outbuildings, the open air storage of a wide range of railway infrastructure and engineering components (such as rail track, sleepers and ballast, signalling components, or spare engine blocks for historically important Deltic diesel locomotives) stored widely across the site in what can often appear to be an haphazard manner, and a number of shipping containers used for secure external storage (most of which have recently been rationalized into a single 'container park').

Site Constraints – at face value Buckley Wells is a very large industrial site for which it could mistakenly be assumed there would be significant flexibility for siting new development. In reality, in railway terms, Buckley Wells is a very constrained site.

The main (southern) site has a narrow elongated triangular land form; the northern boundary is formed by Baron Street and provides the base of the triangle; the eastern boundary is defined and constrained by the Metrolink line running between Bury and Manchester which is screened from the site by a dense strip of self-seeded shrub planting; and the western boundary is constrained by a steep embankment formed from the historic tipping of locomotive ash waste – the land below this embankment comprises a large area of self-seeded shrub 'railway land' (which for practical purposes is not suitable for railway use without extensive land form remodelling) and by an extensive area of sports playing fields belonging to Bury Grammar School and to St Gabriel's RC High School.

Within this elongated triangular land form the overriding constrain on the siting of the proposed new development is restrictions imposed by the limitations of track layout geometry (e.g. minimum permitted track radii, points configuration etc.). Track layout design has therefore dictated where the proposed new carriage shed/carriage restoration workshop and the proposed new running shed/heavy maintenance workshop can be sited – there are no other alternatives for the siting of these facilities.

This lack of flexibility means that difficult ground conditions will pose challenges for the design and construction of the proposed new buildings. Significant areas of the site comprise of tipped ash containing low level contaminants with depths increasing to 10-12m towards the western boundary. In addition, Coal Authority records indicate the possibility of two worked coal seams running under the site (the Trencherbone and Hell Hole seams) and the possible presence of early bell mine workings in the vicinity of the northern part of the site.

Further details of the ground conditions can be found in the separate Ground Investigation Reports compiled by NX Consulting submitted as part of this application.

The site north of Baron Street is even more constrained. It is also triangular in land form with the base of the triangle formed by Baron Street; the eastern boundary is contained by a high stone retaining wall separating the site from adjacent terraced streets; and the western boundary is constrained by an area of sports playing fields belonging to Bury Grammar School (which historically formed an area of railway sidings). The site itself is fully occupied by the ELR's current carriage shed building constructed in the late 1980's and by railway sidings and is not capable of housing significant amounts of new development on the scale required by the ELLR Co.

Land ownership – Bury Council are the overall landowner of the site. The main southern site was acquired by Bury Council from British Rail in 1992 with the intention of adding it to the operational railway land controlled by the ELLR Co via the long term (99 year) lease agreements with Bury Council granted through the ELR Trust partnership. However, at the present time the adjustment of the lease boundary has yet to be formalised (have been caught up in protracted negotiations to extend the period of the long term lease involving all three local authorities who own the freehold of the operational railway land forming the ELR heritage railway. Consequently, at the present time the ELLR Co's use of the site remains on the basis of a rolling temporary licence from Bury Council that has been in operation since 1992.

The land to the north of Baron Street forms part of the original (1986) 99-year lease of the line granted to the ELLR Co through the the ELR Trust.

The exception is a portion of the main southern site comprising portion of the partially setted area of former coal sidings on the eastern side of the Listed Building which is owned by Transport for Greater Manchester (TfGM) and from which they have an access point for maintenance of the Metrolink line. This is subject to a separate agreement between the ELLR Co and TfGM.

Site context photos:



Baron Street BOAT – view west with 1862 office block on the left



Baron Street BOAT – view east with 1862 office block on the right



West side of historic 1857 locomotive works/carriage shed building – view north towards Baron Street with 1988 ELR carriage & waggon shed in the background.



West side of historic 1857 locomotive works/carriage shed building – view south.



East side of historic 1857 locomotive works/carriage shed building (the façade dating from the 1870's) – view north towards Baron Street with temporary building in background.



Reconstructed southern end of 1855/57 locomotive works/carriage shed building resulting from demolition of southern end of the building in 1974 – former internal inspection pits in foreground (photo on the left).





View north from southern end of the site – site for proposed carriage shed building



View north towards historic 1857 building – site of proposed carriage shed on left



View south from end of the 1855/57 locomotive works/carriage shed building



View south across the site

4. Historical Site Development

Historic East Lancashire Railway – the original East Lancashire Railway opened in 1846 with a line connecting Rawtenstall, Ramsbottom and Bury to Manchester Victoria Station via Clifton Junction. The line was extended to Accrington in 1848 via a junction at Stubbins, the line from Rawtenstall was then extended to Bacup in stages with Bacup Station opening in 1852. The railway was absorbed into the Lancashire & Yorkshire Railway in 1859.

The L&YR railway later merged with the London & Northern Railway in 1922 before becoming part the London, Midland Scottish Railway in 1923. The LMS remained in existence until 1948 when the railways were nationalised creating British Rail. Passenger traffic on the Bury to Rawtenstall line ceased in 1972 but due to a regular daily coal train to Rawtenstall the heritage railway could not become established until 1984.

ELR heritage railway – today's highly successful heritage railway is a result of the formation of the East Lancashire Railway Trust in 1984, as a partnership between the ELLR Co (the operating company of the East Lancashire Railway Preservation Society), Rossendale Borough Council and Greater Manchester County Council, with the objective of acquiring the track bed and surviving infrastructure from British Rail, and securing funding to re-open the line in order to establish a heritage railway with the strategic objective of developing a visitor economy in the upper Irwell Valley. Bury Metropolitan Borough Council took over the GMCC's role on the ELR Trust in 1986 when the County Council was abolished. Rochdale Metropolitan Borough Council joined the Trust in 1991 as a result of the introduction of Metrolink when (to safeguard a mainline access) the ELR started to develop the railway eastwards to Heywood and eventually to Castleton to meet up with the Network Rail network

The line was re-opened northwards from Bury to Ramsbottom in 1987 the line was then extended to Rawtenstall in 1991 with a further extension of the line eastward to Heywood in 2003.

Buckley Wells initial phase of development 1846 – 1857 (ELR) – The original ELR Company opened the line to Rawtenstall in September 1846 in an unfinished state with its Headquarters at Bolton Street Station still under construction and with locomotive works housed in temporary timber sheds at Buckley Wells. The location of these temporary sheds is indicated as “engine house” on the 1848 OS Map and are shown as being located immediately adjacent to the Manchester-Bury running line and set a short distance to the south of Baron Street (Coal Pit Lane on the map).

These temporary facilities continued to be developed and used up till 1853 when the ELR Directors asked the Company Engineer (John Shae Perring) to prepare a plan for permanent facilities for the locomotive department, carriage wagon and stores. A key requirement was that the proposals were to be developed without disruption to the existing temporary buildings to ensure operations and activities could be fully maintained on site.

A scheme was submitted to the Directors in March 1855 and Perring was subsequently instructed to prepare detail plans, specifications and estimates for the locomotive portion of the proposed works. A construction contract was let in November 1855 (to James Hill at a competitive tender of £6,600) with works getting underway mid-1856 and the locomotive works becoming fully operational by August 1857. The building was designed and built as a stabling and general repair and maintenance depot and was also used for more extensive adaptation and reconstruction of locomotives.

The Town Map dated 1849 but thought to be updated c1863 (to support an application for Parliamentary approval by the Bury Gas Light and Coke Company Ltd) shows the extent of the Perring designed scheme. Indicators on the map that the layout of Buckley Wells shows the completed 1857 Perring designed locomotive works are; the site is named as “Lancashire and Yorkshire Railway Locomotive Department” suggesting the details shown as being post the 1859 amalgamation of the ELR into the L&YR; in addition the map indicates the office block at the northern end of the building the works for which tenders were sought in October 1861 and likely to have been constructed in 1862. The map indicates a linear building layout on the footprint of the three-road bay (with queen bolt trusses) of the surviving building; with a significantly wider building/structure indicated at the southern end of the building, a number of small lean-to outbuildings abutting the eastern side of the building, and a detached engine house on the western side of the building – this is likely to be the final configuration of the original 1846 temporary timber sheds. The map also shows the development of an extensive network of railway sidings serving the loco works both to the south and north of Baron Street (Coal Pit Lane).

Site development and expansion 1860s – 1870s (L&YR) – Significant development and expansion of the facilities at Buckley Wells took place during the 1860s and especially during the 1870s to provide increased loco works facilities plus additional sheds for engines and wagons, with a number of smaller additional buildings to provide administrative/welfare and additional operational facilities (including coaling station and turntable). The OS Map 1893 indicates the extent of this major phase of development and includes the following elements:

- The most significant element of this period of development in terms of the surviving building was the extension of the main locomotive works building by adding a second two road bay (with king post trusses) running the full length of the eastern side of the 1855/57 building establishing the form of the building as we see it today.
- A new eight road Engine (Running) Shed was constructed in 1875 to replace the original timber Engine House. This was built on to the western side of the main building and backed directly on to Baron Street. This building had a distinctive roof form comprising two and a half bays with large span hipped roofs in an arrangement that necessitated the construction of a raised parapet on to the earlier 1857 building. The overall appearance of the Engine Shed was visually dominated by large continuous ventilation lanterns at the ridges and numerous timber smoke hood chimneys characteristic of the ventilation and fume extract systems employed in 19th Century steam locomotive running sheds.
- The 1893 map also indicates a separate new Wagon Shop located to the east of the loco works building with attached ancillary accommodation abutting Baron Street also thought to date from the 1870s.

- Further operational support facilities – a substantial brick built coaling station and turntable are indicated located within the area of the site south of the loco works building and running shed along with a significant intensification of railway sidings.
- The wide building/structure shown at the southern end of the loco works building on the 1849(1863) map is no longer indicated on the 1893 map suggesting that this may have been a temporary structure.

Period of adaption and contraction 1880s – 1910s (L&YR) – The late 19th Century and early 20th Century saw the site go through a period of adaption and changing uses. In 1887 the use of the main locomotive works building as a locomotive repair and maintenance depot ceased following the opening of the Horwich Loco Works and the building was adapted to become a carriage stabling shed. The OS Map 1910 gives an indication of the impact of the reduction and change in activity at the site over the 1890s and 1900s. The ‘new’ Wagon Shop to the east of the main Carriage Shed building had been demolished (though the ancillary accommodation abutting Baron Street remained). During this period a brick-built sand drying building with substantial chimney was constructed adjacent to the southwest corner of the Carriage Shed building.

In 1915 the Carriage Shed building was converted for use as an electric car depot and carriage repair shop for the electrification of the Manchester - Bury line.

Period of consolidation 1920s – 1950s (LNWR, LMS and early BR) – At the beginning of the 1920s the organisation of the railways at a national level was consolidated into the ‘big four’ rail companies – the Great Western Railway (GWR), London & North Eastern Railway (LNER), London Midland Scottish Railway (LMS), and Southern Railway. As part of this process the L&YR was amalgamated into the London and North Western Railway in 1922 which in turn was amalgamated into the London Midland Scottish Railway in 1923. The railways were nationalised in 1948. The OS map record indicates that no further development occurred at Buckley Wells over this period of LMS and early BR ownership.

Contraction and demolitions 1960s – 1970s (BR) – The 1960’s and 1970’s saw a period of decline and significant demolitions at Buckley Wells. By the early 1960s the 1875 Engine Shed was becoming dilapidated (indications of this dilapidation can be seen in the state of the smoke stacks the historic photo record – photos from the early in 1960s show that the smoke stacks had been taken down and the roof openings capped off) and the Engine Shed was closed as an operational shed in 1967, after which it was used as a store for redundant locomotives and carriages and other obsolete rail equipment.

The key driver for the Engine Shed’s closure was the BR Modernisation Plan 1955 which proposed the withdrawal of steam traction from the rail network. As a result, steam locos were withdrawn from service across the country in a period running between 1962 and 1968 making specialist Engine Sheds such as the one at Buckley Wells redundant.

During this period of the withdrawal of steam the site and surviving 1857 building continued to be used as a maintenance and stabling depot for the Electric Multiple Units (EMUs) serving the Manchester – Bury suburban line and the Diesel Multiple Units (DMUs) introduced on to the Bury – Rawtenstall branch line in 1955.

On 3rd June 1972 the Bury – Rawtenstall branch line closed to passenger traffic and the DMU's serving the line withdrawn from service. Consequently, there was a further reduction in the requirement for maintenance and stabling facilities at Buckley Wells (EMUs only). The decline in the use, and eventual closure, of the Bury to Rawtenstall line was accompanied by reductions in the use of the buildings at Buckley Wells leading to a decision by BR to reduce the maintenance liabilities on the site by demolishing unneeded buildings. This resulted in the demolitions of the southern end of the locomotive works/carriage shed building, and the engine shed in 1974.

It is thought that the coaling station, sand drying building and the surviving out buildings to the long-demolished wagon shop were demolished following the closure of the engine Shed in 1967.

Closure 1980s -1992 (BR/Metrolink) – Throughout the 1980s the Greater Manchester Passenger Transport Executive (GMPTA) in collaboration with British Rail and Greater Manchester County Council developed plans to convert the existing heavy rail line to a light rail/tram system (Metrolink) initially using the Manchester Victoria – Bury line and the Manchester Piccadilly – Altrincham line with street level connectivity across the city centre (Metrolink phase 1). Parliamentary Approval for Metrolink phase 1 was granted in 1988 with works to convert the lines from heavy rail commencing in July 1991 with the Bury line becoming operational as light rail in April 1992 and the Altrincham line in July 1992.

During this period the initial fleet of Italian made Metrolink trams underwent final assembly and preparation for running at the Buckley Wells site. The railway sidings layout was reconfigured with multiple 'dead end' sidings placed adjacent to the western boundary of the site to facilitate this assembly process, and this is the siding layout insitu today.

British Rail closed the Buckley Wells Depot following the completion of Metrolink with plans to demolish the surviving historic locomotive works/carriage shed building and to seek consent to redevelop the site for residential or other high value development (i.e. BRs standard approach for the disposal of redundant sites at that time).

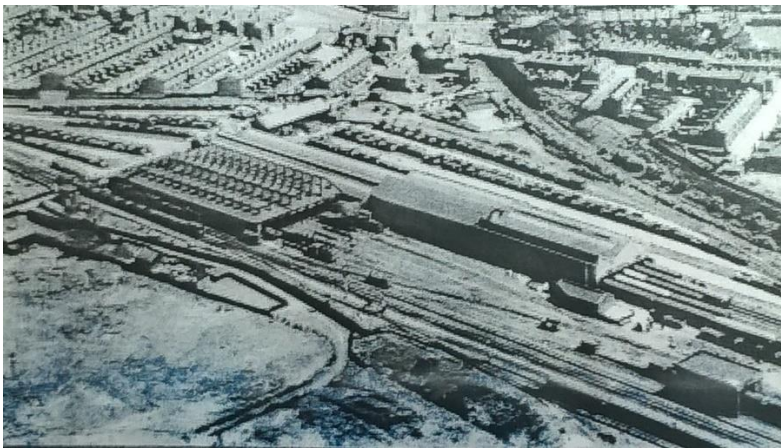
1992 – present day (ELR heritage railway) – The threat of demolition prompted the East Lancashire Railway Preservation Society and ELLR Co. to mount a campaign to save the building assembling and submitting evidence of its historical importance to English Heritage. As a result, the building was granted Grade II Listed status on 31st July 1992.

As a result of the Listing BR quickly abandoned their proposals for disposal of the site and Bury Council, as the lead authority within the ELR Trust partnership, were able to acquire the site on behalf of the ELR Trust with the intention of making the site available as the main locomotive depot for the ELR heritage railway and for possible future development as an railway engineering based visitor attraction. Up to this point the ELR were operating out of cramped and inadequate facilities at Castlecroft Goods Yard (Bury Transport Museum).

The ELR heritage railway's first use and development of Buckley Wells dates from the opening of the line in 1987 when they began using the sidings north of Baron Street for stabling their early stock of historic railway carriages in the open air. In order to provide a more secure environment to stable and maintain this early stock of carriages a new carriage shed was erected in 1988 with a basic and low cost construction comprising a reclaimed metal frame and single leaf profile metal cladding erected mainly using volunteer labour from the East Lancashire Railway Preservation Society membership.

Since the acquisition of the main Buckley Wells site south of Baron Street the ELLR Co. have steadily developed their use of the historic 1857 locomotive works/carriage shed building to provide one of the most impressive locomotive engineering centres within the wider heritage railway sector across the country. The building currently fulfils multiple functions including machine shop facilities for light and intermediate locomotive repairs and maintenance, storage for long term restoration projects, and provides (together with the sidings running in to the building) running shed facilities for the current fleet of operational steam and diesel locomotives. The building is also increasingly becoming an important training centre for a small apprenticeship programme and for volunteer training. To help facilitate this the ELLR Co erected two temporary outbuildings in the early 2000's to the east of the historic 1857 carriage shed building to provide administrative offices, welfare facilities and teaching rooms.

Historic Photos:



Aerial photo of the Buckley Wells locomotive depot dating from the 1920's. The photo shows:

- The full extent of the 1857 locomotive works/carriage shed building (including the southern end demolished in 1974).
- The 1875 engine shed on the west side of the building.
- The sand drying house and coaling plant to the south on west of the shed.
- The smithy and stores building backing onto Baron Street on the east side of the shed.
- The coal yard sidings on the north side of Baron Street.



Photo of the engine shed [c1930s] gives a clear indication of:

- How the 1875 engine shed related to the 1857 locomotive works/carriage shed building.
- A distinctive three and a half bay hipped roof form.
- The open-ended frame construction of main façade to the building.
- The overriding visual dominance of timber smokestacks and ventilation lanterns on the overall appearance of the building.



Later similar photo of the engine shed with a high level of steam locomotive activity [late 1940s]

At this point the smokestacks have been reduced in height reducing their overall visual impact.



1950s view of the engine shed with steam locos and [surviving] external ash pit in the foreground.



Close up view of the open-end of the engine shed with details of the timber frame – timber columns and lintel.

Photo also shows the internal wall finishes - carbon black lower wall finish and limewash upper wall finish – small traces of which can still be seen on the exposed external wall of the surviving 1857 locomotive works/carriage shed building.



1960s view of the 1857 locomotive works/carriage shed building and 1875 engine shed.

The foreground shows the sand drying house (demolished late 1960s) and southern end of the 1857 shed (demolished in 1974).

The background shows the 1875 engine shed. At this point the smokestacks have been removed and capped off.



c1950s view looking south across the Buckley Wells depot.

In the foreground on the left shows the end of the 1875 engine shed indicating the brickwork construction and window opening detail.

The background shows the demolished southern end of the 1857 shed and sand drying house.



View of the east side of the 1857 locomotive works/carriage shed building showing details of the second (two road bay) added in the 1870s – [photo date unknown].

From left to right the photo indicates:

- The southern end of the shed demolished 1974
- The surviving higher section of the building (with parapet wall)
- The surviving lower section of the building



View of the Baron Street level crossing [photo c1950s] with the original Buckley Wells signal box in the foreground.

The photo also shows the roof line of the northern end of the 1875 engine shed, and the gable end of the 1862 office block.



1960s view looking south towards the Buckley Wells depot.

In the foreground are the coal yard rail sidings on the north side of Baron Street.

