



THE ARCHAEOLOGY CO.

The Engine Shed, Summerseat
Heritage Statement

July 2024

1. Introduction

1.1 This Heritage Statement has been prepared by Steven Price of The Archaeology Co. to accompany a planning application for a change of use from light industrial to restaurant, to include a mezzanine floor, at the Grade II Listed former railway goods shed, Rowlands Road, Summerseat, BL9 5QY. The shed was constructed over an existing loading platform in 1860, for the transfer of goods from rail to road. A heritage assessment which considers the impact of the proposal on this is required to accompany the planning application.

1.2 This statement has been prepared in accordance with the policies and procedures of the National Planning Policy Framework (NPPF), in addition to an examination, analysis and assessment of available historic records and cartographic sources and consultation with the Greater Manchester Historic Environment Record.

1.3 This statement includes:

- A description of the application site's location;
- A summary of the application site's archaeological and historical background;
- A summary of the heritage planning policy guidance context, and;
- An assessment of the relative archaeological potential of the application site and the impact of the development upon it

This statement is not intended to be a full or complete record of the site.

2. Site Location and Setting

2.1 The building lies on the east side of Rowlands Road, opposite Summerseat Railway Station on the East Lancashire Railway. The postal address is The Engine Shed, Rowlands Road, Summerseat, Bury, BL9 5QY and the NGR is SD 79434 14595. The building is Grade II Listed and lies within the Brooksbottoms Rowlands Conservation Area.

2.2 The building is Grade II Listed and described thus:

Former railway goods shed, 1847.

MATERIALS: coursed rubble sandstone with grey slate roof.

PLAN: a single storey 4 bay rectangular building with its main axis north-south, with an open interior. The eastern side is built into a steep embankment rising to eaves height at the rear. The railway tracks entered from a branch of the main line at the southern end of the shed on the west side, and continued beyond the northern end for a short distance. Horse drawn or later motor driven transport entered at the north end on the east side, the embankment making side access impossible.

EXTERIOR: the south gable end has a timber double door on the left side with rusticated stone quoins and a heavy timber lintel extending beyond the door with a pair of metal loops from which the wagon gage height bar was suspended. Centrally high in the gable is a window with semi-circular arched head formed of narrow stone voussoirs, and replacement 4 light frame, the arched top covered with plywood but retaining 4 small original panes. The west side has 4 windows similar to that on the south gable, evenly spaced. About half way along the side is a stone carved with the initials B F A (those of a local coal merchant). The north gable end has a similar opening to that on the south end, at the left side, with a concrete lintel. Under the lintel is a cast iron beam with an inscription MUSGRAVE SON & HEATON, BOLTON 1847 (the name of a local engineering firm). At the base of the door the original railway tracks can be seen emerging from the concrete floor. The window is similar to the rest but with all its original 16 lights surviving. To the left side is a round-headed double doored cart entrance.

INTERIOR: the interior has 3 exposed trusses of king-post construction with a metal strut replacing the king post and bolted through the tie-beam via a semi-circular iron cradle, and a central beam running longitudinally across the tie beams. The truss ends are supported on timber corbels with shallow stone buttresses below. There are traces of a possible former floor level at the height of the wall plate. The south-east quadrant of the floor is occupied by a raised platform approximately .8 metres high, of coursed rubble with a stone flag floor. The remainder of the floor is concrete, covering the railway tracks which run from south to north through the west side of the building. A post in the centre of the building, near the northern end of the platform and rising to the

central truss, forms the upright member of a pivoting hand cranked jib crane. The post and arm are of squared timber with an angled brace, and are operated by a manual cog and ratchet winding mechanism with a cable drum at the base running up to a large cast iron cable wheel at the top. The cable has a pulley system at the jib end wheel and the crane rotates through 360 degrees.

