



Wigan Pier Quarter Conservation Area Appraisal

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Policy Background

When formally adopted this document will be a Supplementary Planning Document (SPD). It provides guidance on how to meet the requirements pertinent to the management and protection of the Ashton-in-Makerfield Conservation Area.

Wigan Local Plan Core Strategy 2013:

CP10: Design

CP11: Conservation

Wigan Unitary Development Plan 2006 Remaining Policies

EV4A: Development and Design in Conservation Areas

1. Location and Setting

- 1.1 The Wigan Pier Conservation Area was designated in 1987 and covers an area of approximately 20 hectares. It is located a short distance to the southwest of Wigan town centre.
- 1.2 The conservation area is focused around the Leeds – Liverpool Canal and is recognised for the historic significance of the specialised industrial architecture of the 18th, 19th and early 20th Centuries. Synonymous with the early 20th Century social commentary of author George Orwell, Wigan Pier has become famous for its early industrial origins, and its iconic buildings emphasise the importance of this area in the growth of Wigan. The conservation area encompasses Wigan Pier and its collection of canalside buildings. It contains 11 Grade II Listed Buildings: 5 within the Eckersleys' Mills complex; Pottery Bridge, Terminal Warehouse (Pier 1), at the head of the canal basin; Trencherfield Mill; a row of workers cottages; a canal lock; and a lockkeeper's cottage.
- 1.3 The area has been predominantly commercial in nature since the decline in manufacturing, however since the early 21st Century, there has been a reintroduction of residential use within the area. Many of the buildings within the conservation area are of a large-scale industrial nature, but this is mixed with more modest terraced houses. Red brick is the dominant material.

Map 1 - Wigan Pier Conservation Area Boundary





Picture 1.1 - View Southwest into the conservation area



Picture 1.2 – Trencherfield Mill



Picture 1.3 – Eckersleys' Mills

Historic Development of Wigan Pier Quarter

- 1.4 The form and pattern of development at Wigan Pier has been driven by the presence of the Leeds-Liverpool Canal since the latter part of the 18th Century. The use of the canal for the import, export and transfer of goods has strongly influenced the nature of the built fabric associated with these enterprises, including industrial architecture of both regional and national importance. The canal itself is therefore an important engineering feature and heritage asset.
- 1.5 Prior to the construction of the canal the area formed part of the River Douglas flood plain. The River Douglas was canalised by the Douglas Navigation Company and eventually opened in 1742 to transfer goods to the west coast via the Ribble estuary. Cargoes of coal, stone, limestone, slate, soap and ash were carried along this route.
- 1.6 In 1766 a new trans-Pennine route from Leeds to Liverpool was proposed to carry similar merchandise to that of the Douglas Navigation Company. The Leeds and Liverpool Canal Company was formed by an Act of Parliament in 1770, following the acquisition of the Douglas Navigation Company. The first section of the canal to be completed in Lancashire was in 1777 between Wigan and Liverpool. A number of the key developments that remain today quickly followed. One of the early buildings remaining from that time is the Grade II Listed Terminal Warehouse, at the head of the canal (Pier 1).

- 1.7 The canal basin was an important part in the expanding Wigan economy. The Pier area developed relatively quickly in the twenty five year period following the completion of the canal between Liverpool and Wigan. In 1822, a pier head was built by Thomas Claughton to serve the Stone House Colliery, at Goose Green. Evidence also exists that the canal basin was used as early as 1820 as a landing pier for passenger traffic.
- 1.8 A characteristic of the Pier was a 'Tippler' construction, which was used to drop coal supplies onto large barges below (the 'Coal Drop'). As many as 50,000 tons of coal a year were despatched for locations within Britain, Ireland and even to the United States of America.
- 1.9 Whilst transport along the canal was initially for the export of coal from nearby pits, the subsequent growth and development of the area was based largely on the development of manufacturing industry centred around the import of cotton from the Americas, and the use of coal to power the large-scale industrial complexes. The emergence of the cotton industry proved the most significant in terms of the built development of Wigan Pier from the mid to late 19th century. The pattern of development was characterised by the construction of warehouses and wharves at the canalside, to store both imported raw material and finished products manufactured in the nearby mills ready for transport. These were complemented by other canalside-related activities such as boat building and repair yards, including, for example, the Mayors Boatyard on Swan Meadow Road.
- 1.10 The development of prominent and larger mill buildings for the spinning and weaving of cotton tended to take place on plots of land set back from the canal. These buildings were subsequently increased in size as the cotton industry developed new methods of production and, as a response, new forms of construction were introduced. The primary surviving examples of these complexes are the Eckersleys' Mills (originally known as the Western Mills and once containing more spindles than any other in the world) and Trencherfield Mill.
- 1.11 Development of mills was accompanied by the development of workers houses in the immediate vicinity of the mills. Much of this has now been demolished as part of post-war clearance, especially to the west of Pottery Terrace and to the north of Wallgate to be replaced by modern industrial development.
- 1.12 The area fell into decline and disrepair in the later part of the 20th Century due to the decline in manufacturing. During the mid-1980's the area was the focus of regeneration activity centred upon the canalside buildings. The Terminal Warehouse was converted into private office space. Additional warehousing adjacent was converted to become The Orwell public house and wedding venue. The Way We Were was a renowned museum and heritage centre. Trencherfield Mill was converted to residential use. The Way We Were and Orwell both closed in the early 20th Century and are now part of a new regeneration scheme which aims to repurpose the buildings and create a leisure, culture and hospitality campus.