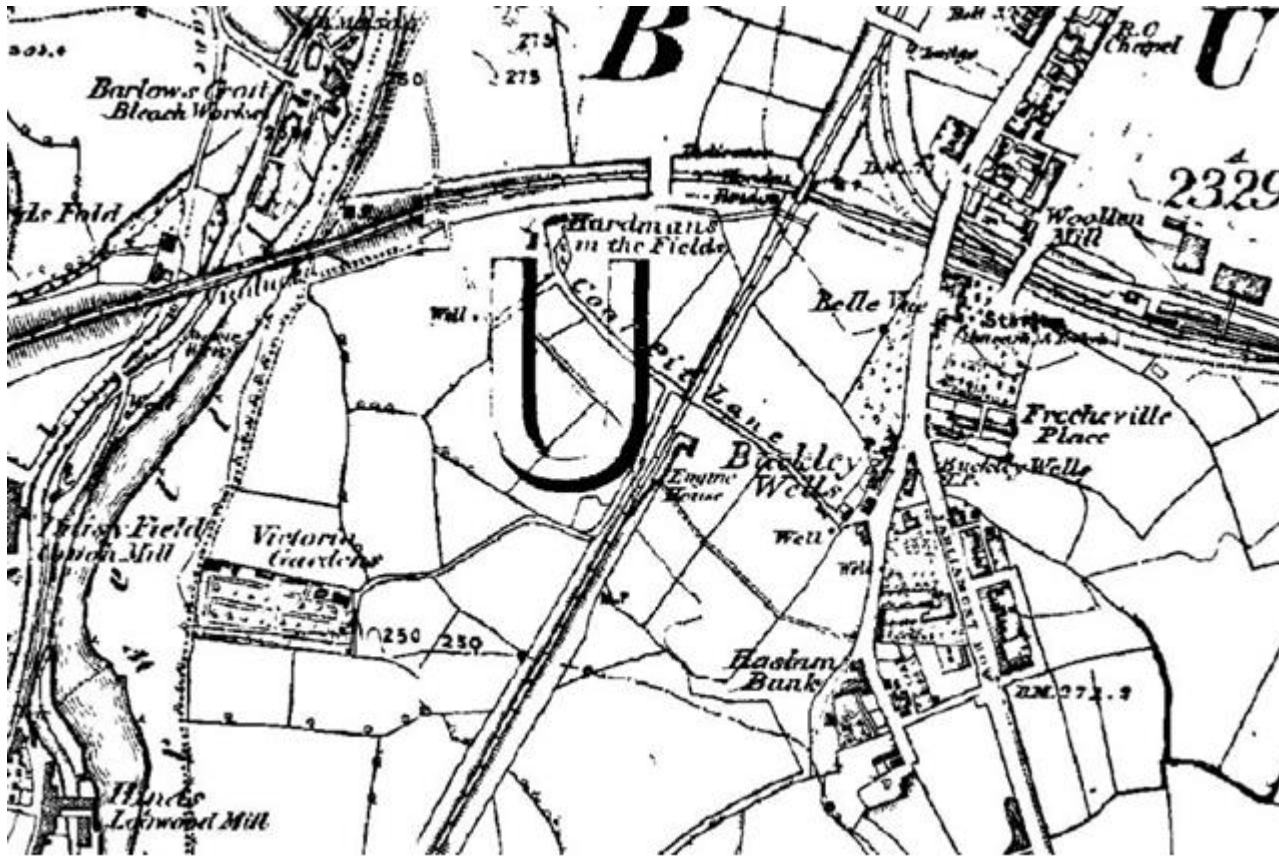
In the background on the left is the northern end of the 1875 engine shed, on the right is an overhead gantry crane – part of timber yard sidings (now part of the Bury Grammar School grounds).



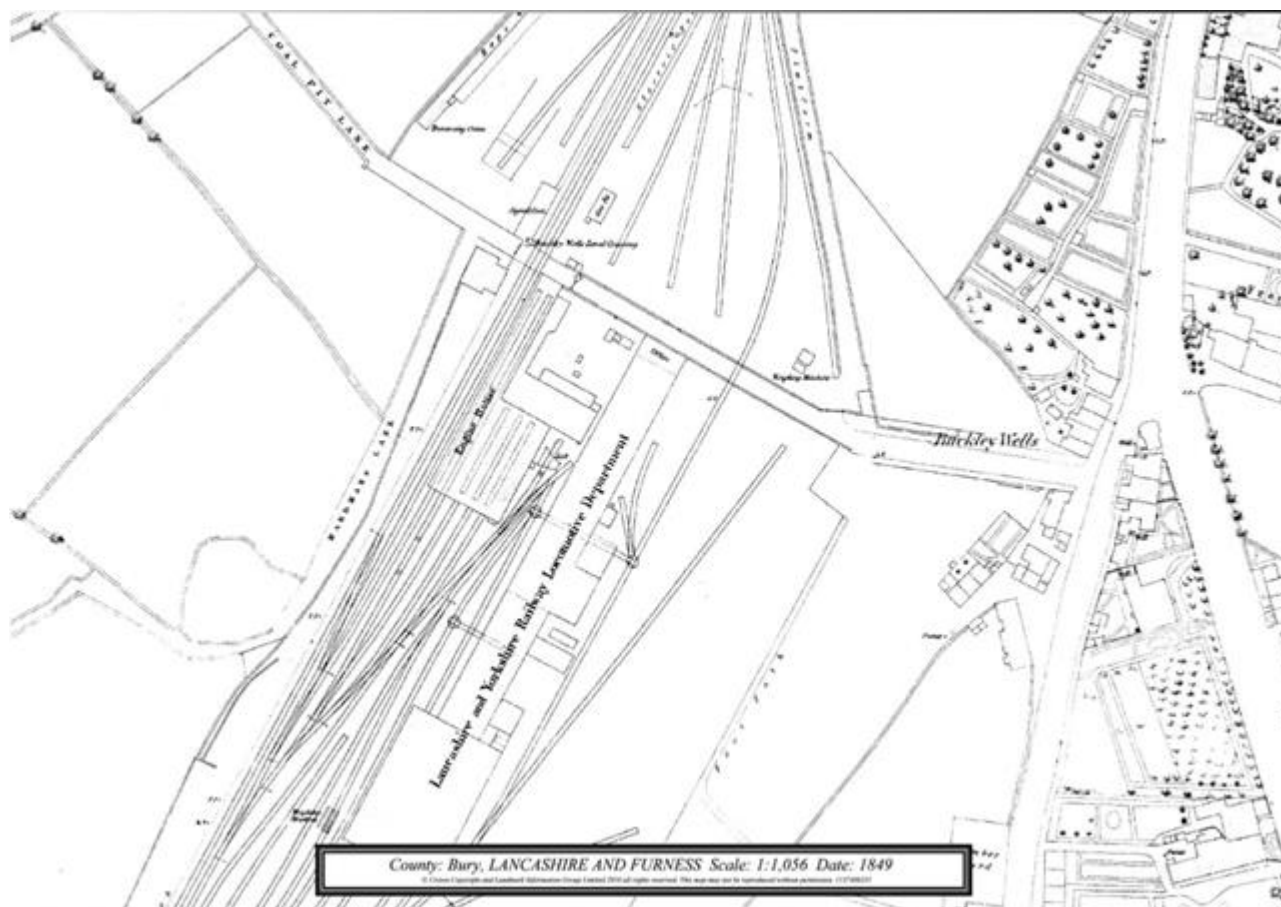
1974 view south taken during the demolition of the engine shed.

The photo indicates details of the roof structure to the engine shed – which appear to be queen bolt trusses similar to the trusses used in the original (3 road) bay of the 1855/57 locomotive works/carriage shed building.

Historic Maps:



Buckley Wells 1848 – indicates the extent of the East Lancashire Railway's original 1846 locomotive depot. The 'Engine Shed' was a temporary timber building and was deemed 'unsatisfactory for the Company's requirements.

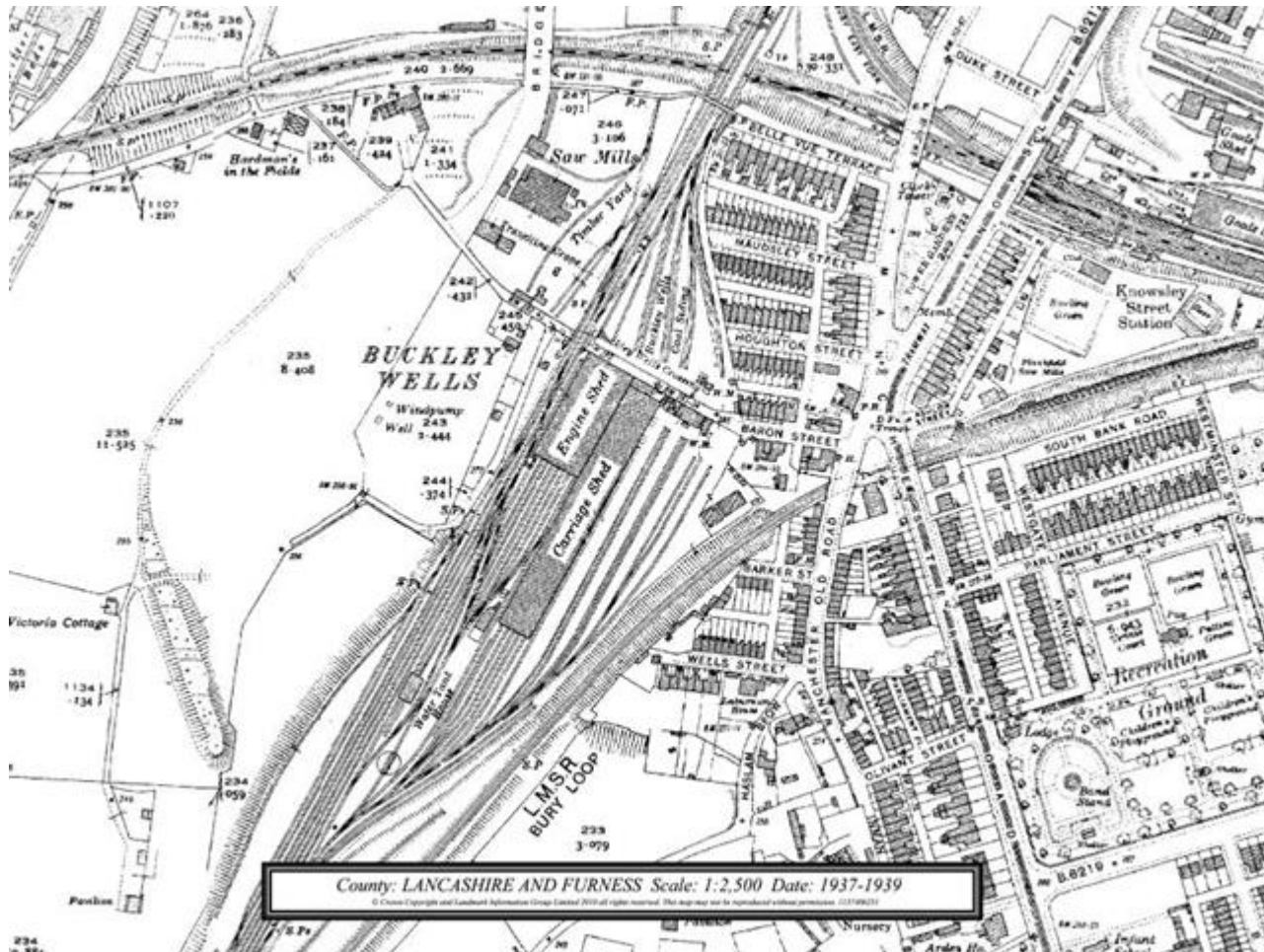


Buckley Wells 1849 (1863) – although dated 1849 the town plan contains details which suggest the base plan was updated to reflect site development in the early 1860s at which point the new locomotive works (constructed 1855-1857), and new office block (constructed 1861-1862), had been completed. The original 1846 timber Engine Shed is still present and is detached from the locomotive works building.

Note the external waggon turntables with roads running in to the locomotive works building at 90° corresponding with internal turntables still present in the building today.

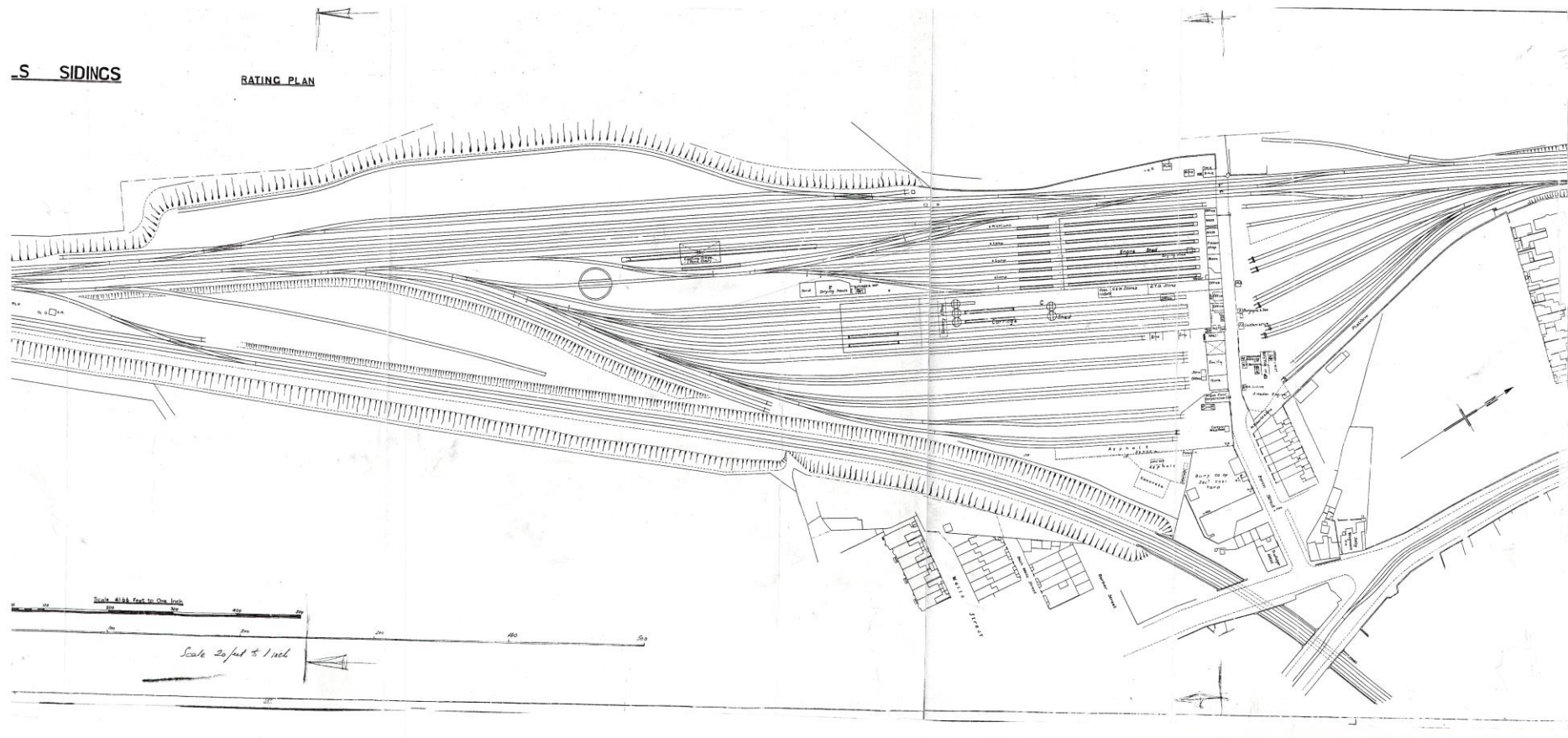


Buckley Wells 1910 – by 1910 the Waggon Shop had been removed leaving the support accommodation (smithy and stores) adjacent to Baron Street still in place. A sand drying plant is indicated to the south west corner of the Carriage Shed. In 1915 the 5 roads to the Carriage Shed were provided with an electrified third rail.

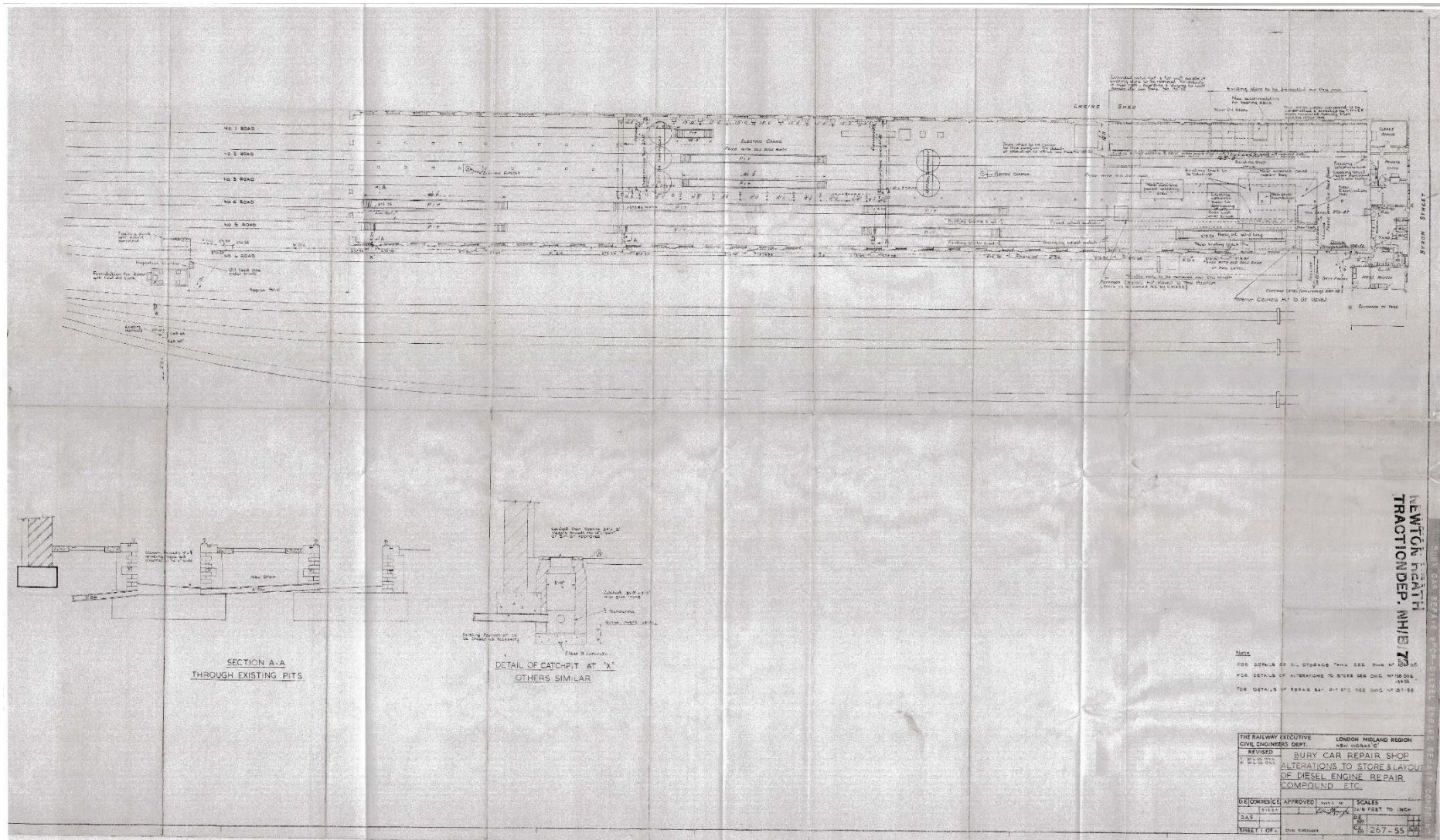


Buckley Wells 1937- shows little change from the 1910 map but provides more detail of the arrangement of the buildings, support facilities and track layout.