- 2.3 A further 28 HER entries lie with 1km of the site. The closest of these is Twist Bridge (HER No. 11208.1.0) an early 19th century twin-arch stone-built bridge over the river Irwell, which lies adjacent to the site to the west. To the south of the bridge is the site of Twist Mill (Her No. 11207.1.0), a cotton mill shown on the 1848 OS mapping. Lower Summerseat (HER No. 9304.1.0) lies to the west of the site and the tithe award for Elton shows seven industrial buildings along Railway Street. This area appears to have a long history, with two areas of ridge and furrow (HER No. 8831.1.0) found to the southeast of the area. To the north of the engine shed, along Rowlands Road, is the site of a Wesleyan Chapel (HER No. 10391.1.0). This was built in the 1840's by James Simpson and paid for by John Robinson Kay, but was demolished in 1977.
- 2.4 The building lies with the Brooksbottoms/Rowlands Conservation Area. The area derives its special character from several elements, including; development of the cotton industry from the late eighteenth or early nineteenth century and consisting of larger industrial buildings, rows of small terraces and structures associated with the railway; A number of buildings or monuments listed or of local architectural or historic interest; Traditional craftsmanship, natural resources and energy of production embodied in original building materials and architectural features; Visual harmony resulting from use of a limited palette of natural building materials, largely locally derived stone, and stone or slate roofs; Rural area with a more enclosed feel due to the survival of the historic road network and a mixture of buildings set back from and built up to the road; significant views within, into and out of the Conservation Area to the south and west (Sather & Associates 2010).

3. The Heritage Planning Policy Context

- 3.1 The proposed scheme should be assessed against National Planning Policy Framework which replaced Planning Policy Statement 5. The NPPF represents a significant overhaul of the planning system for the historic environment. Whilst the changes are intended to be evolutionary rather than revolutionary, the fundamental principle of conserving heritage as a precious, fragile, and finite legacy remains at the heart of national policy.
- 3.2 At the core of NPPF is the principle of supporting appropriate development that delivers the long-term viability of 'heritage assets' (defined in Annex 2: Terminology as: 'a building, monument, site, place, area, or landscape positively identified as having a degree of significance meriting consideration in planning decisions') while conserving their significance for the benefit of generations to come.

4. Archaeological and Historical Background

- 4.1 An historic building survey of the engine shed was undertaken in 2006, by UMAU (Hradil & Nevell 2006) which compiled a detailed history of the building. This has been replicated below:
- 4.2 Little is known about the origin of the railway goods shed at Summerset station. The railway line between Bury and Rawtenstall was opened on the 25th September 1846, and then opened for service on the 28th of September in that year. Summerseat station was opened at a slightly earlier date of 25th of June 1846. The station is shown on the 1848 Ordnance Survey map but not the goods shed. With the initial building of the railway and the station at Summerseat it is most probable that a goods siding with open goods platform was built for Twist Mill on the site.
- 4.3 The station buildings at Summerseat were rebuilt by the East Lancashire Railway engineer John Perring. It is highly probable that the warehouse was also built at this date. Within this re-building phase the new railway warehouse was probably built over the first phase platform. Further modifications were made in 1890, when the platform was level was raised.

- 4.4 The warehouse is first shown on the 1893 OS mapping. The Summerseat station goods warehouse had an unusual arrangement. Incoming goods arrived into the building via the railway line. But road goods vehicles had also to enter the goods warehouse via the northern gable at the double doors to the western end. This may explain why the goods platform does not extend for the entire building length as was the general case with railway warehouses.
- 4.5 Originally the road goods vehicles would have been horse drawn prior to the early 20th century. Within the goods warehouse there was not enough turning room within the shed for either a single or pair of horses to turn the wagon around. It would have been very difficult to reverse horse and wagon from the lane along the curved cobbled track down into the goods shed (horses do not like walking backwards).
- 4.6 The horses may have had to be un-hitched from the wagon, and then the wagon manually pushed into the goods shed rear end first. The track gradient sloped down to the warehouse making this possible with loaded wagons. The horses were then re-hitched to the wagon while it was loaded/unloaded. A time consuming operation when compared with the general railway goods sheds procedure. The goods transfer from rail to road would have been much simpler if the goods warehouse building had been built to the western side of the railway track, then the road goods side would have been along Rowlands Road. This was not possible because a coal yard owned by 'Benjamin F. Ainsworth existed to the western side of the rail track. This may suggest that the coal yard was already in existence when the warehouse building was built later over the open goods platform
- 4.7 Building an open platform to the eastern side of the rail track would have not posed any road vehicle loading difficulties as the road wagons may have crossed the rail track back onto the road. This method of loading / unloading goods rapidly where no storage of goods was necessary would have posed no problems. But, if or when storage facilities became necessary a building would have been required.