Form and Character

- 1.13 The conservation area covers a busy thoroughfare into and out of the town centre via a one-way system. Pottery Road carries outward traffic and Wallgate carries inbound traffic, both straddling the Leeds – Liverpool Canal. The character of this part of the conservation area is varied, with large scale industrial buildings being dominant, and smaller humble terraced properties providing a juxtaposition. This also interspersed with modern developments of

varying scales. Red brick is the dominant material for historic buildings, modern buildings utilise more contemporary cladding systems.



Picture 1.4 – Pier 3 (formerly The Orwell Public House), from Wallgate



Picture 1.5 – Pier 4 (formerly The Way We Were), from Wallgate

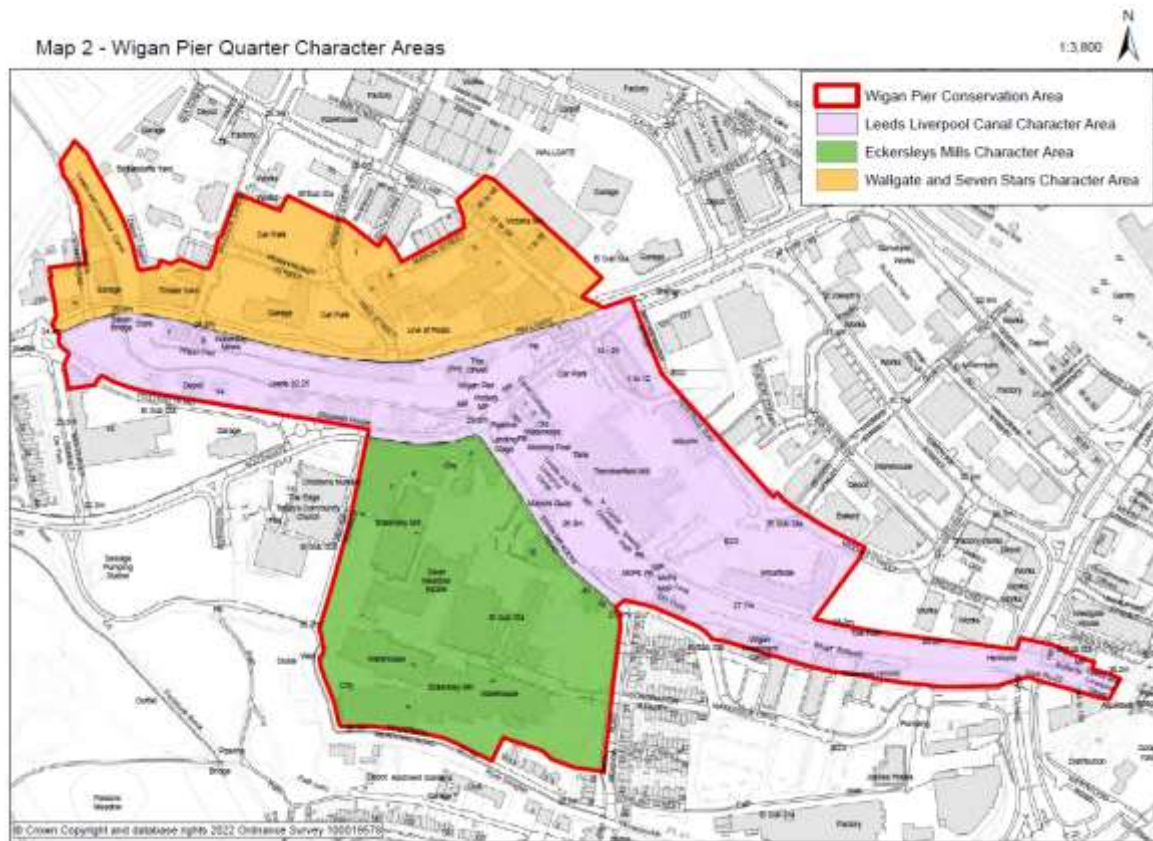
2. Key Characteristics

- 2.1 The conservation area is characterised by the prominence of 18th and 19th Century industrial buildings of a large size, scale and floorplate. The development of the area over a number of years has led to the creation of complexes which do not form any particular cohesive, legible layout to the streetscape, such as Eckersleys' Mills and Trencherfield Mill which are large self-contained complexes sitting within their own curtilages.
- 2.2 Industrial buildings which date from the 18th to the 20th Century display varying styles and architectural features, with a variety of fenestration, although red brick and stone are common and dominant materials. The late 19th Century Terminal Warehouse displays some element of grandeur through its coursed stone and quoins; the Way We Were is more modest in nature.
- 2.3 Eckersleys' Mills demonstrate a degree of opulence through use of terracotta embellishment on the offices cornering Swan Meadow Road and Pottery Road. The mills within the complex are more utilitarian, although display some architectural detailing. Trencherfield Mill, built at the turn of the 20th Century, was built on the site of an earlier mill and is relatively ornate, with buff terracotta dressings, sill bands, parapets and a grand tower.