Historic Site and Building Plans:



L&YR Site Layout c1915 – 1920 – Buckley Wells site layout thought to have been drafted sometime between 1915 and 1920 following conversion of the 1857 locomotive works/carriage shed building into an Electric Car maintenance shed in 1915. The plan provides details of the internal layout of the building on site at that time. These details include; location of all pits, location of the internal waggon turntables, use of the internal L&YR timber huts for stores, layout of the office block, fitters' shop, stores, mess and welfare facilities, and smithy.



British Railways Building Plan dated May 1955 – shows the full extent of the locomotive works/carriage shed building including the southern end of the building demolished in 1974. The plan shows that the floor surface was still primarily old sole bars at this stage. It also indicates a number of further adaptations to the building including; an overhead travelling electric crane (surviving), 2No electric capstans (1No.surviving) and a new short inspection pit to the north east corner of the building.

5. Heritage Appraisal

5.1 Heritage Asset Designation

The historic Buckley Wells Carriage Shed is a Grade II Listed Building listed in 1992. The listed building is a designated heritage asset in accordance with the National Planning Policy Framework (2018). The listing description for the building is given below:

BARON STREET, Carriage shed at Buckley Wells Locomotive Works

II Carriage shed 1856, by J S Perring, for East Lancashire Railway Company, slightly altered 1860-1870. Red brick in Flemish bond. Slate roof on two level, with glass skylight panels.

Long rectangular plan formed by parallel ranges of unequal width, under two-span roof. North-south axis in two contemporary portions, 28 structural bays in all. Single storey throughout, but the ten bays at the south (entrance) end higher; pilastered side walls, with brick corbel table to each bay, and continuous brick corbel table to frieze in each portion; large segmental-headed windows in each bay of the east side, but only in ten-bay south portion of west side (south end altered).

INTERIOR: axial junction between ranges formed from cast iron columns carrying continuous timber arcade plate; narrower east range has king-post roof trusses with fishbone struts; wider west range has queen-strut collar trusses with king struts from collars to ridge, two raked struts each side, and vertical tie rods. Continuous glazed skylighting.

HISTORY: one of the oldest surviving railway workshops and probably the only example still in use until recently (currently used by Metrolink for servicing new Manchester tram). Attached office block, toilets etc at the north end of the carriage shed are not of special interest.

List Entry Number: 1250822

Listing NGR: SD7994010108

5.2 Heritage Values

The following appraisal of the heritage values devotes particular interest into how these values might be affected by emerging proposals for development. The values are distilled under the following headings: evidential value; historic value; communal value; aesthetic value.

Evidential Value – English Heritage (2008) suggests that “Evidential value derives from the potential of a place to yield evidence about past human activity”: Buckley Wells has operated continuously as a locomotive depot since 1846. The site has adapted continuously over the 173 year history of its use keeping it relevant as an operational locomotive depot has the requirements of the railways have changed over this extended period, from which is now possible to draw unique insights into the history of the development of the railways in this country. Evidence of this past development and evolution of the site as an operation loco depot can be derived from four primary sources:

- **The Manchester Guardian archive** – provides evidence of the award of tenders for construction contracts at Buckley Wells between the 1850s and 1870s
- **Historic Maps** – the historic OS Map record provides good evidence of how the site developed of this period of time, including; an indication of the siting of first 1846 temporary structures, the original extent and footprint of the first purpose built permanent structure constructed 1855-57 (the surviving building), the maximum extent of development during the 1890s, the beginnings of consolidation during the 1900s, and relative stability of the site layout throughout most of the 20thC. This evidence is consolidated by a number of site plans and building plans from the L&YR and LMS era’s that give insights into the internal layouts of builds on the site.
- **Historic Photo Record** – historic photos dating from the 1930s to the 1960s provide very strong evidence of the appearance of the buildings and the overall loco depot site during the ‘Golden Age of Steam’, and of the full extent of the buildings prior to the major demolitions that took place in the 1970s.
- **Site Archaeology** – there is in addition physical evidence on site, and within the fabric of the Listed Building, of the full extent of the historic railway buildings demolished in the 1970s i.e.
 - **1875 Engine Running Shed** – the overall building length and roof height/line of Running Shed is evident from the remnant parapet wall on the western façade of the surviving 1855/57 building and in changes to the weathering of the brickwork to the gable end of the 1862 office block. The large shallow depression in ground level adjacent to the western façade of the 1855/57 building is the result of grubbing up the internal

inspection pits and external ash pits as part of the building demolition. The depression therefore provides a very good indicator for the overall width of the demolished Running Shed.

- **Southern end of the 1857 Loco Works/Carriage Shed** – remnant brickwork at the current southern end of the building provides evidence of the appearance of the portion of the building demolished in the 1970s. Two surviving (originally internal) inspection pits provide an approximate indicator of the original length of the 1855/57 loco works/carriage shed building.
 - **Sand Drying House 1880s** – the brick footings to the sand drying house that stood next to the southwest corner of the 1855/57 shed are still visible on site.
-
- **Victorian Construction** – The 1857 Listed Loco Works/Carriage Shed provides strong evidence of industrial construction from the Victorian era. There is evidence of typical load bearing construction and use of cast iron columns and open roof construction with typical timber trusses supporting a slate roof and glazed lantern lights and construction prior to the use of steel.

It therefore provides an important illustration of the construction techniques used in the 19thC industrial railway architecture. This includes:

- The use of a modular bay design which allowed adaption to take place and respond to new and changing demands and uses over time.
- The building provides an important example of a large span timber structures with cast iron intermediate columns in order to maximise internal space and to minimise the use of materials.
- The use of brick for the external fabric in order to maximise speed of construction and reduce costs – the use of brick is unusual for ELR buildings which were typically constructed from local stone, the surviving examples being the Castlecroft Goods Warehouse (Bury Transport Museum), Summerseat Warehouse, and the Coal Sidings Warehouse at Rawtenstall Station (Fire Pit Restaurant).
- Within the Listed railway shed there is evidence of remnants of the original shed as follows:
 - A small section of wrought iron track (circa 20m) at the north east corner. This pre-dates the installation of steel tracks which followed the invention of the Bessemer process.
 - There is a small portion circa 4m² of the original timber floor (the rest of the flooring has been replaced with concrete).
 - There is a single remaining railway sleeper which dates from the original shed (1857).
 - Evidence of mini turn tables which originally served the adjacent sheds and are shown on the O/S maps.
 - A single capstan which we understand dates from c1915 and was in use following electrification of the line.
 - Evidence of original timber platform buildings (relocated from elsewhere) and now used as stores.

Historical Value – English Heritage (2008) suggests that - “Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative”: Buckley Well’s principal historical value lies in the fact that it is an extremely rare example of a still operational historic locomotive works and depot with the use of the site dating back to 1846 placing it in the early phase of railway development nationally and internationally.

The surviving building, the Listed 1857 loco works/carriage shed building, is the first purpose built permanent building to be constructed on the site. This places it relatively early within the development of the railways and therefore now as (potentially) the oldest remaining operational locomotive works building in Europe.

Throughout its long history the site and the building have been associated with important technological advances in locomotive and rail infrastructure development. These include:

- The development of the James Newall continuous braking system in the early 1850s which was to become the forerunner of all modern railway braking systems. There is also some circumstantial evidence to suggest that the Chain Brake also invented by Newall was developed, tested and manufactured at the Buckley wells site.
- In the most general sense significant historic value and meaning can be placed on the fact that Buckley wells is a rare surviving example of early railway infrastructure which brought about revolutionary changes to the transport system in Britain by opening up new worlds of commerce, communication and leisure during the Victorian era.
- Whilst the 1857 building was primarily built as a repair, maintenance and stabling facility from the outset of its use it was used for the major rebuilding of large numbers of steam locomotives. The most significant of these were the rebuilding of 2.2.2 locos to convert them to a 2.4.0 wheel configuration. This loco type was a speciality of the early ELR and continued to be rebuilt at Buckley Wells throughout the 1860s following the amalgamation into the L&YR in 1859 and became the principle express loco across the L&YRs rail network during the 1860s and 1870s.
- At the turn of the 20thC the L&YR carried out evaluation trials into the use of Steam Railmotors (a self-propelled passenger carriage incorporating a small integrated steam engine first developed by the Great Western Railway) from the Buckley Wells site using the Bury to Holcombe branch line. As a result of the evaluation trials the L&YR built its own steam railmotors for use on its smaller passenger branch lines.
- The site is also directly connected with early rail electrification:
 - the electrification of the Holcombe Brook branch line in 1912 was (according to English Electric) the first overhead DC high voltage installation in the world.
 - the Manchester to Bury line was electrified in 1915 using third rail 1200v DC at which time the Buckley Wells works were modified to become an electric traction depot.

- The site housed the first powered Electric Multiple Unit (EMU) to be used on British lines – in 1927 a single unit comprising two two-car EMU sets operated for the L&YR on the Holcombe branch line.
- The national trials for the introduction of the fleet of 4600 Diesel Multiple Units (DMUs) commissioned as part of the 1955 Modernisation Plan for British Railways took place on the Bury to Bacup line in 1955 with the trial vehicles housed at the Buckley Wells depot. In February 1956 the Bury to Bacup line became the first passenger service to be operated exclusively by DMUs as part of the 1955 Modernisation Plan.
- The first Metrolink trams were commissioned at the Buckley Wells depot before entering service in 1992.
- The workshop is now forever linked to the history of the Flying Scotsman. As part of the growth in the importance of the Buckley Wells site as a centre of engineering excellence within the heritage rail sector the significant £4.2m major restoration to mainline service of the Flying Scotsman for the National Railway Museum was carried out within the Listed 1857 loco works/carriage shed building (by Riley & Son (E) Ltd as a tenant of the ELR).

Communal Value – English Heritage (2008) suggests that: “Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory”: There are several aspects to the ways in which communal value can be attributed to the Listed 1855/57 loco works/carriage shed building and the wider historic Buckley Wells locomotive depot site.

Early communal value would mainly be gained from the local work force that were employed in the building. The building was not part of the public realm but solely an engineering workplace. Over the last 35 years since the successful formation of the East Lancashire Steam Railway the building has taken on a distinct and new sense of communal value as follows:

- The building is now used by a new local workforce (circa 90 personnel) which use the building on a full and part-time basis as they restore both engines and carriages.
- The building is now visited by various groups and railway enthusiasts as they seek to learn and share engineering skills. Some of these volunteers have been associated with this building for over 30 years.
- For visitors to the ELR heritage railway the communal value is largely hidden but vital. Buckley Wells provides the essential engineering and operational support infrastructure that enables visitors to enjoy and experience historic steam and diesel locomotives and passenger carriages (which are heritage assets in their own right).
- For the active rail enthusiast (be it volunteer or professional engineer) the historic 1857 loco works/carriage shed building and wider Buckley Wells site affords major communal value. Specifically the opportunity that site provides for people to learn and practice a wide range of critical heritage engineering skills and activities directly connects today’s volunteers and staff working out of the site with the past generations of rail engineers working stretching back to the earliest days of the development of the railways.

Aesthetic Value – English Heritage (2008) suggests that: “Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place”. The Buckley Wells site’s aesthetic value derives principally in two areas:

1. External aesthetics. The building presents itself as a functional Victorian Railway Shed built with simple load bearing construction. It is built on a regular pattern of simple bays which are expressed externally with brick pilasters, with a combination of glazed and blind openings. The detailing of the building is enhanced with brickwork corbelling and brick arches.
2. Internal aesthetics. The building retains its principle skeletal structural of internal load-bearing columns with timber king-post and queen-bolt trusses. The internal architecture remains in its original form and presents a virtually unspoilt aesthetic of the original Victorian railway building.

5.3 Statement of Significance

Having assessed the historical development of the site and the heritage values associated with the site, it is possible to take a more informed approach to the assessment of site’s significance and the approach that needs to be taken to implement the necessary plans for change. In this context a Statement of Significance is given below.

To assist in preparing the Statement of Significance a tabulated summary of the site and buildings gives an overview for the reader of those elements which are deemed significant, together with the levels of significance. The table is divided in to 4 distinct sections as follows:

1. Section 1 – Building Use
2. Section 2 - Site Wide Items
3. Section 3 – The Listed building
4. Section 4 – Former Offices (North End)

Elements of the site and buildings have been designated a significance rating ranging from High, Moderate, Low and Minimal. This overview should allow the reader to quickly appraise considered elements following which there is detailed information on how the design proposals impact on the significance of the site and the Listed building.

BUILDING ELEMENT / USE	LEVEL OF SIGNIFICANCE			
	High	Moderate	Low	Minimal
1. Building Use				
Continuous use as a railway building and shed since 1857	✓			
2. Site Wide Elements				
Track layout			✓	
Foundations evident to former sand drying house		✓		
Existing lockups (currently used for storage)				✓
Modular buildings (currently housing offices, canteen and WCs)				✓
External inspection pits		✓		
Stone sett surfaces		✓		
3. The Listed Building				
External Items				
Slate roof coverings (generally in poor condition)			✓	
Glazed lantern lights (poor condition with significant unsightly repairs)		✓		
Rainwater goods (poor condition, majority are uPVC)				✓
External brick walling (robust but requiring repair)	✓			
1970's extension at the southern end with mono-pitch roof				✓
External joinery. A number of existing windows survive from the C19th	✓			
Internal Items				
Skeletal internal structure with cast iron columns, timber trusses and timber roof structure	✓			
Internal wall finishes (over painted with numerous layers of paint now in dilapidated condition)			✓	
Internal parged roof finish (perished lime parging)			✓	
Concrete floor finishes (the existing concrete finishes replaced former timber floors, predominantly C19th)				✓
Retained turntables	✓			
Small section of wrought iron track dated circa 1857 (circa 20m at the north east corner)	✓			
Remains of original sleeper floor (circa 4m ²)	✓			
Single remaining original timber sleeper	✓			
Capstan		✓		
Overhead gantry crane (circa 1960s and associated brick buttresses)			✓	
Isolated individual timber huts		✓		

Inspection pits		✓		
Storage buildings formed from original platform buildings		✓		
4. Former Offices (North End and now used as storage)				
The existing building has been significantly modified currently in an unfinished state		✓		

Significant features of the historic 1857 locomotive works/carriage shed building:



The original 1850s brickwork façade to the west side of the building is largely intact with large numbers of C19th window frames insitu.



The original 1870s brickwork façade to the east side of the building is also largely intact but, also showing clear evidence of C20th interventions.



The skeletal structure of the building is intact and comprises cast iron columns down the spine of the building, queen bolt timber trusses providing wide clear span construction to the earliest 1850s parts of the building, and timber king post trusses to the later 1870s parts of the building.



Internal wagon turntable thought to date from the 1850s.



Surviving sections of C19th L&YR cast iron rails



C19th inspection pit(s) at southern end of the building



L&YR timber 'platform' buildings though to have been installed in 1915 as part of the conversion of the building into an electric car shop in 1915.



Electric capstan installed as part of the conversion of the building to an electric car shop in 1915.

Significance of the use of the Site as a Locomotive Depot:

The site is the operational locomotive depot for the ELR heritage railway whose use as a locomotive depot dates back to 1846, and where the surviving building, the Grade II Listed Locomotive Works/Carriage Shed building, is both the first (and largest) purpose built building to be constructed on the site with the oldest parts of the building dating from 1855-1857. Dating from the early period of railway development it is believed to be the oldest surviving fully operational rail depot and locomotive workshop in Europe.

The site's greatest significance therefore lies in the survival of the 1857 building as an example of early industrial railway architecture and in the continuity of the use of the building and site as an operational rail depot and locomotive works since 1846. This survival is all the more remarkable because industrial railway architecture (and especially locomotive works) is a very neglected part of the nation's industrial architectural heritage, with most of the country's largest and most important historic locomotive works already lost to redevelopment. Examples of this national neglect can be seen in the fate of the some of the largest and most important locomotive works in the country, e.g.:

Doncaster Works – the main locomotive works for the LNER originally dating back to 1853 and birthplace of some of the most famous steam locomotives in the world (the Flying Scotsman and the Mallard) remained in use until 2007, but the following closure site was cleared for residential development in 2008.

Crewe Works – the main locomotive works for the LMS dating back to 1843 where, whilst part of the site is still in use for locomotive repair in a collection of modern and heavily modernised late 19thC buildings, the most historic buildings on the site have already been demolished and replaced by a large supermarket and health centre development, and where planning approval was granted in late 2018 for the demolition for further parts of the site for residential development.

Horwich Loco Works – closer to home the main locomotive works for the L&YR dating back to 1887 closed in 1983 with the historic works buildings initially converted for small business/industrial use. In 2006 the site was designated a Conservation Area, but since 2011 the local authority has been actively working with development partners to demolish and clear most of the site to facilitate a major (1700 homes) residential led mixed used development, most recently securing Government funding to facilitate key infrastructure works (February 2019).

Important Historic Locomotive works lost to redevelopment:



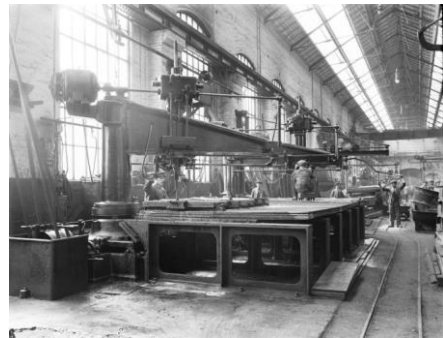
Doncaster Works – closed and redeveloped for residential development 2008



Crewe Works – partially demolished in 2000s for superstore development and further demolitions planned for residential development



Horwich Works closed 1983 and currently undergoing demolition for residential led mixed-use development



It has been noted that the Buckley Wells site holds considerable evidential, historic and communal value, with the site's association with key technical developments in the history of the national development of the railways, and through the continuity of the sites heavy engineering use as a locomotive depot. These historic values provide strong supporting evidence to help provide justification for developing the site further as a centre of excellence for heritage railway engineering thus ensuring the continued continuity of the use of the site as an operational locomotive works on a sustainable long-term basis.

A detailed appraisal of the original building's extensive surviving structure and fabric has allowed a detailed programme of restoration and repair works to be developed, and appraisal of the evidence of changes and adaptations to the building overtime (including evidence of the major building elements lost to the 1974 demolitions) have been used to inform the design approach for determining the siting, scale and massing, and appearance of the proposed new

build elements of the proposals in a manner that fully respects and enhances the evidential, historic and communal value of the site. These design proposals and their impact on significance is described in detail below in Section 6:

6. Design Proposals

6.1 Client Brief

As stated in Section 2 growth in visitor numbers over time has been significant. However, since 2017 this has now plateaued out at approx. 200,000 per annum. A major factor currently holding back further growth is the fact that the use of the existing buildings and rail infrastructure at the Buckley Wells Depot is being used at full capacity for maintaining and stabling operational locomotives and passenger carriages which impacts on preventing the ELR from growing visitor numbers (estimated at 260,000 visitors annually - sourced ELR Trust Strategy 2020-2030) through increasing its capacity to operate train services – i.e. at the present time approximately 250 historic loco's, carriages and wagons are housed across the Buckley Wells rail depot site (comprising: 15 steam loco's, 34 diesel loco's, 19 diesel multiple units (DMU's), 84 carriages, 94 wagons and 1 rail crane).