- 4.8 Incoming goods may have increased in volume later in the 19th century thus necessitating a covered storage area. This would have then required excavating into the side of the steep land gradient on the eastern side in order to build the covered goods warehouse, and this would have restricted the movements of horse drawn vehicles. Later motor goods vehicles would have returned the situation to a quicker loading / unloading of goods.
- 4.9 The platform of the warehouse was most probably dated to the 1846 building phase of the station and was most probably specifically built for Twist Mill which stood on the opposite side of the river Irwell. This railway would have been of vital importance to the cotton mill for the rapid transportation of cotton textile materials, and they may have owned or leased railway wagons for transport. They would have used horse drawn wagons to transport materials to and from the mill to the railway goods platform.
- 4.10 In 1860 the Summerseat station buildings were rebuilt by the East Lancashire Railway resident engineer Mr. John Perring. His architectural trade mark to station buildings was semicircular window heads and the use of quoins. The goods warehouse also had the semi-circular window heads, and quoins, though on a less grand moulded stone style than in the station building. It is therefore most probable that the goods shed/warehouse building was built over the earlier 1846 goods platform in 1860.
- 4.11 There were further modifications to the station in 1890, such as the raising of the platform level by the directive of the Board of Trade. This phase may coincide with minor modifications to the goods warehouse. By this period structural problems were occurring caused by the pressure of the embankment upon the eastern elevation of the warehouse.

5. Site visit

- 5.1 The site was visited on the 3rd July 2024 when photographs were taken. The building is aligned roughly north – south with a double pitched roof of slate and constructed in uncoursed sandstone rubble. The building is butted to the east by an overgrown earth embankment.
- 5.2 The south elevation forms the gable end facing towards the railway line, with a large loading doorway to the west side. A timber lintel lies above and a timber roller shutter doorway is hung internally. Ashlar quoins form the door jambs, and quoins run up the western corner. To the east a window is located towards the top of the gable, although this has become overgrown. The eastern corner is not visible due to the vegetation.
- 5.3 The west elevation faces onto Rowlands Road and is four bays long. Each of the bays contains a timber framed portrait window with rounded stone lintel, with plywood to the window heads. Below the first and fourth windows is evidence of rebuilding, suggesting either repair work or conversion from former openings. Projecting from the eaves are 12 square stones, likely for the original guttering support.
- 5.4 The northern gable is similar to the southern, with a large loading doorway to the west side. The jambs are again ashlar quoins and the quoins continue to up the west corner. A timber sliding door is again hung internally, but the lintel has been replaced with concrete. To the east side a further wide loading door is present for road vehicles. This has a rounded arch lintel of stone and a pair of timber double doors hung externally on iron pitons. Towards the apex of the gable, a 12 light timber framed window is present, with a rounded arch lintel.
- 5.6 Internally, the building is entered via the loading doorway in the southern gable. This leads into a single open space, with loading platform to the east and a manual timber post jib crane located slightly off centre to the eastern end. The crane is operated via a manual cog and ratchet winding mechanism with a cable drum. The loading platform is constructed of shaped sandstone blocks and capped with stone flags. The platform is c. 0.8m high and does not run the full length of the building, but stops slightly north of centre. To the north end of the platform an inspection pit is present within the concrete floor and covered with timber boards. The roof is supported by

three timber roof trusses with wrought iron circular section King posts and with timber angle braces. These were seated to a semi-circular cast iron beam cradle attached to the base of the King post and tie beam. The roof truss tie beam ends rest upon timber corbels with Lamb Tongue end moulding and fixed to the tie beams by iron straps. There were three purlins to each of the roof spans. The rafters are not visible, having been plastered and painted.

- 5.7 A wall has been inserted to the northern end of the building, in line with the northern truss along with a mezzanine level to the eastern side of the building.