- 2.4 The Leeds – Liverpool Canal is a major contributor to the character of the area. Whilst providing a softer edge through the middle of the conservation area, as a man-made entity, it is the main reason why the area has evolved as it has. The buildings around the canal, hard up against the towpath, still evoke images of the past and the industrial character is still extant.
- 2.5 The key characteristics that stand out in the conservation area and contribute towards it being an area of special architectural interest include:
 - Large scale historic industrial buildings and complexes
 - Dominance of red brick
 - Use of terracotta detailing on late 19th and early 20th Century buildings
 - Canalside location along with its associated infrastructure

Character Areas

2.6 For the purposes of this appraisal the conservation area is divided into three character areas, which closely relate to the key stages of the evolution of the area:

- Leeds – Liverpool Canal Corridor
- Eckersleys' Mills Complex
- Wallgate and Pottery Road



3 Leeds – Liverpool Canal Character Area

Definition of Character

- 3.1 This corridor runs from Seven Stars Bridge to the lock and bridge at Chapel Lane. It contains the iconic former Wigan Pier Buildings including Trencherfield Mill and has had a major influence over the local townscape and built character. It comprises both sides of the canal and forms the central spine of the conservation area. Current land use includes commercial, residential and hospitality, there are also several vacant and underused sites. At the original canal head is the Grade II Listed Terminal Warehouse and as the canal heads east, includes the Grade II Listed Canal Cottages, Lock, frontages to larger office accommodation, terminating at the Grade II Listed Canal House. To the north of the canal is Trencherfield Mill, a 5-storey former mill now converted into residential use. The current boundary includes the frontages of late 20th and early 21st Century office accommodation to the south of the canal, providing an active frontage to the canal and conservation area.



Picture 1.6 – Pier 3 & Terminal Warehouse from the canal



Picture 1.7 – Pier 4 from the canal

- 3.2 The architectural character of the area is defined by the 18th and 19th Century industrial style buildings with smaller more intimate development interspersed, with more modern development on the south bank of the canal as it branches east.