The ELLR Co's requirements for the development of the Buckley Wells Depot, as indicated in Section 2, are therefore threefold:

1. To bring forward a comprehensive programme of repair and restoration works to arrest and reverse the deterioration of the building fabric to the Grade II Listed historic 1857 loco works/carriage shed building to enable the building to be continued to be used on a sustainable long-term basis. As a minimum this is necessary for the ELR to be able to maintain train services at current levels.
2. To provide the infrastructure needed to increase the ELR's capacity to operate train services by providing bespoke new facilities to increase the engineering capability of the depot to maintain and restore historic locomotives and passenger carriages, and to provide secure covered accommodation for the preparation and stabling of both the fleet of operational historic locomotives and passenger carriages.
3. To provide purpose built training facilities and ancillary support accommodation in order to be able to attract and retain an expanded workforce of fully trained engineers, loco crews and carriage staff (both full time staff and volunteers) for the ELR to be able to operate increased train services and continue to grow visitor numbers.

The ELLR Co recognise that their requirements are ambitious and potentially financially challenging for their organization. Consequently, a further key requirement for the design approach for the proposals is that all major elements are designed to be able to be constructed in a phased or incremental manner, and where possible make use of construction methods and materials that can be carried out using the skills within the East Lancashire Railway Preservation Society's volunteer workforce.

6.2 Site Masterplan

A site wide master planning process has been carried out to determine how best to configure the overall requirements for the site. The key factors that have determined the overall scheme layout within the site constraints explained in Section 3 are:

Track layout – Unsurprisingly for a rail depot the most significant factor determining the configuration of the overall site layout is track layout. The current track layout on the main Buckley Wells site (south of Baron Street) is a ‘legacy’ layout from the Metrolink use of the site (1991/92) and is connected to the main ELR heritage rail line by a single running line crossing Baron Street.

This represents a fundamental flaw in the site’s ability to function as the operational rail depot for the ELR, specifically with the current layout a derailment within the site can isolate the site from the main ELR rail network potentially bringing all train operations on the heritage railway to a halt. In order to overcome this issue, the key requirement for modifying track layout is to reinstate double running lines across Baron Street and to extend the double running lines deep into the site to ensure that any derailment can be bypassed. This takes the form of the double line set at a diagonal to the main orientation of rail lines on site – re-establishing the general characteristics of the pre-Metrolink track layout seen on the historic maps.

The existing closely spaced ‘Metrolink’ sidings in the south west area of the site are to be removed and new sidings laid off the double running lines to serve the proposed new carriage shed/carriage restoration workshop and the proposed new loco running shed/heavy maintenance workshop. In addition, the double running lines need to be located to minimise any disruption to the existing sidings serving the Listed Building.

Siting the key buildings – The key new buildings proposed are the carriage shed/carriage restoration workshop and the loco running shed/heavy maintenance workshop.

By its nature a carriage shed/carriage restoration workshop is going to be a very large building with an elongated rectilinear plan form. The key siting requirements for positioning this building on site are a requirement to provide through sidings to allow a loco to pull a fully assembled rake of 6 passenger carriages entirely through the building, and to site the building as closely as is practicable to the existing historic 1857 loco works/carriage in order to achieve overall operational efficiency across the site.

The only area of the site capable of accommodating a building of the size and plan form required, and of meeting the rail sidings access requirements is the large open area adjacent to the boundary embankment to the south and west of the historic 1855/57 building combined the area occupied by the 'Metrolink' sidings.

The range of engineering and training activities to be provided by the proposed running shed/heavy maintenance workshop needs to be directly interlinked with the engineering activities within the historic 1857 locomotive works/carriage shed building. Ideally therefore the two buildings need to be physically connected. Realistically there are only two options for achieving this, either:

1. Build the new facilities generally over the footprint of the demolished (in 1974) southern end of the building – this option has been rejected because it would be operationally too disruptive for making best use of the existing building.
2. Build the new facilities generally over the footprint of the original 1875 running shed (demolished 1974) – this is the preferred option because it maximises the working area available within and in front of both buildings and achieves best operational efficiency.

Vehicular access strategy – Vehicular access to the Buckley Wells Depot (north and south sites) is via Baron Street. The north site currently has a single gated access vehicular access located to the east of the 1988 carriage shed building. The main south site has two gated vehicular access points; one located immediately to the east of the historic 1857 building, and the other on the west side of the building located adjacent to the running line.

The access gate on the east side of the 1857 building is currently used for access to the existing staff/volunteer parking area and for general deliveries to the 1857 building.

The access gate to the west of the 1857 building currently provides the HGV access for the depot. The most critical of these is access for 100 tonne capacity low loaders used for transporting loco's and carriages to and from site (i.e. guest loco's and restoration projects) – currently at 10-12 per year and likely to see a modest increase of 10-15 per year following development. It also serves as the access point for coal and diesel fuel deliveries to site via 44 tonne articulated lorries. Currently this access point exploits the large open area where the demolished 1875 running shed was located to provide turning space for these large HGVs, but this manoeuvring space will not be available once the proposed new running shed is constructed and alternative HGV access arrangements will be required.

Two options have been considered for achieving the critical low loader/HGV access:

1. Modify the east gate access and boundary line on the north side of Baron Street to provide sufficient space for low loader turning movements. This establish a single point of entry for all vehicles entering the site and would exploit the setted hard standing area to the east of the 1857 building to provide turning space for these vehicles – this approach has been discounted because it causes conflicts with the management of the main staff/volunteer parking area, and concerns about possible detrimental amenity impacts for residents of the adjacent block of flats.

2. Continue to make use of the west gate access but with a major modification of the boundary line on the north side of Baron Street and to extend the area of the control over the Baron Street BOAT provided by the level crossing gates in order to facilitate a reversing movement for low loaders between the north and main south Buckley Wells sites. This would place the delivery and loading/unloading of loco's and carriages in the most operationally efficient location for the proposed overall site layout and will minimise any conflicts between staff/volunteer access and HGV movements on site – as a consequence this approach has been adopted for the scheme submission.

In addition general vehicular circulation within the site comprises; access to parking areas for staff/volunteers working out of the Listed Building/new Running Shed complex and out of the new Carriage Shed/Carriage Restoration Workshop, and the establishment of a defined vehicular route to facilitate access for service vehicles and for car parking to the new Carriage Shed/Carriage Restoration Workshop. On a day-to-day basis it is anticipated that there will be around 34 staff and volunteers working on site. However, on special event weekends this can expand to anywhere between 80 and 150 staff and volunteers.

In order to accommodate potential maximum demand for parking during special event weekends there is capacity for up to 80 parking spaces using the existing settled area on the east side of the Listed Building/Running Shed already currently used for site parking. There is capacity for a further 40 parking spaces in a new parking area on the west side of the Carriage Shed/Carriage Restoration Workshop, with a further 30 spaces on the operational site north of Baron Street.

The key constraint for vehicular access route to the Carriage Shed/Carriage Restoration Workshop is to minimise conflict with loco movements, this means avoiding the extensive area between the Listed Building/Running Shed and the Carriage Shed/Carriage Restoration Workshop. In order to achieve this, it is proposed to provide a route from the settled area on the east side of the Listed Building along the eastern boundary of the site with Metrolink. This will minimise the number of rail lines vehicles will have to cross and will place the rail crossings at the southern – i.e. quietest part of the site for loco movements.

Full details of the proposed access strategy and travel plan can be found in the Transport Statement prepared by SCP submitted in support of this application.

Site Storage – The ELLR Co possesses large quantities of stores and spare parts ranging from spare parts for steam and diesel locomotives, carriages and waggons, to track and signalling spares all of which require secure storage. To accommodate these storage needs there has been an ad-hoc build-up of shipping containers across the site over many years.

To help prepare the site for development the ELLR Co have begun to rationalise the siting of these shipping containers to a single location adjacent to the site's boundary with the Metrolink line to the east of the 1857 locomotive works/carriage shed building. It is also proposed to form a secure Permanent Way (rails, points etc...) storage compound on land adjacent to Baron Street and to the west of the main running line.

IMPACT ON SIGNIFICANCE:

Clearly the provision of substantial new buildings in the form of the proposed Running Shed/Heavy Maintenance Workshop with associated Admin/Training Block, and the proposed Carriage Shed/Carriage Maintenance Workshop will have impact on the setting of the Listed Building. Overall the impacts are considered positive for conserving and enhancing the significance of the setting of the Listed Building and are described in detail in Sections 6.3, 6.4 and 6.5 below.

Other elements of the overall site masterplan have potential to impact on the setting of the Listed Building:

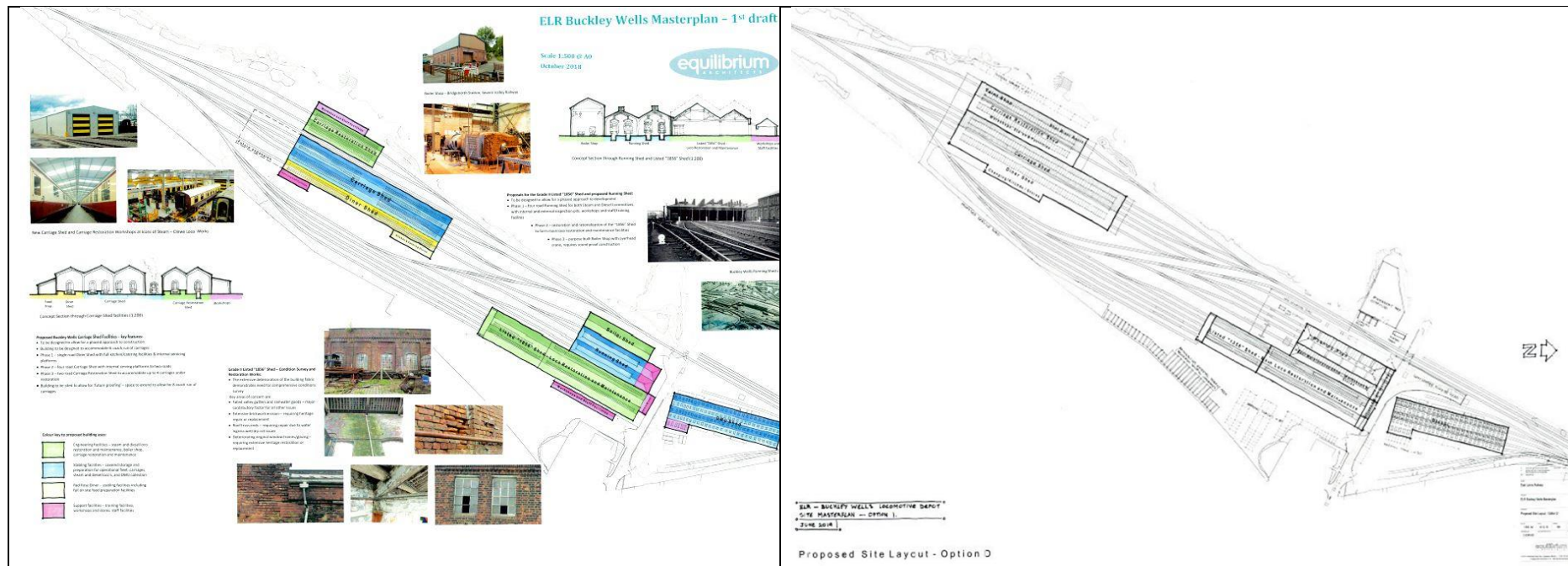
Track layout – as stated operational requirements and the geometry of track layout define where it is possible to site new buildings. The proposed track layout seeks to make as much use of existing rail lines as possible (for example the existing lines leading into the 1857 loco works/carriage shed building will remain unaltered). It should also be noted that the proposed alterations to overall track layout will improve the legibility of how the site historically operated as a loco works and rail depot prior to the late 1980's 'Metrolink' alterations. Consequently, it is considered that, at worst, track layout has a neutral impact on the setting of the Listed building relative to the current track layout.

It should also be noted that the ELLR Co as the rail operator has statutory powers to lay, install and reconfigure rail track and rail infrastructure for operational and rail safety reasons granted to it by Parliament via the Light Railway Order. The proposed alterations to track layout fall within the scope of these statutory powers.

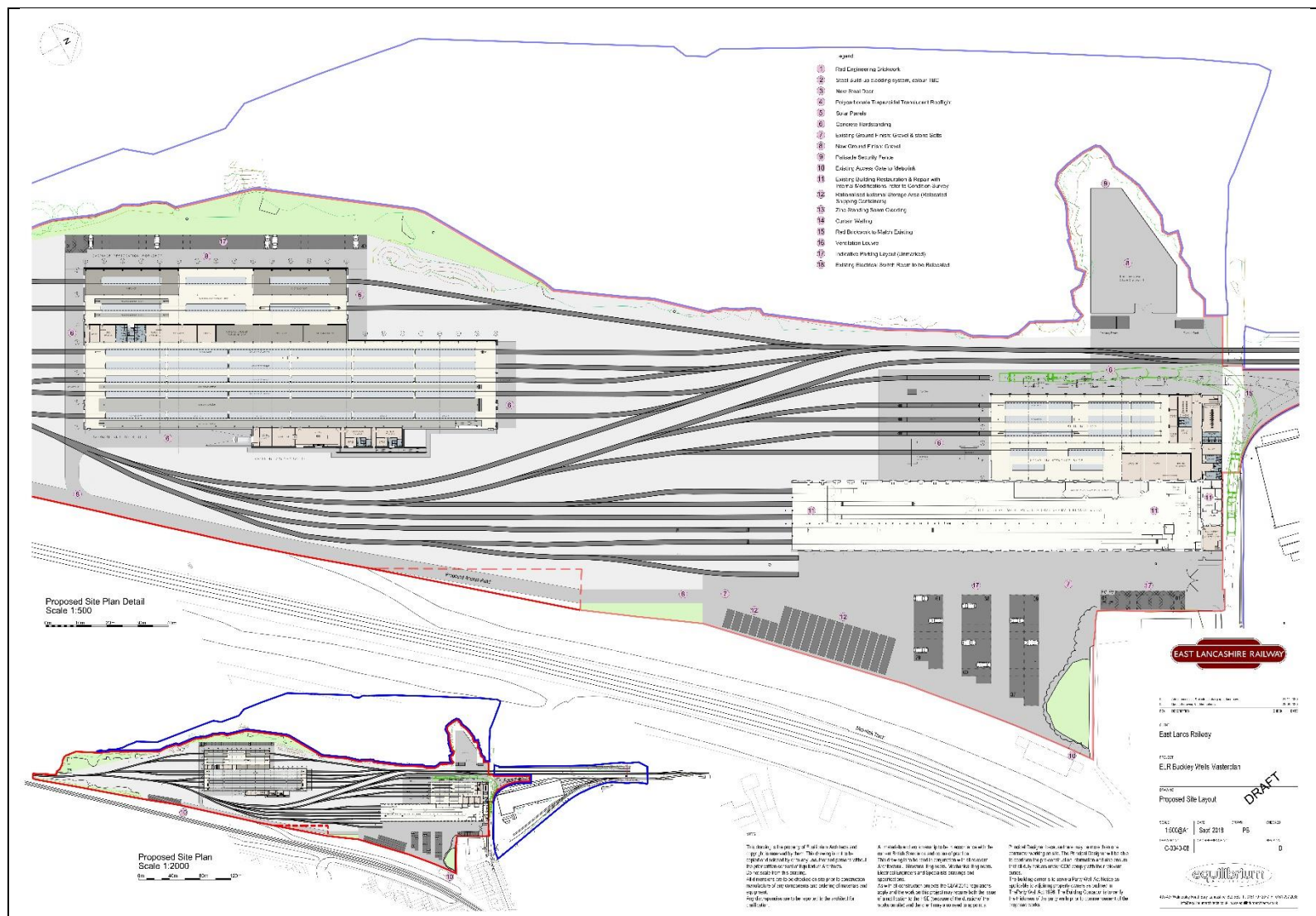
Vehicular access strategy – in principle the access arrangements for low loader and other HGV service vehicles remains broadly similar to existing access arrangements. The impact is therefore neutral relative to the existing arrangement. The site is broadly composed of consolidated made ground with some isolated, but large areas of stone setts (east of the Listed Building and north of Baron Street). It is intended that the proposed areas for car parking and the safe internal vehicular access route will not be formally demarcated and will make use of the existing surfaces, and consequently these will have a neutral impact on the setting of the Listed Building.

Site storage – rationalising the location of the shipping containers along the site boundary with the Metrolink line will have a small but positive impact on the setting of the Listed Building relative to the present/previous ad-hoc siting of shipping containers. Specifically shipping containers have mainly been sited in locations that impact on views of the Listed Building from within the site – this will no longer be the case with the proposed rationalisation which will place all shipping containers in a position where they will not be in line of sight for any views towards the Listed Building.

Site Masterplan:



Early versions of the site masterplan illustration the design evolution of the overall site layout.



6.3 Listed 1857 Locomotive Works/Carriage Shed

GIA of existing Locomotive Works/Carriage Shed building – 2926m²

Building Use – At the present time the listed locomotive works/carriage shed building houses all of the ELLR Co’s engineering facilities for undertaking light maintenance, medium and (limited) heavy maintenance/restoration for both steam and diesel locomotives. However, the space available for locating the wide range of machine tools needed to carry out these activities is extremely limited because the building also has to function as the running shed for stabling the fleet of operational locomotives. As a result, each road within the shed is fully occupied either by operational locomotives, storage of long term restoration projects, as well as locos currently being worked on either for regular light maintenance to keep a loco in operational condition or major medium/heavy maintenance to restore locos back to operational condition.

The building has in effect reached capacity and its uses need to be separated out to avoid the current overcrowding and the negative impact on working conditions limiting the number of locomotives that can be actively worked on at any one time, and provides less than ideal conditions for training inexperienced new volunteers or apprentices.

The proposals to develop a new Running Shed/Heavy Maintenance Shed and new Carriage/Carriage Restoration Shed will significantly ease the pressure on the use of the existing building. The specific benefits are:

- Transferring the stabling of operational locos to the new Running Shed will free up significant amounts of space within the existing building
- The new Heavy Maintenance Workshop will transfer the most disruptive repair and restoration work (e.g. heavy riveting boiler rebuilds) to a sound insulated environment.
- The new Carriage Shed will allow light maintenance work on diesel locos to be transferred to the shed on the north side of Baron Street.

This will allow a much more spacious and efficient working environment to be established within the existing building and will increase the number of locomotives that can be actively worked on at any one time. The key operational benefits are:

- It will enable up to two and a half full length roads to be used for light and medium maintenance works (currently limited to one full length road plus the short road).
- Allow more generous space to be allocated for the large machine bay (i.e. wheel lathe, borers and millers) and for the main fabrication area.

- Facilitate the use of the existing internal enclosed structures (i.e. the timber framed L&YR structures and later LMS brick-built structures) to be better developed for small machine/training workshops and machine shop stores.





Current engineering facilities within the Listed Building – used by a dedicated team of professional engineers and volunteers for maintaining, repairing and restoring historic locomotives.