6 Statement of Significance

- 6.1 The Historic England Publication "Statements of Heritage Significance: Analysing Significance in Heritage Assets" (HE 2019) suggests three areas of interest for assessing a heritage assets significance. These are to be described, following which the level of the general significance of the heritage asset should be assessed, with the particular contribution of any described features. The three areas of interest are:

- **Archaeological interest** if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Architectural and artistic interest** which are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.
- **Historic Interest** which is an interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Archaeological interest

The Rowlands Lane Railway Warehouse survives as an excellent example of a small railway goods shed or warehouse from the mid-19th nineteenth century. The exterior of the building remains virtually unaltered from the time of its construction around 1860. The hoist system probably dates from 1860 and is a very rare in-situ survival of this type of feature. As such it has high archaeological value.

Architectural and artistic interest

The building was likely constructed by John Perring, when the Summerseat railway buildings were rebuilt in 1860. Perrings architectural trade mark to station buildings was semicircular window heads and the use of quoins. While these features are present here, they are on a less grand moulded stone style than the station building. As such, the building has medium – high architectural value externally.

Historic interest

The building likely dates from 1860, during the period of the railway buildings being rebuilt. It forms part of a group, with the station, the site of Twist Mill, and Twist bridge. As such, the building has medium – high Historic value.

Conservation Area

As noted in section 2.4 the conservation area derives its special character from several elements. The building contributes to this, comprising an industrial building relating to the cotton industry in the 19th century as well as being constructed of locally derived stone. It also lies along the historic road network and is set back from it.

7. Analysis

- 7.1 The engine shed is Grade II listed due to several reasons; it is a survival from the expansionist second phase of railway development, dating to 1847 and is associated with the local cotton industry which it and the railway it adjoins were built to serve. It survives virtually intact and unaltered from its original structure, dimensions, and floor plan and demonstrates the original flow of traffic transferring cotton goods

from road to rail transport. It also contains its original raised platform and a rare working hand-cranked jib crane dating to the mid-nineteenth century (HER No. 13748.1.0)

- 7.2 The proposal is to create a new restaurant including space for a bar area, WCs and a kitchen. These spaces are designed to be stacked at one end, over two upper floors, leaving the loading platform to accept table sittings. This will allow the full scale of the original structure to remain visible including the trusses and the jib crane. Additionally the mezzanine floor is limited to one side of the building to maintain views to the trusses above, and allowing a full appreciation of the scale.
- 7.3 Externally, little change is proposed; The arched headed windows to north, west and south elevations are to be retained and repaired where possible, with secondary glazing to the interior. The loading doorways are to be altered, with the removal of the timber doors and replace with glazing and timber, in a sympathetic style.

8. Conclusions and Mitigation

- 8.1 The proposed development will have little impact externally to the building with the exception of the replacement of the loading doors. These are to be of glass and timber and in a sympathetic style. These alterations will have no impact on the heritage significance of the building, through the replacement of unappealing timber double doors may result in a minor positive.
- 8.2 Internally, the building has had a mezzanine level inserted to the eastern side and a partition wall inserted to the north, for kitchen and toilet facilities. While these divide the space into two smaller units, the legibility of the plan form and the function of the building are still readable. Additionally, the building remains open to the roof with the trusses visible, along with the preservation of the loading platform and crane. While the insertion of the walls may have a minor negative impact on the internal architectural significance, the result of allowing the space to be used for public benefit will result in a minor positive impact to the building as a whole.

- 8.3 As noted above, the proposed development sees little change to the exterior of the building, with the exception of the replacement of the loading doors. This may have no impact / minor positive impact on the conservation area through the replacement of unappealing timber double doors
- 8.4 The building was the subject of a historic building survey in 2006 and as such no further mitigation is deemed necessary.

9. Statement of Indemnity

- 9.1 All statements and opinions contained within this report arising from the works undertaken are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author of the report for any errors of fact or opinion resulting from data supplied by any third party, or for loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in any such report, however such facts and opinions may have been derived.
- 9.2 The author will retain the copyright of all documentary and photographic material under the Copyright, Designs and Patent Act (1988).