Condition Survey – At the present time the building fabric of the Listed Building has a number of significant dilapidations and structural defects which if left unaddressed risks making the building unusable as an operational locomotive works building in the future. Already the cumulative impact of the defects and dilapidations to the roof resulting in the building no longer being fully weather tight compromises the safety and suitability of the working environment within the building during periods of high rainfall.

In order to fully understand the extent of the dilapidations and defects to the building fabric and structure, and to formulate a plan of action for the repair and restoration of the building, a detailed and comprehensive Condition Survey was carried out during February / March 2019 by the following Consultants:

1. Building Fabric Survey by Equilibrium Architects Ltd
2. Structural Assessment by Booth King Associates
3. Timber Specialist Report by Timberwise

These reports are available as individual documents and are included as part of this Planning and Listed Building Consent submission. The Executive Summaries to the building fabric survey prepared by Equilibrium Architects and the structural assessment by Booth King Associates are set out below:

Equilibrium Architects, Building Fabric Survey – Executive Summary:

Given that the existing carriage shed dates from the 1850s it is a remarkable survivor from the Industrial Revolution. The other remarkable fact is that the building still maintains its original use as a railway workshop shed.

Despite a significant reduction in size through the years (as the railways were rationalized) the remaining building still maintains its original form other than at the southern end where a contemporary lightweight steel mono-pitched steel roof structure and profiled steel roof covering were added in the mid-1970s, following demolition of the buildings on the south side. Primary changes of this remaining section from the Victorian structure could be summarised as follows:

- 1. Renewal of the majority of former timber floors with concrete*
- 2. South west quarter. Addition of overhead 10Ton crane, with steel columns beams and on west wall supported by additional brick buttresses*
- 3. Areas of roofing removed and recovered with new felt and battens and reusing slates*
- 4. Addition of internal stores and significant internal alterations to the two-storey office building.*
- 5. Roof truss repairs to south east wall across 13 bays.*

External Fabric Summary:

External walls: these appear in a sound and serviceable condition but requiring localised brickwork repairs following brickwork erosion and significant repointing.

External joinery: windows and doors; The majority of original windows (dating from the 1850s/1870s) are in a seriously dilapidated condition and consequently in need of complete overhaul, repair and restoration. Partial replacement is required in areas.

Roof coverings: formed in slate and found to be in a seriously dilapidated condition which is reflected internally by perished slate parging and significant leakage. The recommendation is to strip in its entirety and recover reutilising existing slates where possible.

Rooflights; dilapidated with broken glazing, perished rafter glazing and significant bituminous flashings. Beyond reasonable repair although we consider the majority of existing rafters could be reutilised to support a new patent glazing system.

Rainwater goods; dilapidated, requiring renewal in association with the roof coverings.

Internal Fabric Summary:

Floors; concrete in a serviceable condition

Walls; painted with various coating systems through the years. Perished coatings generally and significant areas affected by damp penetration, both at low and high level. Redecorate with an appropriate coating system.

Roof slate parging. Perished generally and in a deteriorating and potentially hazardous condition. Remove in association with renewal of roof coverings.

Cast iron columns, roof trusses and associated timbers. The overall structure of the columns and trusses supporting rafters and associated roof coverings found to be in a sound/serviceable condition. Notwithstanding this damp penetration over a prolonged period has affected a number of truss ends and valley timbers requiring considerable repairs, primarily to truss ends where these have been embedded into the external walls.

Booth King Associates, Structural Assessment – Executive Summary:

Booth King Partnership Limited attended the Carriage Shed on 4th February 2019 for a duration of 10 working days and undertook the structural inspection of the structural elements. Inspection for rot and infestation is a specialist field and is therefore outside the scope of this report. However, the findings for this can be found in the Timber Specialist's report along with supporting documentation in the Architect's report.

The defects which are apparent to the carriage shed are predominantly a result of prolonged water ingress issues. These water ingress issues have affected the following areas of the building;

- The bearing of the truss bottom chords either in external walls or at valley locations*
- The bearing of purlins either in external gable walls or changes in roof profile*
- Various issues associated with the valley beams below the defective valley gutter detail.*
- A large percentage of the main rafters are showing signs of decay.*
- A large percentage of the rooflight members are showing signs of decay.*
- The deterioration of the pointing and brickwork locally to all elevations except for the West elevation which is extensive.*

Over the life time of the building the above defects have become apparent and numerous forms of repairs have taken place some of which are acceptable and others which are not.

Basically, the slate roof, rooflights and rainwater system which forms the carriage shed roof have come to the end of their serviceable life and must be replaced to prevent further deterioration of the major structural elements.

We have produced a tally chart which summaries the quantity of defects across the entire carriage shed local to each truss which can be found in Appendix J. Other defects which have been witnessed are weathered brickwork, defective rain water goods, poor connections to the below ground drainage system, minor corrosion to the base of the steel gantry crane columns and the head of cast iron columns, undersized timber members in various locations.

The ground floor concrete slabs across the shed are functional and not showing any major signs or deterioration and will require little remedial measures if any.

The service pit between the rail tracks are also in good condition are require little remedial measures if any.

The gantry crane steelwork is generally in good condition apart from the protective paint finish which needs to be addressed to increase the longevity of the structure.

The office building is generally in condition with respect to the external masonry and the roof structure and will require minimum intervention. However, the first floor overall is inadequate and must be replaced or strengthened. The non-original internal masonry / door infills also need to be addressed.

This report should be read in conjunction with the Architects and Timber Specialists reports.

SUMMARY OF RESTORATION AND REPAIR and IMPACT ON SIGNIFICANCE:

Conservation Strategy – This is to repair the existing building where at all possible using current historic building techniques, sympathetic to the buildings age and historic importance. Replacement of building elements will only be considered where these are beyond reasonable repair or uneconomic to do so.

EXISTING BUILDING FABRIC ELEMENT	PROPOSED REPAIR	IMPACT ON SIGNIFICANCE			
		High	Moderate	Low	Minimal
EXTERNAL FABRIC					
External Walls					
These appear in a sound and serviceable condition but requiring localised brickwork repairs following brickwork erosion and significant repointing.	Carry out local brickwork repairs and associated repointing with brickwork to match and lime pointing.			✓	

External joinery - windows and doors					
The majority of original windows (dating from the 1850s/1870s) are in a seriously dilapidated condition and consequently in need of complete overhaul, repair and restoration. Partial replacement is required in areas.	Carry out joinery and glazing repairs to restore the existing windows to their former condition. Include for redecoration. Where replacement is required window frames will be made from hardwood with single glazing to match the existing profiles.			✓	
Roof coverings					
Formed in slate and found to be in a seriously dilapidated condition which is reflected internally by perished slate parging and significant leakage. We estimate that approximately 50% of the existing slate roof covering has been covered with bitumen at some period which prevents their re-use.	The recommendation is to strip in its entirety and recover reutilising existing slates where possible together with new breathable roofing felt. It is considered impractical to reinstate the roof with lime based parging as per the original. Significant sections of roof have previously been repaired utilising traditional roofing felt and new timber rafters and battens. It is the intention to salvage as many slates as practical and re-use these on the roof slopes which face east and west. The inner slopes will be slated with slates from elsewhere.			✓	
Valley gutters					
Valley gutters comprise a combination of single ply membrane, felt covered, lead and minor areas where the existing lead gutters are retained. The condition of the gutters, deemed as poor.	Valley gutters and flashings. It is proposed that valley gutters are replaced with ternecoat stainless steel, in association with stainless steel covering flashings. To replace the gutters with lead will make them highly vulnerable to lead theft.		✓		
Rooflights					
Dilapidated with broken glazing, perished rafter glazing and significant bituminous flashings. Beyond reasonable repair although we consider the majority of existing rafters could be reutilised to support a new patent glazing system.	Strip down the upper section of all timber glazing rafters and prepare to receive a patent glazed roof light installation. The proposed system is "Rafter line" as manufactured by the Standard Patent Glazing Company. The new glazing system will provide a watertight roof and also allow for the installation of power assisted ventilation			✓	

	openings lights. From within the roof shed there will be no visible difference to the appearance.				
Rainwater goods					
Dilapidated, requiring renewal in association with the roof coverings.	To be replaced with powder coated profiled aluminium gutters/hoppers and circular downpipes.			✓	
INTERNAL FABRIC					
Floors					
Concrete in a serviceable condition	To be cleaned and localised concrete repairs carried out where isolated slabs are fractured. A resin screed will be applied and a new paint finish.			✓	
Walls					
Painted with various coating systems through the years. Perished coatings generally and significant areas affected by damp penetration, both at low and high level.	The existing walls will be cleaned down and all perished paintwork removed. Where required isolated brickwork repairs will be carried out together with localised areas of repointing. Redecorate with an appropriate coating system.			✓	
Cast iron columns, roof trusses and associated timbers.					
The overall structure of the columns and trusses supporting rafters and associated roof coverings found to be in a sound/serviceable condition. Notwithstanding this, damp penetration over a prolonged period has affected a number of truss ends and valley timbers requiring considerable	The repair strategy for the existing timber trusses is as follows: Cutback existing defective truss ends and reinstate these with a resin repair as per the Timberwise details. Visually this provides the least intrusive of structural repairs.			✓	

repairs, primarily to truss ends where these have been embedded into the external walls and at valley positions.					



Areas of brickwork erosion – particularly to the west elevation.



Original C19th window frames generally in poor condition and requiring major overalls.



General condition of roof, valley gutter and roof lights.



Inappropriate uPVC external rainwater goods in poor state of repair



Long term problems of failed internal rainwater goods and water ingress.



Failed internal hoppers causing issues for truss ends.



Deteriorating truss ends at valley gutter.



Poor quality 'historic' repair to truss ends.

6.4 Proposed Running Shed & Heavy Maintenance Workshop

GIA of Proposed Running Shed & Heavy Maintenance Workshop – 1890m²

Building Purpose and Layout:

The key objective is to construct a new building on to the west side of the Grade II Listed historic 1857 Locomotive Works/Carriage Shed building to provide a new purpose built locomotive Running Shed, enhanced engineering capabilities via a new Heavy Maintenance Workshop, and to provide essential support facilities.

The key constraints defining the overall size and positioning of the building are the boundary with Baron Street, the alignment of the main running line, and most significantly the surviving section a parapet wall where the original 1875 engine shed abutted the surviving 1857 locomotive works/carriage shed building. This has been used to define the alignment of the southern (working end) of the building.

Running Shed – the purpose of the Running Shed is to provide the main facility of stabling, inspecting, routine servicing and preparing the active locomotive fleet (both Steam and Diesel) for regular daily operation requiring both secure internal and external working space. The footprint of main Running Shed area of the building has been designed around the space needed to create safe and effective working space around the largest mainline steam locomotives in use within the heritage rail sector (e.g. Class A3/A4 Pacific's such as the Flying Scotsman, Sir Nigel Gresely etc..).

Each road serving the Running Shed will require a 25m internal inspection pit and a 25m external ash pit (for emptying firebox waste). An extensive area of concrete hardstanding is therefore proposed on the south side of the building in order to provide effective working space around the external pits.

Heavy Maintenance Workshop - the purpose of the heavy maintenance workshop is to provide dedicated facilities for undertaking major locomotive restoration engineering operations such as major boiler and chassis repairs and rebuilds – especially engineering operations requiring heavy riveting where a sound insulated environment is required. The footprint of the Heavy Maintenance Workshop area of the building is designed around the space needed to work on up to two Class A3/A4 sized locomotive chassis and two boilers detached from the chassis.

An essential element of creating the heavy maintenance facility is to build-in a 40-tonne heavy lift capability to be able to lift boilers on and off loco chassis. There are two basic options for this:

1. Provide in internal moving overhead gantry crane within the workshop. This options as been discounted because it is considered that the extra building height required to accommodate the crane would create a problematic visual relationship with the Listed Building in terms of the proposed buildings overall massing.
2. Provide an external fixed overhead gantry crane within the proposed concrete hardstanding on the south side of the building (along with a wheel drop pit), for which there is historic precedent at the Buckley Wells Depot – i.e. historic photos of the site from the [1930s] show an external fixed gantry crane within the complex of sidings immediately to the north of the Baron Street level crossing. This approach will allow the whole of the proposed building to have a roof form with a height and scale consistent with the height and scale with the adjacent section of the Listed Building.

Support facilities – the overall footprint of the proposed building will also provide accommodation for important support facilities – i.e. workshops and stores (including dedicated training workshop space) and welfare facilities (toilets, changing rooms, show rooms etc...) for staff and volunteers working out of both the proposed building and the historic 1857 loco works/carriage shed building.

Connectivity – it is important to achieve excellent internal connectivity between the main locomotive restoration and maintenance facilities housed in the historic 1855/57 loco works/carriage shed building and the facilities provided by the proposed building. The main connection between the two buildings will be via an existing (sliding door) opening in the north west corner of the existing building. It is also proposed to make an additional connection directly between the heavy maintenance workshop and workshop areas within the existing building by opening up a blind niche within the west façade of the existing building.

Inclusive access – in principle the existing Listed 1857 Loco Works/Carriage Shed should be considered to be highly accessible for people with access difficulties being generally on a single level and with its entry points (southern main working end, eastern elevation main personnel entrance, and western elevation secondary personnel entrance) all being flush with the adjacent landform for obvious operational reasons. However, in practice the existing building in its current form presents many challenges for people with access difficulties due to the intensification of the use of the building for engineering and loco stabling.

The additional engineering and loco stabling facilities provided by the proposed Running Shed/Heavy Maintenance Workshop will reduce the usage intensity level within the 1857 shed making the whole building complex (old and new) a much more accessible experience for any ELR staff, trainee or volunteer who may have an access difficulty. Furthermore the new welfare facilities included within the scheme includes a fully accessible toilet, shower and changing facility for disabled users of the building complex.

Building Appearance and Materials:

Adding a substantial new building on to the side of the Listed 1857 Loco Works/Carriage Shed is clearly the most architecturally sensitive alteration to the site. It is critical that the proposed Running Shed has a harmonious visual relationship with the existing building both in terms of the built form and massing of the proposed building and in the choice of the building materials used.

In order to achieve an appropriate, sensitive and harmonious visual relationship the design proposals for the proposed Running Shed have been informed by analysis of the layout and built form of the original 1875 Engine Shed. This analysis is set out below:

Historic Building Form – the demolished 1875 Running Shed's built form was typical of the distinctive appearance of engine sheds of the steam era and was very much a case of pure form following function – i.e. a basic building form designed purely around the practical needs of steam loco operation.

Specifically, the building was built around a passive ventilation/fume extraction system to extract the smoke and steam generated by the preparation of loco's for running as efficiently as possible with the technology available at the time. This generated the distinctive built form where the appearance of the

building was dominated by large continuous ventilation ridge lanterns and numerous timber clad smokestacks (with large timber smoke hoods dominating the interior).

The building construction comprised timber frame and trusses, open 'working end' to the shed, load bearing brickwork external walls, and slate hipped roofs.

Running Shed Proposal - the key design objective is to develop a 21st C re-interpretation of this traditional railway building form to provide a safe working environment complying with modern health and safety requirements. This means designing the building around a high capacity mechanical extract/ventilation system.

This will do away with the need for the key features that dominated the appearance of historic running sheds (i.e. the ventilation lanterns and smokestacks). The question therefore arises aesthetically of how best to express the appearance of the building. The options considered were:

- 1. Recreation of the demolished running shed** – sufficient historic photos exist to enable a reasonably accurate recreation of then exterior of the running shed to be developed, and photos of smoke hoods from other running sheds to create a speculative reconstruction of the interior to be made. The design approach would therefore be to intentionally make it difficult to differentiate between the historic building fabric of the 1857 loco works/carriage shed and the new build Running Shed. Such an approach would come at a significant cost premium. There is also a significant risk of this approach becoming pastiche and parody if not executed with extreme vigour – it is therefore not considered to be an appropriate design approach.
- 2. Contemporary reinterpretation of historic building form using modern industrial construction materials** – in this approach the intention is to follow the overall built form of a traditional steam era running shed using modern building materials and techniques. The intention is to create a high-quality contextual building that sits harmoniously with, but which is also visually distinct from the Listed 1857 shed.

In order achieve this high-quality contemporary industrial design the proposal comprises:

- Modified portal steel frame to create a hipped roof and provide support for the mechanical extract plant, with the frame fully expressed at the front (working end) of the shed. This provides a modern equivalence with the 'queen bolt' timber truss and column structure of the original running shed, and open character of front of the shed.
- Expressing the mechanical extract/ventilation plant externally as a key feature of the roof design. This provides a modern equivalence to the ventilation lanterns and smokestacks of the original running shed.
- Using modern profile metal industrial cladding for the large side elevation and for the roof covering, detailing the cladding in order to express the visual rhythm formed by the structural bays. This reflects, and responds to, the visual rhythm of brick piers and inset panels which is such a key feature of the external appearing of the 1857 loco works/carriage shed building.

However, it is acknowledged that the proposed use of modern industrial profile metal cladding on a building abutting a brick built Listed Building dating from the mid 19thC is potentially a controversial choice. The key drivers for this choice of material are deliverability in terms of both managing cost of construction and speed of construct.

These are the same preoccupations that drove the design of the original 1857 locomotive works building and the 1875 engine shed – i.e. 19th C locomotive works buildings such as the 1857 Buckley Wells loco works/carriage shed and demolished 1875 running shed were very simple and basic industrial buildings designed to be built cheaply and quickly e.g. both adopted a simple repetitive modular standardised bay form using brickwork in preference to stone (the standard building material on the ELR/L&YR). This low-cost approach is evidenced by the recorded tender prices for these buildings; £6,600 for the 1857 loco works shed (equivalent to £705,000 in 2019), and £7,300 for the 1875 running shed (equivalent to £835,000 in 2019) – [Bank of England inflation calculator].

It can therefore reasonably be argued that these building are the direct antecedents of modern-day simple profile metal clad portal frame industrial sheds. Building the proposed Running Shed using a portal frame based structural system with profile metal cladding would be the most ‘honest’ expression of a 21stC equivalent to the original 19th C building.

The potential concern with this approach is of course whether the use of profile metal cladding has the principle building material would be sympathetic to, or detrimental to, the Listed Building – in particular the limitations of 19th C building technology meant that the building materials used (brick and slate – often with embellishments such as brick corbelling details) creates a richness of colour and texture that is absent from basic modern profile metal clad industrial sheds. This concern can be alleviated by the fact that there is already a substantial modern profile metal clad shed located in very close proximity to the Listed Building (the 1988 carriage shed on the north side of Baron Street). This building clearly has a sympathetic visual relationship with the Listed Building because:

- Both buildings have a similar simple robust overall building form in terms scale, height, and roof forms.
- The main (brown) cladding colour used on the 1988 building is within a similar colour range with the heavily weather brickwork of the 1857 building.

This would also be the case for the proposed Running Shed where siting, scale, height and massing have been directly driven by features on the surviving 1857 building directly related to the original 1875 Engine Shed.

IMPACT ON SIGNIFICANCE:

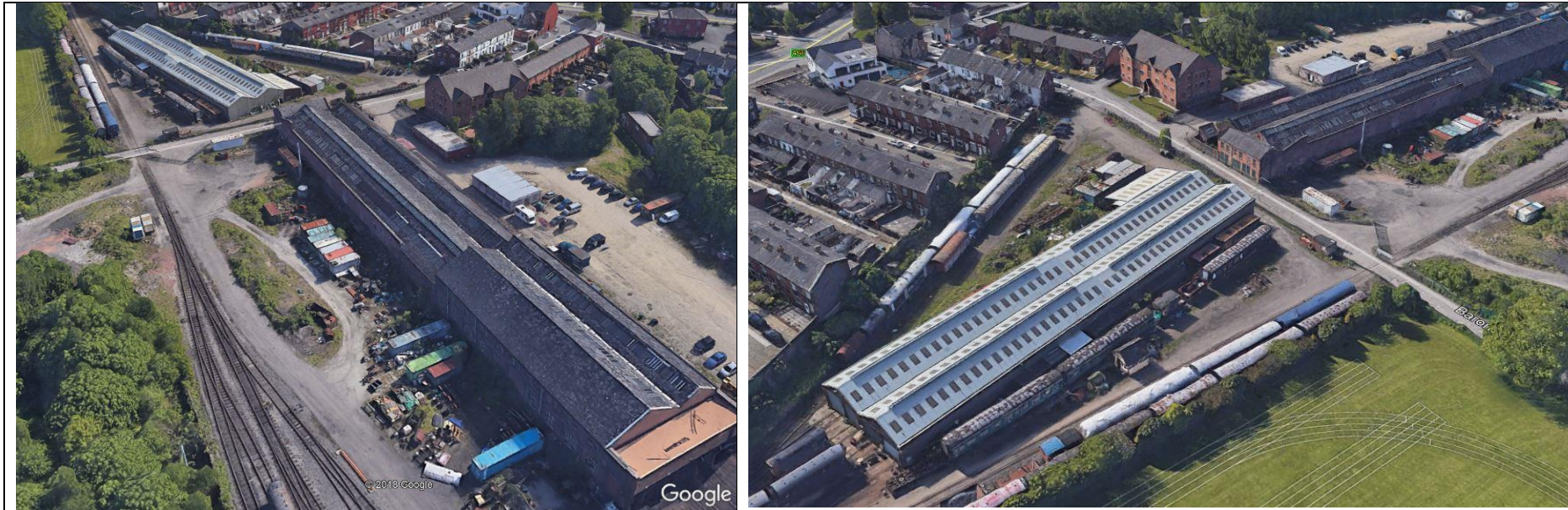
The siting of a substantial new building on to the side of the 1857 locomotive works/carriage shed building will clearly have a significant impact on the setting and significance of the Listed Building and these will be a mix of positive and negative impacts.

The negative impacts are minor and evidential in nature with respect to the loss or obscuring of the limited evidence that currently exists within the building fabric of the Listed Building of the presence of the demolished original 1875 Engine Shed. These are:

- The section of external wall on the west elevation with blind niches that originally separated the 1875 Engine Shed from the 1857 building will no longer be visible externally – though it will still be visible internally for people working in the Heavy Maintenance Workshop area of the proposed Running Shed.
- The indication of the roof line to the 1875 Engine Shed indicated by a change in the weathering to the brickwork at the Baron Street end of the west elevation of the Listed Building will be obscured by the proposed Running Shed building – though it should be noted that this weathering has been used to establish the roof pitch and alignment of the roof form for the proposed Running Shed building.
- The general indicator of the overall footprint of the demolished 1875 Engine Shed that can be made out through the depression in the ground adjacent to the west side of the Listed Building resulting from the grubbing up of inspection pits will be lost as a result of constructing the proposed Running Shed directly over the footprint of the demolished 1875 Engine Shed.

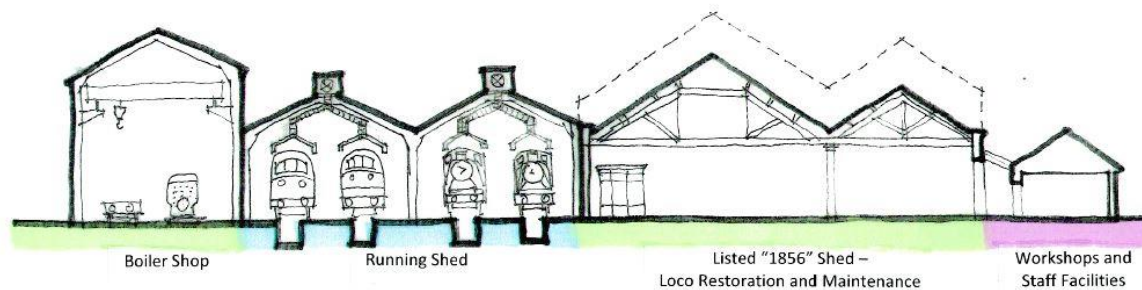
These minor impacts are outweighed by the significant enhancement to historic, and especially communal and aesthetic values that will accrue from constructing the proposed Running Shed building on the footprint of the original 1875 Engine Shed, and where the design approach adopted is a highly contextual one that has made use of all the evidence available both within the building fabric of the existing building and through the historic photo record as the starting point for the design process. These enhancements are:

- Placing the proposed Running Shed on the footprint of the original 1875 Engine Shed will enable users, and visitors, to gain a much deeper and profound appreciation of the overall built form of the Buckley Wells locomotive depot, and of how it operated throughout and functioned throughout most of the C19 and C20 than would otherwise be the case if the area remained as a cleared site.
- The facilities to be provided by the proposed Running Shed building are vital for growing the heritage engineering capacity of the ELR Heritage Railway and for equipping future generations of staff and volunteers with the vital heritage engineering skills needed to sustain the operation of the heritage railway in to the future.
- The facilities to be provided by the proposed Running Shed building are vital for the business growth and increasing passenger capacity of the ELR heritage railway as a premier visitor attraction within the North West to a level that will enable the ELR Co to finance the ongoing maintenance of the historic 1857 locomotive works/carriage shed build on a long term sustainable basis. Thus, ensuring the unique heritage significance of Buckley Wells of being the oldest surviving operational loco depot in Europe being continued into the future.



Aerial views of the relationship between the Listed 1857 historic locomotive works, site of the demolished 1875 engine shed/proposed, and the 'modern' carriage and waggon shed constructed in the late 1980s. This demonstrates that a building with profile metal cladding can sit harmoniously with the brick built historic building – the key factor is the authenticity of the built form of the newer building as a railway building.

Sectional studies illustrating the design development of the proposed Running Shed & Heavy Maintenance Workshop:



Early scheme sectional study exploring potential relationships between the historic 1857 locomotive works/carriage shed building and the proposed running shed/heavy maintenance workshop. Incorporating

an internal overhead “heavy lift” gantry crane lead to concerns over the appropriateness of the scale and massing of the proposed building in relationship with the scale and massing of the Listed Building.



Intermediate sectional study relocating the “heavy lift” capability to a fixed external gantry crane allows the scale and massing of the proposed running shed/heavy maintenance workshop to sit appropriately with the scale and massing of the Listed Building.



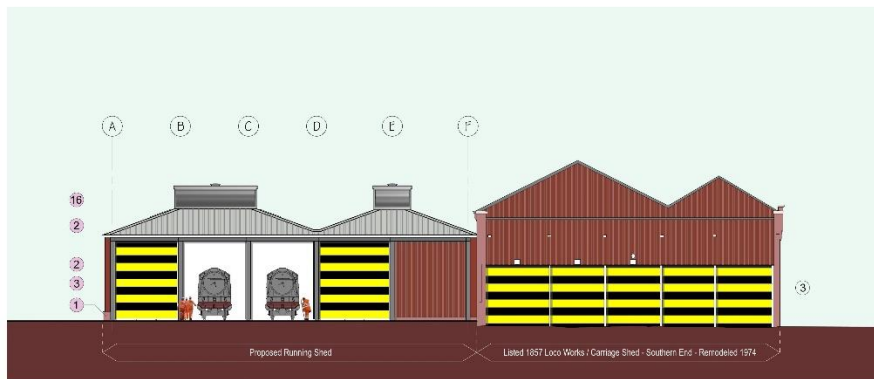
Final sectional study provides for a 3-road running shed layout that facilitates; a more efficient internal working environment, provides for the

proposed access route for low-loader/HGV access, and places the heavy maintenance workshop in the most efficient location for the interrelationship of the engineering activities with that in the Listed Building.

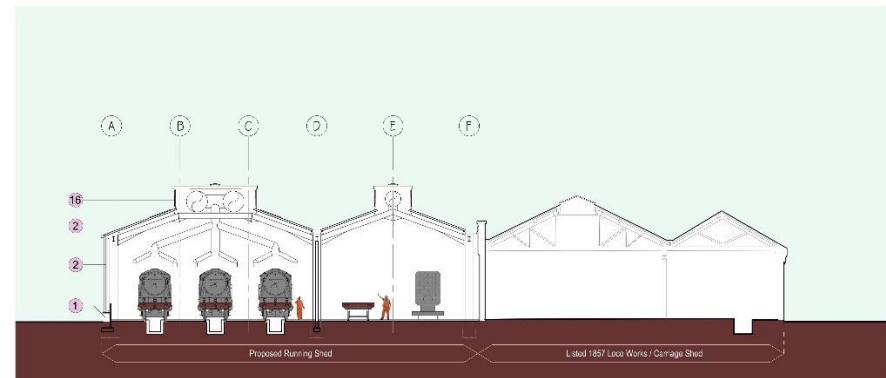
Finalized elevations and section for the proposed Running Shed & Heavy Maintenance Workshop:



Proposed North West Elevation
Scale 1:200



Proposed South West Elevation
Scale 1:200



Proposed Section B-B
Scale 1:200



Visualisation of the southern (working) end of the proposed Running Shed & Heavy Maintenance Workshop illustrating its relationship to the historic 1857 Locomotive Works/Carriage Shed building.

Sketch illustrates how this addition to the Listed Building mirrors that of the demolished 1875 Engine Shed and re-establishes the historic overall scale and form of the Buckley Wells building has an operational locomotive depot.

6.5 Proposed Admin & Training Block

GIA of existing 1862 Office Block – 178m², GIA of proposed extensions – 626m².

Building Purpose and Layout:

At present the main site administrative office space, staff/volunteer mess and welfare facilities, and meeting rooms are provided by the two temporary buildings located on the east side of the 1857 shed. These temporary buildings are unsightly, inadequate for the current and future level of activity planned for the site and are becoming in an increasingly dilapidated condition. They are however ideally sited for managing and controlling access into and out of what is an operational loco works/heavy engineering site.

The proposal is to replace and expand the facilities currently housed in the temporary buildings through adapting and extending the 1862 brick-built office block that sits on the Baron Street end of the 1857 shed. The intention is to provide the range of ancillary training and administrative facilities needed to help transform the site into a premier centre of excellence for locomotive engineering in a manner that is fully integrated with the maintenance and engineering activities housed in the historic 1857 loco works/carriage shed and in the proposed Running Shed/Heavy Maintenance Workshop.

1862 Office Block – The office block is currently used for stores on both ground and first floor, and interior of the office block has been considerably altered over time (i.e. floor replaced, staircase position altered, ceilings removed, chimney flues removed) – [see Condition Report]. The proposal is to reconfigure and refurbish the interior of the office block; the ground floor will be opened up to provide an open plan office space with individual offices for department heads, the first floor will be adapted to provide meeting rooms/training rooms.

Extension on the east side of the 1862 Office Block – The proposal is to demolish the small courtyard and toilet outhouse that sits on the north east corner of the Listed Building and to construct an extension to the office block in the space left by the demolition. The ground floor of the extension will provide a reception area that will act as the main control point for managing access; into the 1857 shed and Running Shed/Heavy Maintenance Workshop, and into the site overall. The first floor of the extension will contribute to providing the meeting room/training room facilities.

Extension on the west side of the 1862 Office Block – The proposal is to construct a further extension on the west side of the office block that will extend the full width of the proposed Running Shed/Heavy Maintenance Workshop. The ground floor of the proposed extension will provide the space for the welfare facilities (changing rooms, shows, toilets) described in 6.4. The first floor of the extension will provide a large mess room serving the entire building complex.

Inclusive access – the proposed eastern extension to the existing 1862 office block will form the main personnel entrance and reception for the building complex and will have level access with the landform at site entrance adjacent to Baron Street. However, the existing 1862 office block as (steep concrete) stepped access into the main area of the 1857 shed. It is therefore proposed to replace this stepped access with a new ramped access to improve accessibility between the expanded office/admin/training block and the main area of the 1857 shed.

Access to the first-floor level of the office/admin/training block from the reception area in the eastern extension is via stairs. These have been designed to incorporate a platform stair lift to facilitate inclusive access to the upper floor.

Building Appearance and Materials:

A key factor for determining appropriate elevational treatments for the extensions to the 1862 office block is the fact that the main façade forms the boundary with Baron Street and is therefore extremely vulnerable to vandalism, other potential security risks and damage from the range of HGV movements associated with servicing the site. A robust design approach using robust materials, and minimising openings as much as possible, is therefore required to mitigate against these risks.

The 1862 office block also as a more domestic scale relative to the clearly industrial character of the rest of the Listed Building and this also needs to be taken into account in determining appropriate treatments for the extensions to the office block.

In order to respond to these factors (as with the proposed Running Shed) the design approach is to provide a contemporary re-interpretation of the historic building form with a scale and massing, and use of materials that clearly relate to the original office block, but are also visually distinct from it. This will ensure clear legibility between the old and new. In order to achieve this the design approach consists of:

- The building line of the main (Baron Street) façade, and the ridge line, to the extensions are stepped back slightly from the original office block in order to draw a clear visual distinction between original and new construction.
- At ground floor the main façade is plain brickwork without window openings. This is to help ensure that the building contributes to providing a robust and secure boundary to the vulnerable Baron Street site boundary.
- The first floor of the main facade is treated as an extension of the proposed roof treatment and consists of a zinc (or similar metal) standing seam cladding system. This helps to draw clear visual distinction between the original office block and the new extensions.
- The change in material at first floor level also draws reference to the historic form of the demolished 1875 Engine Shed. This had a very low eaves line to Baron Street where stores, welfare and other support facilities backed on to it, and the change from brickwork to roofing material (zinc cladding) conceptually and visually acknowledges this original eaves line.
- The colour and tonal qualities of the proposed brickwork and zinc cladding will visually relate to the brick and slate of the original office block without directly copying it.
- The gable ends sit behind the existing security fencing and are therefore much less vulnerable. This allows a bold design approach to be adopted to reinforce the contemporary character of the proposed extensions. It is proposed to form a fully glazed façade to east gable to highlight this has the main entrance/reception, and to provide a fully glazed façade to the west gable in order to add natural light in to the proposed mess room area.

IMPACT ON SIGNIFICANCE:

The existing office block is afforded little significance by the Listing “*Attached office block, toilets etc at the north end of the carriage shed are not of special interest*”. This is an incorrect assessment; this element of the building dates from 1862 placing it between the two main construction phases for the

locomotive works/carriage shed building and was constructed to fulfil a need for onsite administrative accommodation as the use of the site expanded. It is therefore an important surviving building element that helps tell the story of the development of the site as a locomotive depot.

There is however evidence that the office block has suffered fire damage in the past, and that consequently (unlike the rest of the Listed Building) has been subjected to significant alterations (both before and after Listing) that have unfortunately undermined the historic integrity of this part of the building fabric – [See Condition Report]. These include:

- Wholesale removal and replacement of the original first floor structure including relocation of the staircase – this replacement floor is structurally unsound and requires strengthening or replacing.
- Removal of internal wall partitions at ground and first floor level and formation of poorly constructed doorway openings in the surviving internal wall partitions.
- Remove of chimney breasts south to west walls.
- Loss of ceiling finishes.
- Original sash window frames replaced with top hung mock sash windows.

The proposals to form the new admin and training block involves further alteration to the building fabric of the office block, and clearly these will have an impact on significance. These include:

- Construction of substantial extensions at both ends of the office block – these will cover and obscure the existing gable ends of the office block.
- Demolition of the small external yard and disused toilet outhouse located at the north east corner of the Listed Building. These are of later construction, dating from the late 1880's or early 1890's, and are the remnant of a row outbuildings backing onto Baron Street that included a smithy and stores demolished in the 1960's. As a result of the demolitions the north east corner (main site entrance) is visually dominated at the present time by a large expanse of modern engineering brick (which can be considered detrimental the historic character of the building).
- The enlargement of 1No. first floor window opening in both the east and west elevations, resulting in a minor loss of original brickwork, in order to create door openings linking the proposed accommodation within the office block with the proposed extensions.

Removing these elements of the historic building fabric can be seen as having some negative impact on significance, but these impacts are minor, and are more than offset by the positive impacts resulting from the construction of the extensions to the office block. These positive impacts include:

- Providing the essential training, administrative and welfare accommodation needed for the Listed Building (and overall site) to be developed as a learning centre for heritage engineering skills – and facilitating the removal of the unsightly temporary buildings adjacent to the east side of the Listed Building.
- Re-establishing the historic building line to Baron Street – the original 1875 Engine Shed had ground level accommodation backing on to Baron Street comprising stores, welfare facilities and office.
- Creating a clearly expressed, legible and visually prominent new main entrance into the Listed Building through the glazed treatment of east gable of the admin/training block.



Proposed North East Elevation
Scale 1:200



Baron Street elevation and sketch visualisation of the proposed Admin/Training Block – illustrating the relationship between the original 1862 office block and the proposed extensions.

The extended standing seam roofing treatment to the extensions draws reference to the low eaves height of the original 1875 Engine Shed on to Baron Street.

6.6 Proposed Diner/Carriage Shed & Carriage Restoration Workshop

GIA of proposed Diner/Carriage Shed & Carriage Restoration Workshop building – 6065m².

Building Purpose and Layout:

The ELLR Co's operational fleet of historic BR Mk.1 passenger carriages is the ELR heritage railway's most important asset. Riding the carriages is at the core of the paid visitor experience, so ensuring that the fleet of carriages is presented to the public in the highest possible condition is vital for the long-term sustainable development of the heritage railway.

With the exception of the Red Rose Pullman Diner set, which is housed in the existing shed to the north of Baron Street, the fleet of operational carriages is stabled on sidings in the open air vulnerable to the weather and to repeated and costly vandalism attacks. Over the short-term vandalism attacks put carriages out of immediate use impacting negatively on the ELLR Co's ability to maintain their timetable of services. Over the long term fully restored carriages have an operational life of 5yrs between major overalls if stabled in the open air, but this increases to 10yrs if stabled under cover. There is therefore a pressing need for a purpose built facility to stable the operation fleet of carriages in a secure and weather proof environment, and a clear need to enhance its carriage maintenance and restoration facilities (for which there is currently a limited capacity within the existing shed north of Baron street).

The site constraints and the constraints of track layout results in the proposed building being sited to the south and west of the historic 1857 loco works/carriage shed building. This results in the northern end of the proposed Diner/Carriage being sited some 95m from the southern end of the Listed Building.

An additional advantage of providing the proposed Diner/Carriage Shed and Carriage Restoration Workshop is that it frees up the existing shed north of Baron Street to become a stabling and maintenance shed for the ELR's nationally important fleet of historic Diesel Multiple Units (DMUs).

Diner/Carriage Shed – the purpose of the Diner/Carriage Shed is to provide the main facility of stabling, inspecting, routine servicing and preparing the fleet of operational passenger carriages for regular daily operation. The footprint of the Diner/Carriage Shed is determined by the ELLR Co's requirement for a five-road shed capable of housing fully assembled sets of six carriages ready for service. One road will be dedicated solely for the Red Rose Diner Pullman Carriages and has raised access platforms on both sides of the road. The other roads are for stabling up to four sets of general passenger carriages with one road accommodating a raised access platform and one road accommodating a continuous inspection pit.