Bibliography

Hradil, I & Nevell, M 2006 "Stantion Goods Shed (Warehouse), Rowlands Lane, Summerseat, Bury: An Archaeological Building Survey of an 19th Century Railway Goods Shed"

National Planning Policy Framework 2024. Accessed online at:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Stather, K & Associates 2010 "Brooksbottoms/Rowlands Conservation Area, Bury: Conservation Area Appraisal and Area Study"

Appendix 1: Figures



Figure 1: Location Plan



Figure 2: 1848 OS map Lancashire Sheet LXXIX

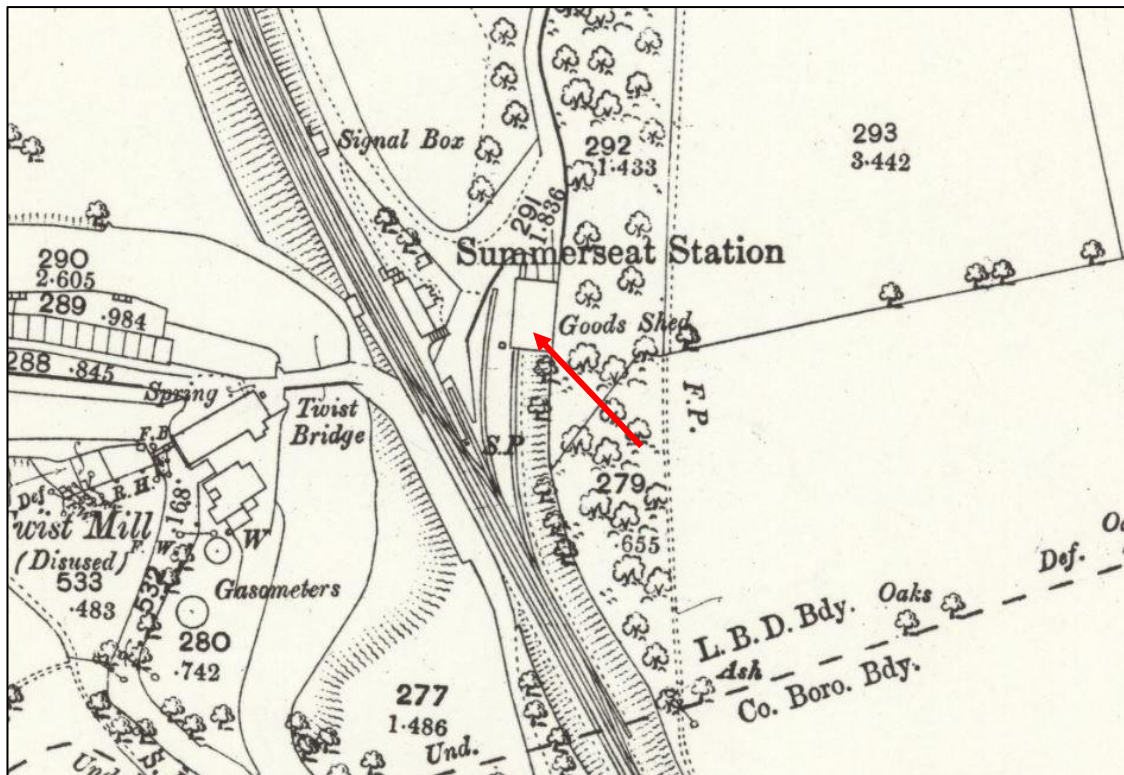