Carriage Restoration Workshop – the purpose of the Carriage Restoration Workshop is to provide a bespoke high-quality facility for undertaking major carriage overalls, repairs and rebuilds in a controlled environment. The footprint of the Carriage Restoration Workshop is designed around the ELLR Co's requirement for a two-road facility capable of housing six carriage restoration working bays. One road is a dedicated paint preparation and finishing road with a sealed shot blast booth and paint shop booth. The other road is the main carriages rebuild and repair road with one bay accommodating an inspection/access pit, one with 10 tonne jacking points for lifting carriage bodies off their chassis, and one with raised working platforms.

Support Facilities – the overall footprint of the Diner/Carriage Shed and Carriage Restoration Workshop also accommodates a range of key support facilities. The main support facilities are located between the main Carriage Shed and the Carriage Restoration Workshop, and consists of shared welfare and mess facilities, Carriage Shed stores, and specialist workshops and stores for the Carriage Restoration Workshop. A second area of support facilities is also provided, principally to provide kitchen accommodation to serve the Red Rose Diner carriages.

Externally the proposed building includes concrete hardstanding working aprons and these include interceptor tanks to each of the roads to facilitate disposal of toilet waste from the carriage sets.

Inclusive access – for obvious operational reasons the floor slab of the proposed Carriage Shed/Carriage Restoration Workshop is level with the adjacent landform. The principle personnel entrance is within the south elevation (one of the operational ends of the building) and as such has level access. The catering block on the eastern side of the building has an elevated floor deck to facilitate convenient servicing and preparation for the Red Rose Pullman Diner set, as a consequence it is provided with ramped access.

The main staff welfare facilities located between the Carriage Shed and the Carriage Restoration Workshop. These include a fully accessible toilet shower and changing facility. The catering block has its own accessible toilet facilities.

Building Appearance and Materials:

By virtue of its use the proposed building is very large, and consequently in order for its construction to be financially viable for the ELLR Co (which is a not-for-profit charitable organisation) it needs to be designed around using the most economically advantageous methods of construction (this includes exploring how best to make use of the ELLR's volunteer workforce in the construction of the building). In this context the most appropriate design approach is to design the building as a basic portal frame, profile metal clad industrial shed.

In 6.4 the case is made for why this approach is appropriate within the context of the setting of the Listed Building with respect to the proposed Running Shed/Heavy Maintenance Workshop. The case is even stronger when applied to the proposed Diner/Carriage Shed and Carriage Restoration Workshop building which is set deep within the site and a considerable distance [95m] from the south end of the Listed Building and some 230m from the Baron Street BOAT public right of way (which provides the only views into the site accessible to the public).

The proposed articulation of the cladding is an expression of the function of the building. In particular the Diner/Carriage Shed requires a high level of passive ventilation to facilitate the efficient natural drying of carriages stabled in the shed in wet condition. This need for ventilation has been clearly expressed through the incorporation of a continuous ventilation louver detail at eaves level. A number of other elements have also been included to add some richness to what are essentially visually simple building façades. These include a brick plinth to establish a robust visual connection to the ground, and substantial trim panels used to frame the main openings in the gable ends and to frame each of the building's façades.

The key issue for the appropriateness of the overall scale and massing of the proposed building is the impact of the span of the proposed portal frames on the articulation of the gable ends and roof form. A number of options have been considered:

1. **Short span portals** – the use of short span portals would create a series of ridges and valleys across the width of the building and would result in an overall scale and massing very similar to that of the 1857 loco works/carriage shed. It would however be a very structural inefficient solution with multiple rows of internal columns adding significantly to the overall cost of the build. Multiple rows of internal columns would also have a major detrimental impact on operational efficiency of the working space provided by the building. For these reasons this approach was discounted in favour of -
2. **Large span portals** – the use of large span portals creates a much simpler efficient and cost-effective built form creating clear and operationally efficient working spaces within the building. The layout of the building lends itself to the use of two large span portals (one spanning the Diner/Carriage Shed and one spanning the Carriage Restoration Workshop) creating a roof form comprising two ridges and one valley – i.e. the same roof form as the Listed Building but at a larger scale.

The use of large span portals can also be seen to be a much more honest expression of a modern equivalence to the structural form of the original railway buildings on the site – both the surviving 1857 loco works/carriage shed building and the demolished 1875 engine shed. Specifically, the earliest 1855-57 constructed part of the Listed Building is a single bay (three road) clear wide span shed, and the engine shed formed from two and a half clear wide span bays, with both buildings making use of queen bolt trusses in order to create the widest clear span structures economically available in the mid 19thC in order to create operationally efficient buildings.

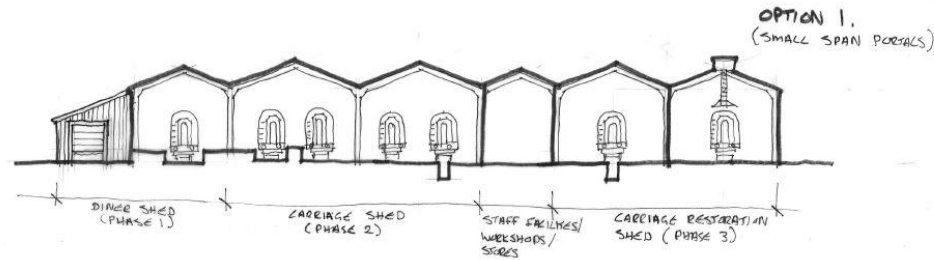
The use of large span portals (with a simple profile metal cladding system) therefore best matches the design intent of the original railway buildings on the design and is the preferred design approach.

IMPACT ON SIGNIFICANCE:

Locating a large new building on part of the site that has historically (and at present) been an area of open railway sidings, and where buildings have not previously stood, will have impact on the setting of the Listed Building. These impacts are not detrimental, and can in fact be considered positive impacts for the following reasons:

- The northern end of the proposed carriage shed building is set a considerable distance [95m] from the southern end of the Listed Building – the proposed building therefore does not impact on views towards the historic 1857 locomotive works/carriage shed building either from within the site or from public views via Baron Street.
- The form, scale and massing of proposed carriage shed building is clearly railway in character and is therefore complimentary to the form, scale and massing of the Listed Building in the context of an operational locomotive works depot.
- The footprint of the proposed carriage shed building presents a narrower massing to its northern end than to the southern end helping to keep the building in scale with the massing of the Listed Building.
- Historically, the 1857 locomotive works/carriage shed building did not stand in isolation but formed part of a larger complex of buildings that collectively formed an operational locomotive works. The construction of the proposed carriage shed building will re-establish the concept of the Listed Building forming part of a larger complex of buildings needed to make up an operational locomotive depot.

Sectional studies illustrating the design development of the proposed Diner/Carriage Shed & Carriage Restoration Workshop:

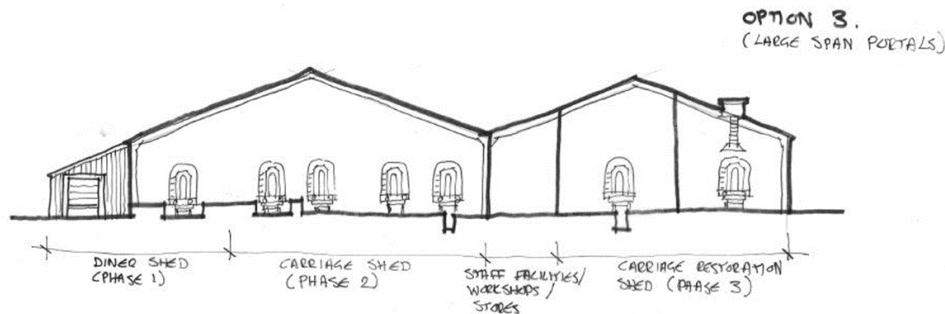
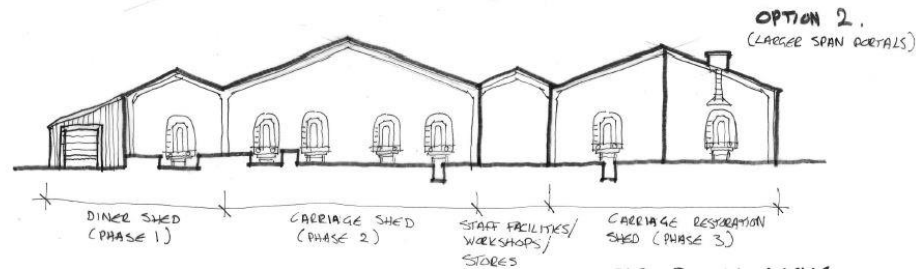


Early sectional studies exploring short span portal options.

These options looked to facilitate a phased or incremental approach to construction.

But the presence of internal columns impacts negatively on operational efficiency.

They are would also be structurally inefficient design solutions, this would go against the ethos of historic railway design approaches.

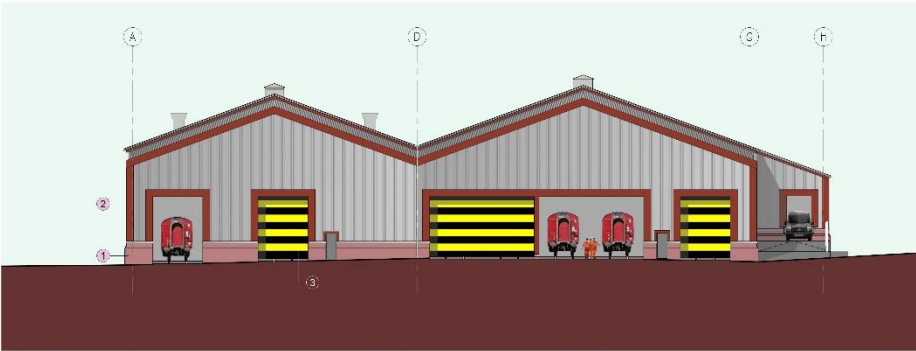


Final scheme sectional study with large span portal frames. This produces the most efficient internal layout and most effective construction solution. It is also the approach most in keeping with the design ethos of the historic 1855/57 locomotive work/carriage shed building which was also design on the principle of creating large clear span structures.

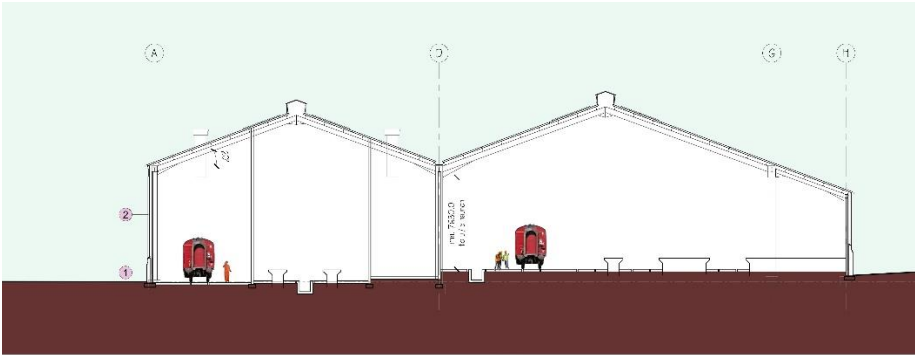
Finalized elevations and section for the proposed Diner/Carriage Shed & Carriage Restoration Workshop:



Proposed South East Elevation
Scale 1:200



Proposed South West Elevation
Scale 1:200



Proposed Section A-A
Scale 1:200



Visualisation of the northern end of the proposed Diner/Carriage Shed & Carriage Restoration Workshop (facing towards the historic 1857 Locomotive Works/Carriage Shed building).

Sketch illustrates the set-back of the Carriage Restoration Workshop in order to reduce the overall visual massing of the building as seen from the Listed Building.

6.7 Low Carbon Energy and Environmental Sustainability

Due to the nature of the operations carried out at Buckley Wells the ELR have high levels electrical power and water consumption – i.e. powering a wide array of major machine tools, watering steam locos and cleaning down locos and carriages etc... , and this will increase significantly once the site has been fully developed.

The ELLR Co are very keen to explore ‘green’ initiatives to be used throughout the site. In addition, there is an economic imperative to mitigate its increased ongoing cost exposure for utilities through building in low carbon energy and sustainable drainage measures into its proposals. Specifically, the ELLR Co requested that the following ‘green’ measures to be built into the scheme proposals:

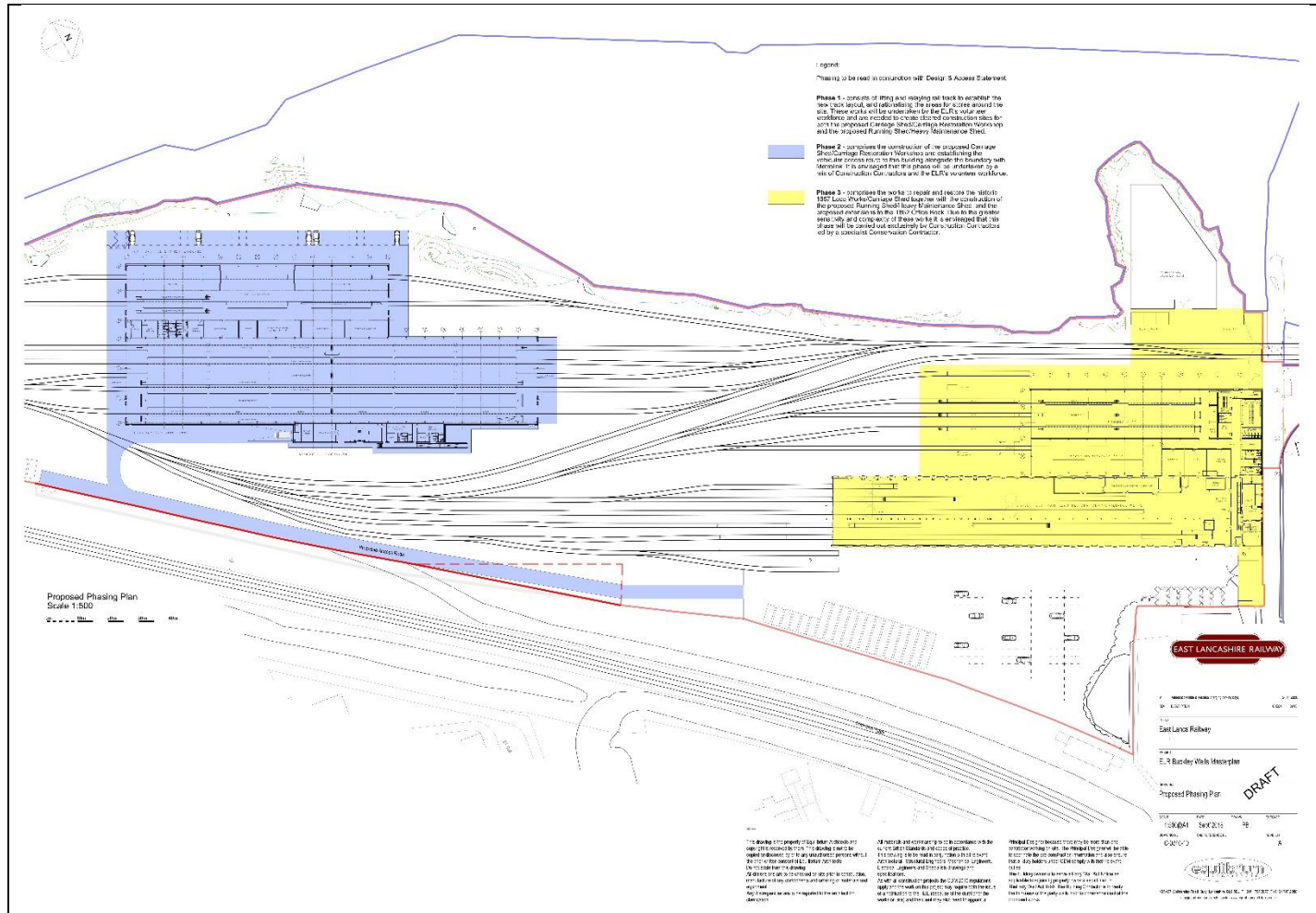
- Exploit the large surface area of the roof forms of the proposed Carriage Shed/Carriage Restoration Workshop and the Running Shed/Heavy Maintenance Workshop through the installation of solar panel arrays.
- Install a grey water drainage system to collect and attenuate rainwater runoff from both the new the buildings and the historic loco works/carriage shed building to be recycled for both washing down locos/carriages and watering steam loco.

6.8 Phasing of Development

The overall scale of the proposed development of the Buckley Wells poses complex challenges for the project's delivery, with different funding models for the various aspects of the project (including making use of ELR volunteer labour and expertise where possible) and is likely to take many years to implement. At the same time, it is essential to develop a delivery programme that minimises disruption to the continuity of the use of the site as the operational centre for the ELR heritage railway.

In order to address these objectives it is envisaged that the delivery of the scheme will for in to three distinct phases:

- **Phase 1** – consists of lifting and relaying rail track to establish the new track layout, and rationalising the areas for stores around the site. These works will be undertaken by the ELR's volunteer workforce and are needed to create cleared construction sites for both the proposed Carriage Shed/Carriage Restoration Workshop and the proposed Running Shed/Heavy Maintenance Shed.
- **Phase 2** – comprises the construction of the proposed Carriage Shed/Carriage Restoration Workshop and establishing the vehicular access route to this building alongside the boundary with Metrolink. It is envisaged that this phase will be undertaken by a mix of Construction Contractors and the ELR's volunteer workforce.
- **Phase 3** – comprises the works to repair and restore the historic 1857 Loco Works/Carriage Shed together with the construction of the proposed Running Shed/Heavy Maintenance Shed, and the proposed extensions to the 1862 Office Bock. Due to the greater sensitivity and complexity of these works it is envisaged that this phase will be carried out exclusively by Construction Contractors led by a specialist Conservation Contractor.



Phasing Plan

7. Summary & Conclusions

Buckley Wells is a rare and unique piece of railway the UK's heritage having been an operational locomotive works whose history of continuous use stretches back to 1846, and is now the engineering, maintenance and operational centre for the ELR heritage railway. The Grade II Listed 1857 Locomotive Works/Carriage Shed building at the heart of the site is now deteriorating badly and the ELLR Co's need for locomotive engineering and stabling accommodation is now exceeding the capacity of the building to provide it.

Paragraphs 189 and 190 of the NPPF require that significance is properly described by applicants and assessed by LPA's when making decisions on development affecting heritage assets. The recent Historic England publication "Statements of Heritage Significance: Analysing Significance of Heritage Assets, Historic England Advice Note 12" (October 2019) provides advice on how provide this assessment. It suggests a 5-stage approach:

1. Understand the form, materials and history of the affected heritage asset(s), and/or the nature and extent of archaeological deposits
2. Understand the significance of the asset(s)
3. Understand the impact of the proposal on that significance
4. Avoid, minimise and mitigate negative impact, in a way that meets the objectives of the NPPF
5. Look for opportunities to better reveal or enhance significance

Chapters 4 and 5 of this Statement provide a detailed analysis of the history and development of the site and of the Listed Building (the reference sources that underpin this analysis is set out in Appendix A.) and a detailed appraisal of the heritage significance of the site and of the Listed Building. Furthermore the understanding of the form and materials of the Listed Building (and its current condition) has been informed by the detailed and forensic survey of the building's fabric and structure contained within the Condition Survey submitted as part of the application submission.

This Statement therefore presents a comprehensive understanding of the form, materials and history of the heritage asset and thorough understanding of the significance of the asset.

Chapter 6 of this Statement provides a detailed appraisal of the design rationale for each of the elements that make up the development proposals for the Buckley Wells rail depot and loco works and clearly sets out the impact each of these proposals will have on the significance of the Listed 1857 Locomotive Works/Carriage Shed as the designated heritage asset on the site.

Furthermore, it is clearly demonstrated that these impacts are overwhelmingly positive, chief amongst these impacts are:

- The comprehensive repair and restoration of the fabric and structure of the Listed Building (which is currently in a significant state of dilapidation) ensuring that it will remain a viable building structure over the long term.
- The provision of appropriate new structures to provide greatly improved engineering, stabling and training facilities ensuring that the original and historic use of the site and Listed Building will remain the most appropriate and economically viable use over the long term.
- The provision of the proposed new structures will reveal a greater understanding of significance by creating an enhanced setting for the Listed Building by illustrating that the building formed part of a wider complex of buildings that made up a busy operational locomotive works and rail depot during the height of the site's use during the mid C19 to mid C20.

These positive impacts far outweigh the negative impacts which are few and minor in nature, and comprise in total of:

- Obscuring part of the external façade to the 1857 building by the proposed Running Shed/Heavy Maintenance Workshop (but at the precise location where the façade was historically obscured by the demolished 1875 Engine Shed).
- Obscuring the gable facades to the 1862 Office Block by the extensions needed to create the enhanced training facilities, and the opening up of an existing first floor window opening in each gable façade to facilitate internal circulation within the extended facility.
- The demolition of the small outhouse and enclosed courtyard at the northeast corner of the building to facilitate the extension of the 1862 office block (in any event the elements proposed to be demolished are much altered remnants of previously demolished buildings).

In mitigation of these minor negative impacts it should be noted that the detailed and comprehensive photographic and survey drawings that form part of the Condition Survey provide a detailed record of the current appearance of those few elements of the Listed Building that will be obscured or altered by the proposals.

The proposals brought forward by this application are therefore a considered and appropriate response to the significance of the heritage asset and fully accord with the national planning policies of the NPPF and local saved policies of the adopted Bury UDP, and will promote the conservation of the heritage asset, and will significantly enhance the unique significance of the heritage asset by ensuring the Listed Building and the site will continue to be used as an operational locomotive works on a long term sustainable basis.

These innovative and sympathetic proposals will allow the ELR heritage railway to further grow and develop as the Borough's premier visitor attraction by greatly enhancing and sustaining the ELR's locomotive heritage skills and engineering capability, improving the railway's capacity to maintain and operate an improved fleet of historic locomotives and passenger carriages, and improving the ELR's capacity to train and develop new generations of the specialist engineers needed to operate a heritage railway in the future.

The comprehensive proposals set out will also provide a firm foundation to present the plans to various funding bodies for external funding contributions and to mount a more general funding raising campaign to deliver to full site masterplan.

Appendices

Appendix A. – Reference Sources

Historic Research Source Material – The research that underpins the analysis of the historical development of the Buckley Wells rail depot and locomotive works was first undertaken by members of the East Lancashire Railway Preservation Society to support the preparation of a Conservation Statement prepared by Brock Carmichael Architects in 2010 for an [aborted] HLF Round 1 grant bid submission. Original information sources used included the archives of:

- The Lancashire & Yorkshire Railway Society – which contains minutes of the Board of the [historic] East Lancashire Railway Company
- The Manchester Guardian
- Railway Magazine

These sources provided evidence for the letting of contracts, completion of construction and closure of buildings on the site during the C19, and of the engineering developments associated with the site during the C19 and early C20.

This original research has been re-assessed for inclusion in the Statement. Equilibrium Architects have been assisted in this by members of the ELLR Co. management team who have expert knowledge in railway history and the development of the ELR. These include:

- Director of Development
- Director of Operations
- Director for Permanent Way
- Chief Engineer (Locomotive, Carriage & Waggon)
- Buckley Wells site operations manager

Of particular note has been the testimony of the Director of Operations who in 1974 was the BR project manager who led the demolition team for the demolition of the southern end of the locomotive works/carriage shed building, and who was able to provide first hand account of the demolition of both the southern end and the shed and of the 1875 Engine Shed, and of how both buildings were being used prior to the demolitions.

This has been supplemented by further on-line research, principally Wikipedia, to help place the development of the Buckley Wells site within the context of the wider national development of the railways. This included Wikipedia entries for:

- The amalgamation and nationalisation of the railways
- The introduction of DMU and EMU fleets into BR mainline use

- Entries for nationally important locomotive works lost to redevelopment including Crewe, Doncaster and Horwich Loco Works
- Development of Metrolink

Historic Photos – the historic photos used in this statement have been sourced from the personal archives of members of the ELLR Co management team and from on-line image searches. Of particular note is a slide show on youtube <https://youtu.be/o8dtW0-vtQ4> “Edenfield to Bury Engine Shed” [deadletterbox24] which includes several images previously unknown to the ELLR Co management team.

Historic Maps and Plans – the on-line resource for historic OS maps for England and Wales provided by the National Library for Scotland <https://maps.nls.uk/os/6inch-england-and-wales/> was used to source the historic OS maps featured in this Statement. These have been supplemented by historic site and building plans sourced from the personal archives of members of the ELLR Co. management team.

Appendix B. – Planning History

In Historic England’s Advice Note 12 “Statements of Heritage Significance: Analysing Significance in Heritage Assets” it suggests that the inclusion of relevant planning history can be a useful addition to a heritage statement. Below is the [limited] planning history for the site:

Renewal of planning permission 49349 to carry out engineering fill operation prior to accommodati...

Locomotive Works, Baron Street, Bury, BL9 0TY

Ref. No: 53647 | Received: Fri 11 Feb 2011 | Validated: Fri 11 Feb 2011 | Approved with Conditions: 20 Apr 2011

ERECTION OF 2.4 METRE HIGH PALADIN SECURITY FENCING FROM THE METROLINK BOUNDARY ALONG THE LENGTH ...

LOCOMOTIVE WORKS, BARON STREET, BURY, BL9 0TY

Ref. No: 49958 | Received: Wed 07 May 2008 | Validated: Fri 01 Aug 2008 | Approved: 19 Sept 2008

CARRYING OUT OF AN ENGINEERED FILL OPERATION PRIOR TO ACCOMMODATING NEW RAIL TRACK INFRASTRUCTURE...

LOCOMOTIVE WORKS, BARON STREET, BURY, BL9 0TY

Ref. No: 49349 | Received: Tue 08 Jan 2008 | Validated: Tue 08 Jan 2008 | Approved with Conditions: 19 Mar 2008

ENGINEERED FILL OPERATIONS PRIOR TO ACCOMMODATING NEW RAIL TRACK INFRASTRUCTURE

BUCKLEY WELLS LOCO WORKS, BARON STREET, BURY, BL9 0TY

Ref. No: 48268 | Received: Wed 13 Jun 2007 | Validated: Wed 13 Jun 2007 | Approved with Conditions: 22 Aug 2007

WORKSHOP EXTENSION TO CARRIAGE AND WAGON SHED

CARRIAGE AND WAGON YARD, BARON STREET, BURY, BL9 0TY

Ref. No: 47480 | Received: Fri 12 Jan 2007 | Validated: Thu 25 Jan 2007 | Approved with Conditions: 28 Feb 2007

REMOVAL OF BOILER ASH DEPOSIT

LAND AT BUCKLEY WELLS LOCOMOTIVE DEPOT BARON STREET BURY

Ref. No: 97/33801 | Received: Mon 15 Dec 1997 | Validated: Mon 15 Dec 1997 | Approved with Conditions: 02 Jul 1998

SITING OF PREFABRICATED BUILDING FOR USE AS CANTEEN / CAFE

ADJACENT TO BUCKLEY WELLS LOCOMOTIVE WORKS BARON STREET BURY

Ref. No: 94/30054 | Received: Tue 05 Jul 1994 | Validated: Tue 05 Jul 1994 | Approved: 17 Nov 1994

ERECTION OF 2.4 METRE HIGHSECURITY FENCE

LAND AT BUCKLEY WELLS SIDINGS BARON STREET BURY

Ref. No: 91/25675 | Received: Thu 07 Mar 1991 | Validated: Thu 07 Mar 1991 | Approved: 04 Apr 1991

ENGINE / CARRIAGE SHED AND WHEEL LATHE BUILDING

LAND OFF BARON STREET BUCKLEY WELLS BURY

Ref. No: 86/18988 | Received: Mon 03 Nov 1986 | Validated: Mon 03 Nov 1986 | Approved: 11 Dec 1986

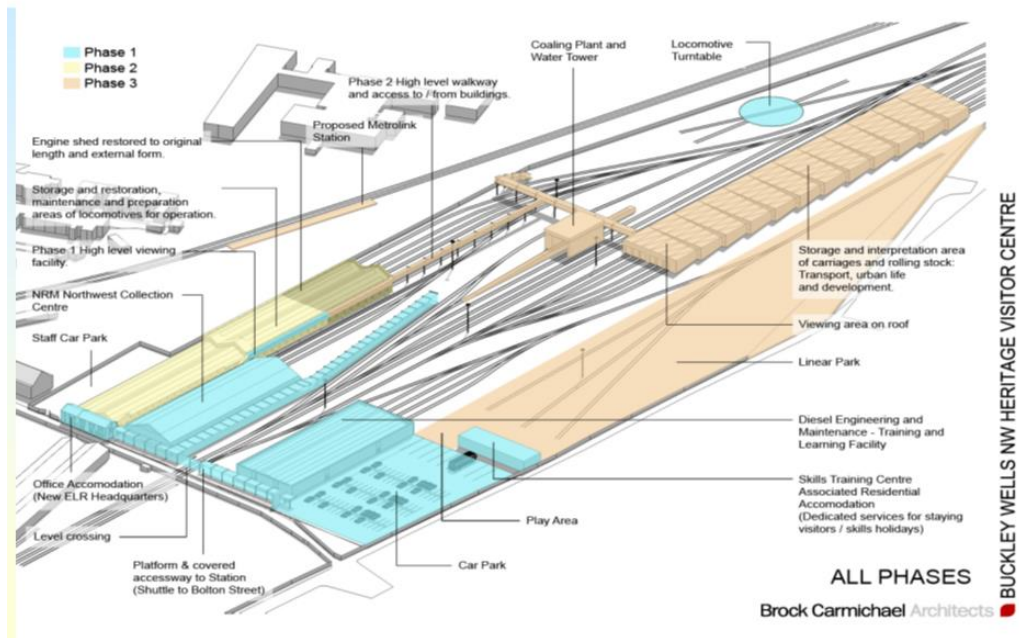
The most significant of these applications are the linked approvals 48268, 49349 & 53647 which provided consent for extensive landform remodelling to bring the levels of the heavily vegetated land to the west of the operational rail depot up to the level of the operational rail depot. The proposed landform remodelling was intended to be enabling works for a proposed redevelopment of the Buckley Wells Locomotive Works and Rail Depot on a much larger

scale than that currently proposed that would have seen the site operate as a visitor attraction alongside the engineering operations and would have comprised

- Additional rail lines and sidings on the made ground.
- Use of the Listed Building and a combined steam loco exhibition and engineering shed and with a substantial extension to the southern end of the building.
- A substantial new exhibition hall for the NRM roughly on the site of the demolished 1875 Running Shed.
- A new diesel loco exhibition and engineering shed and visitor car park on made ground immediately adjacent to Baron Street.
- A new carriage exhibition and stabling shed roughly on the site of the currently proposed Carriage Shed/Carriage Restoration Workshop.
- Elevated visitor walkways along the side of the Listed Building and across the site linking up with the carriage exhibition shed.

That project was jointly developed by the ELLR Co and Bury Council in partnership with the National Railway Museum but whilst a material start was made on the landform remodelling (the area of made ground allocated for the Permanent Way Compound in the current proposals) ultimately the project didn't make it planning submission due to early failure of the project withing the HLF grant bidding process in 2011 upon which it was wholly dependent.

ELR & NRM HRDC - All Phases



Masterplan for the aborted 2011 redevelopment proposals for the Buckley Wells site.

Appendix C. – Planning Policy Compliance Statement

The Local Planning Authority in its pre-application feedback response of 8th November 2019 [which was generally supportive, in-principle, of the proposals at that stage] identified the following policies as relevant to the determination of the applications for this scheme:

NPPF National Planning Policy Framework

EC1/2 Land Suitable for Business (B1)

EN1/2 Townscape and Built Design

EN2/3 Listed Buildings

EN6/4 Wildlife Links and Corridors

EN7 Pollution Control

EN7/1 Atmospheric Pollution

OL5/2 Development in River Valleys

HT2/4 Car Parking and New Development

HT3/4 Schemes to Assist Metrolink

HT4 New Development

HT6/2 Pedestrian/Vehicular Conflict

RT4/6 East Lancashire Railway

SPD11 Parking Standards in Bury

CL Contaminated Land

COAL Coal Referral Area

PATH Pathway

Area BY2 Bridge Road/Buckley Wells

General Principle:

The LPA in their pre-application feedback have identified the following policies as most relevant to determining the general principles of acceptability of the proposed scheme:

The NPPF Chapter 6 - Building a strong, competitive economy at para 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development.

Compliance – Chapter 2. Vision and Business Case of this document identifies the important role the ELR Heritage Railway plays in the tourist and visitor economy within the Borough and the wider North West Region. It explains why the proposed developments at the Buckley Wells Rail Depot are needed to secure and sustain the long-term growth of the railway as an important tourism asset.

Chapter 9 - Promoting sustainable development at para 110 states that applications for development should: (a) give priority first to pedestrian and cycle movement and second to facilitating high quality public transport (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport (c) create places that are safe, secure and attractive - which minimise the scope for conflicts between users (d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Compliance – the Transport Assessment [prepared by SCP] forming part of the submission identifies measures to be taken for encouraging site users (ELR staff, trainees, volunteers) to make use of sustainable forms of transport to access the site in the form of a travel plan, and within this context provides rationale for the level of car parking to be provided on site.

The Transport Assessment also sets out the proposed measures to facilitate access for, and mitigate conflict between, pedestrian and cycle movement, the needs of disabled people, the delivery of goods (which includes significant large HGV movements for the delivery of Loco's, fuel etc.) and access for service and emergency vehicles.

Bury UDP the proposal is designated as an 'Opportunity Site' for more than one type of use. Relevant policies include:

EC1/2 Land suitable for Business (B1) and Office Use. Includes proposal **EC1/2/8 Buckley Wells**. The supporting text of this policy, whilst it refers to a Park and Ride facility which will now not be taken forward, notes that employment continues to be an appropriate use on this site and that the retention of the former British Rail carriage shed will determine to a large extent the scope to develop the site. Access to the site will have to be provided to the satisfaction of the Local Planning Authority.

RT4/6 East Lancashire Railway - This states that the Council will encourage and support proposals for the further development and enhancement of facilities associated with the Railway. Includes proposal **RT4/6/5 Buckley Wells** which includes the same provisions as EC1/2/8.

Compliance – the scope of the proposals described throughout this document to develop the site’s capacity to be a centre of excellence for heritage engineering and support the sustainable expansion of the railway are wholly compatible with, and supported by the objectives of policies EC1/2, EC1/2/8, RT4/6 and RT4/6/5.

EN6/4 Wildlife Links and Corridors - The Council will seek to consolidate, and where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. New development should contribute to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.

Compliance – the proposed developments on the site are all sit within the existing operational railway land which is historic made ground of no ecological value. The areas of the overall site that have ecological and biodiversity value are; the low lying area to the west of the operational railway land (and adjacent to the school playing fields of Bury Grammar School and St Gabriel’s High School), and the self-seeded heavily planted boundary of the site with Metrolink. The developments have no detrimental impact on ecological value of these areas.

A detailed assessment of the ecological and biodiversity value of the site, and the minimal impact of the proposed scheme, is provided in the Habitat and Biodiversity Report [prepared by Blackfryers Consultants] submitted in support of this application.

OL5/2 Development in River Valleys - Within the River Valleys, new buildings or change of use of existing buildings or the change of use of land will not be permitted. The only exceptions considered acceptable will be those where the development would not lead to the division of the open parts of valleys into sections and it falls within the terms below. Five circumstances are then listed for sites that are not within the Green Belt, these include:

- that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance
- that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance

Compliance – the LPA in their pre-application feedback have identified that the Carriage Restoration Workshop of the proposed Carriage Shed/Carriage Restoration Workshop building together with associated car parking and external working areas falls within the River Valley policy area. The LPA have expressed the view that the River Valley would not be adversely affected in principle as it would not split the valley into sections and is required to support a scheme that would enable an upgrade to the infrastructure for a major tourist attraction in the Borough.

Also has stated above the proposed building will sit wholly on what is currently operational railway land, and its erection would be an extension and renewal of the historic (and continuous) industrial use of the site as a locomotive works and rail depot. The proposals there therefore fully consistent with the requirements and restrictions of policy OL5/2.

Heritage Principle:

The LPA in their pre-application feedback have identified the following policies as most relevant to determining the heritage principle of acceptability of the proposed scheme as it impacts on the Listed Building:

Section 66 of the Planning (Listed Building and Conservation areas) Act 1990 requires that in considering whether to grant planning permission for development which affects a listed building or setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

The NPPF advocates positive strategies for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other risks. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

Paragraph 189 states that in determining applications, LPA's should require an applicant to describe the significance of any heritage assets affected, including any contribution to their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 190 states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 191 states that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

In paragraph 192, LPA's should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraphs 193 and 194 states than when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of a Grade II listed building should be exceptional.

Paragraph 195 - Where a proposed development will lead to substantial harm to (or loss or significance of) a designated heritage asset, LPA's should refuse consent unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposals would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

UDP Policy EN2/3 - Listed Buildings states that the Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features. In considering applications, the Council will have regard to the following criteria:

- the impact of the proposal on the historic fabric of the building;
- the relationship of any extension to the Listed building in terms of its height, size, design and roofscape;
- the need to protect the setting of the Listed building;
- the impact of associated facilities and infrastructure works.

Compliance – this combined Heritage and Design and Access Statement provides a detail appraisal of the heritage value and significance of the Grade II Listed 1857 Locomotive Works/Carriage Shed building, and of the impact each element of the proposals will have on this significance. In brief the key impacts can be summarised as:

- will result in the comprehensive repair and restoration of Listed Building using appropriate construction conservation techniques
- which, combined with sensitively designed and sited new buildings will re-establish and re-interpret the scale of the site as a locomotive works and rail depot consistent with historic use of the site at its height between the late C19 and mid C20,
- which means that the proposals will ensure that the use of both the listed building and its site as an operational locomotive works and rail depot (a use dating back to 1846) will remain the most economically viable use for the Listed Building consistent with its conservation over the long term.

The proposals are therefore wholly consistent with the policy requirements of paragraphs 189 to 196 of the NPPF and EN2/3 of the Bury UDP contents of this Combined Heritage and Design and Access Statement providing sufficient information (in a clear and structured format) to allow the LPA to fulfil its requirements to make an informed assessment of the significance of the heritage asset and the impact of proposals on this significance when making their determination of this application.