Figure 3: 1893 OS map Lancashire Sheet LXXIX.16

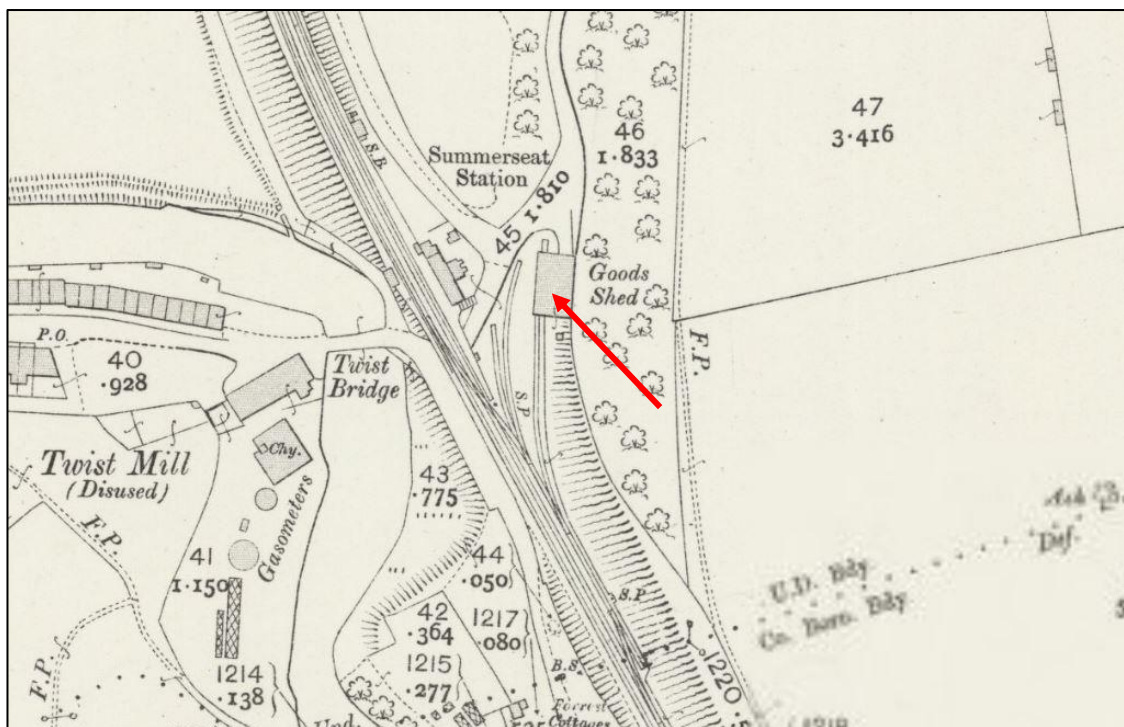


Figure 4: 1908 OS map Lancashire Sheet LXXIX.16

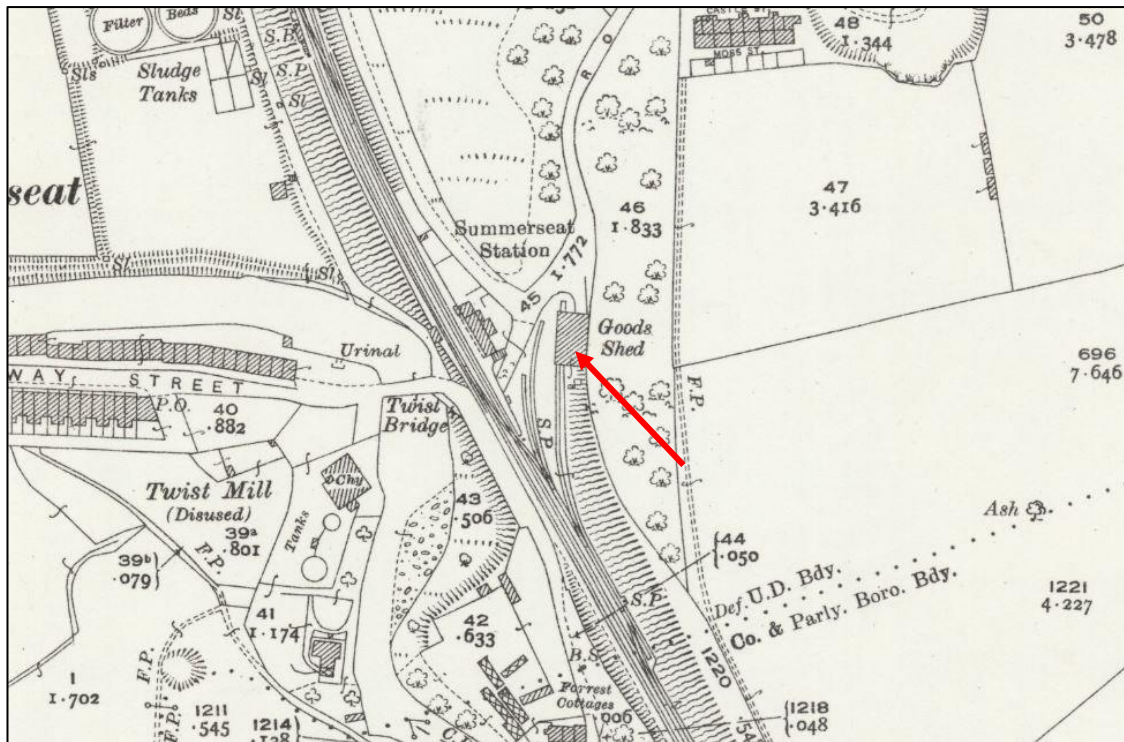


Figure 5: 1929 OS map Lancashire Sheet LXXIX.16

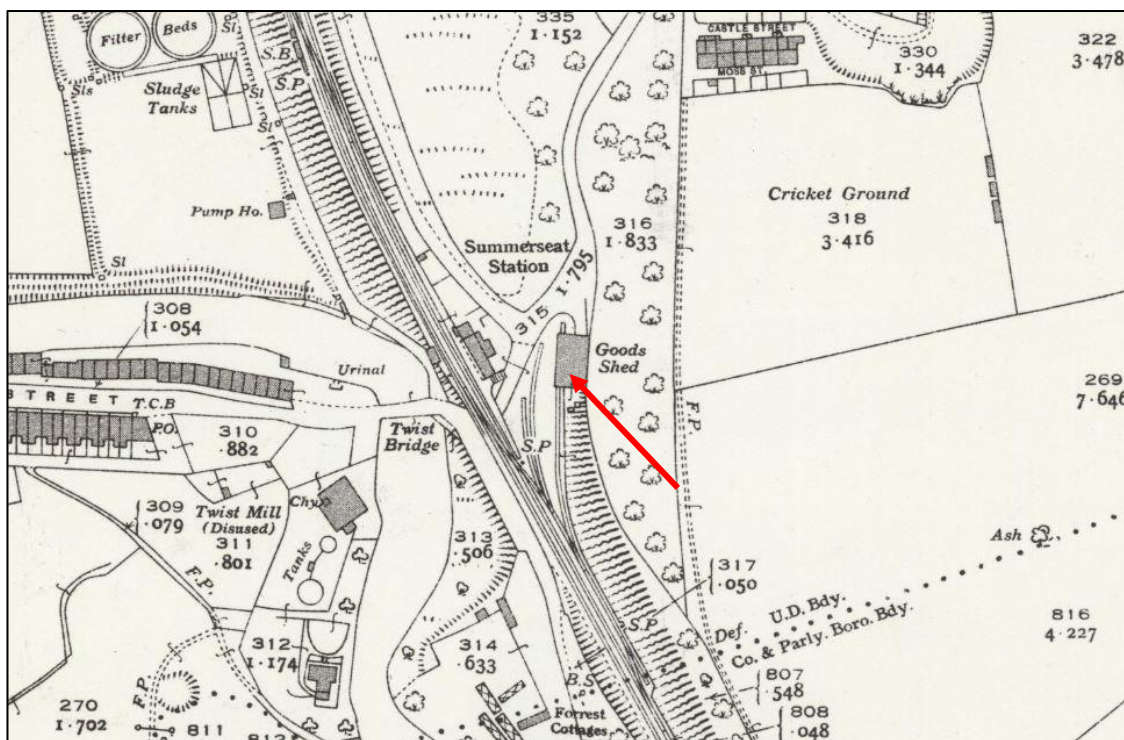


Figure 6: 1939 OS map Lancashire Sheet LXXIX.16

Appendix 2: Plates



Plate 1: General shot of Engine shed



Plate 2: Southern gable



Plate 3: Loading doorway



Plate 4: Detail of timber lintel



Plate 5: Overgrown window



Plate 6: West elevation



Plate 7: West elevation



Plate 8: Detail of window



Plate 9: North gable



Plate 10: North gable



Plate 11: Road vehicle loading doorway



Plate 12: Railway loading doorway



Plate 13: Window to first floor



Plate 14: General shot of interior looking north



Plate 15: General shot of interior looking south



Plate 16: Loading platform and crane



Plate 17: Crane



Plate 18: Loading platform



Plate 19: Loading platform surface



Plate 20: Ratchet mechanism to crane



Plate 21: Crane fixing to beam



Plate 22: Upper part of crane viewed from mezzanine



Plate 23: Braced beam spanning the room



Plate 24: Crane in relation to truss



Plate 25: Truss detail



Plate 26: Inserted wall to northern end

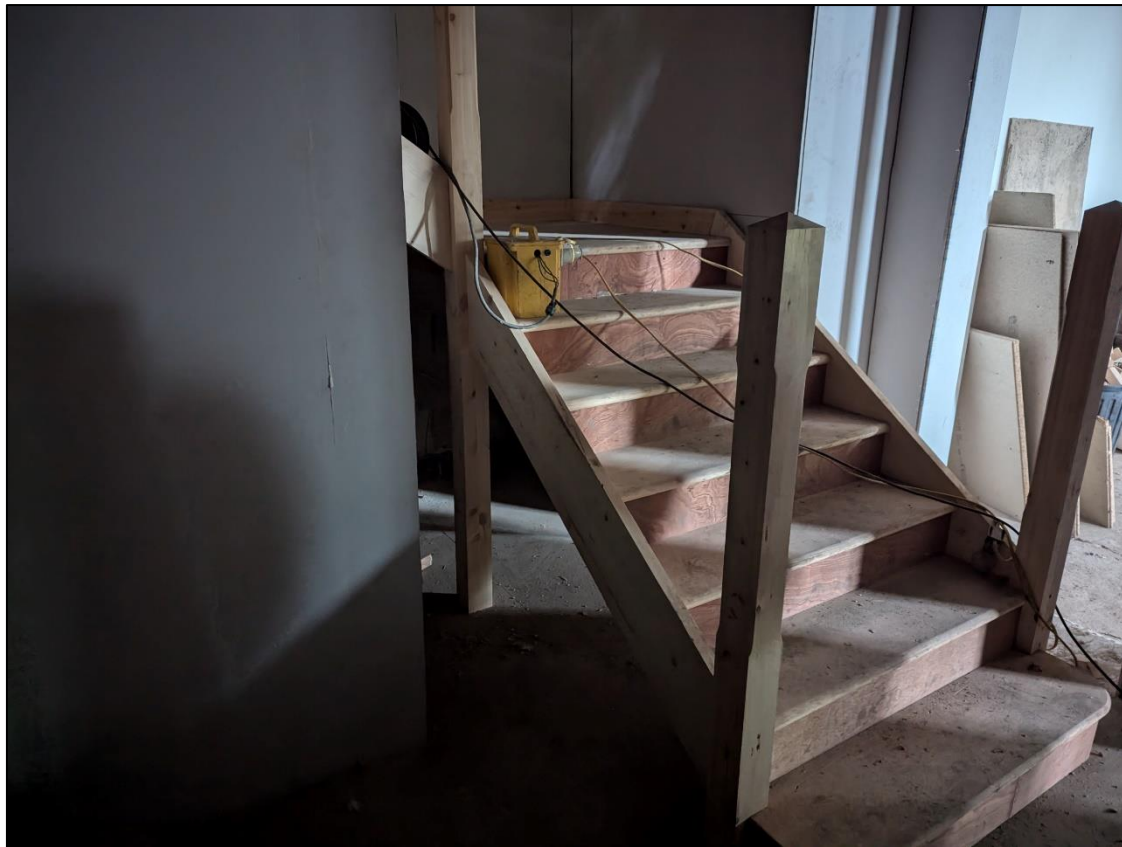


Plate 27: Inserted staircase to mezzanine



Plate 28: Detail of interior stonework of arched lintel of road traffic loading door



Plate 29: Mezzanine level



Plate 30: Truss and crane from mezzanine



Plate 31: Window to northern gable from interior



Plate 32: General view of interior from mezzanine looking south



Plate 33: General view of interior from mezzanine looking north



Plate 34: View of shed in relation to railway