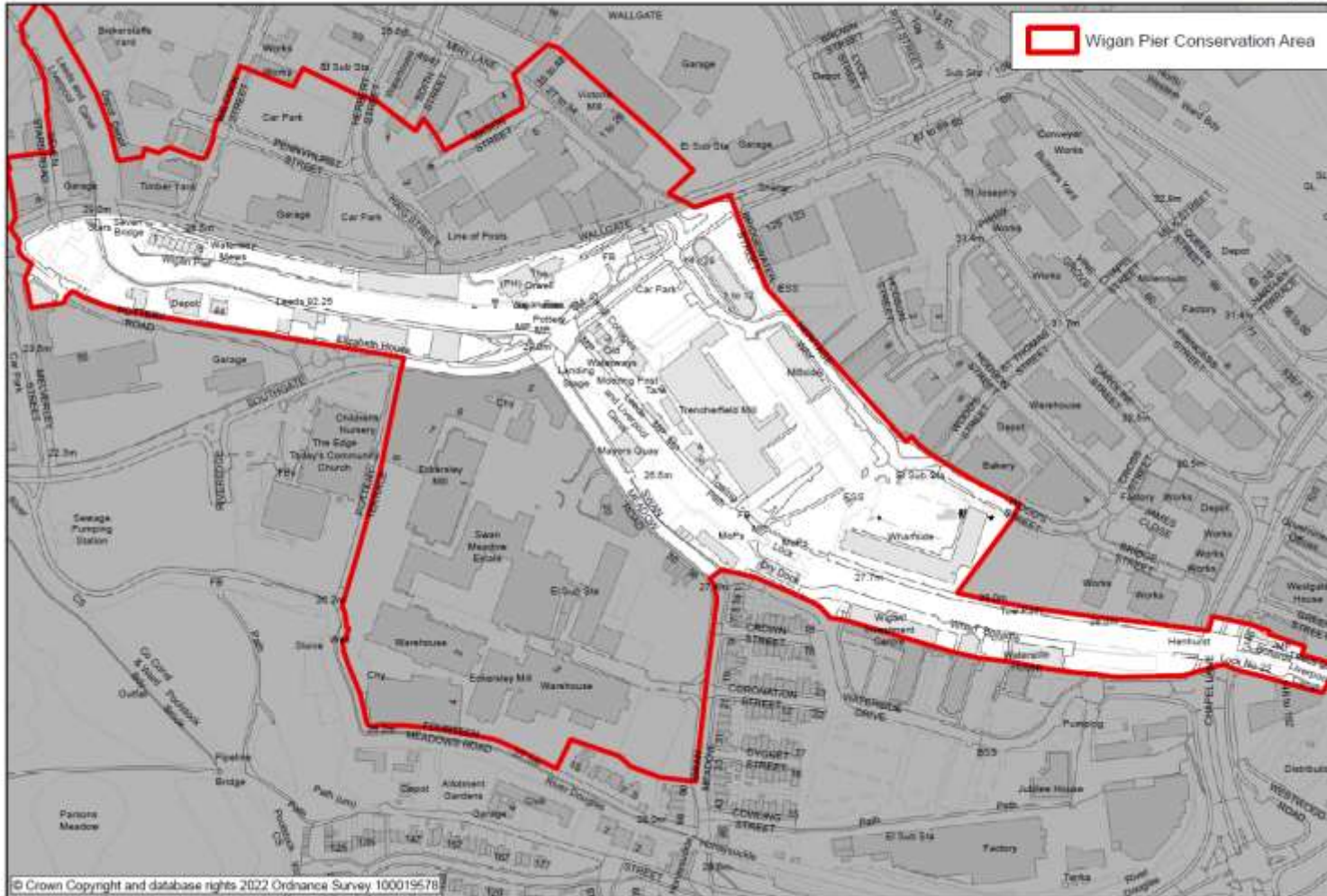
Picture 1.8 – Trencherfield Mill from the east



Picture 1.9 – Leeds - Liverpool Canal, from adjacent Pottery Bridge

Map 3 - Leeds Liverpool Canal Character Area

1:3,550 



Open Spaces

- 3.3 The Leeds – Liverpool Canal and towpath provide a linear open space through the character area, breaking up the building mass along the canal, providing a sense of historic enclosure to this industrial setting. There is an open space on the southern bank of the canal offering a green oasis adjacent to a warehouse on Pottery Road (this was formerly the location of the Pier Nightclub). There is a parcel of informal open space between Trencherfield Mill and Wharfside, a modern building to the south-east, which breaks up the massing of the buildings. To the east side of the mill, a piazza provides an area of hard landscaping between buildings.

Key Views

- 3.4 There are several key views within the character area, (these are indicated on Map 4), each view provides different focal points and aspects:

(a) View south – east along Leeds – Liverpool Canal

From the Grade II Listed Pottery Road Bridge, the view down the canal culminates at the dry dock and Grade II Listed Lock, as the canal bears south - east. On the left, the Grade II Listed 5-storey Trencherfield Mill dominates the more intimate canalside cottages and former depot. On the opposite bank of the canal, the restored Mayor’s Boatyard punctuates the openness of this side of the canal.

(b) View north across Leeds – Liverpool Canal

The view from Pottery Road/Southgate towards the iconic Wigan Pier buildings, shows the collection of 2 and 3 storey canalside warehouses formerly part of the Wigan Pier tourist attraction and is now currently being repurposed for leisure and cultural use.

(c) View east along Leeds – Liverpool Canal

This view eastwards along the Leeds – Liverpool Canal takes in the replica tippler ‘Pier’ with the iconic Wigan Pier Buildings on the left and includes the Trencherfield Mill Tower in the background.

(d) View south – west along Wallgate and Pottery Road

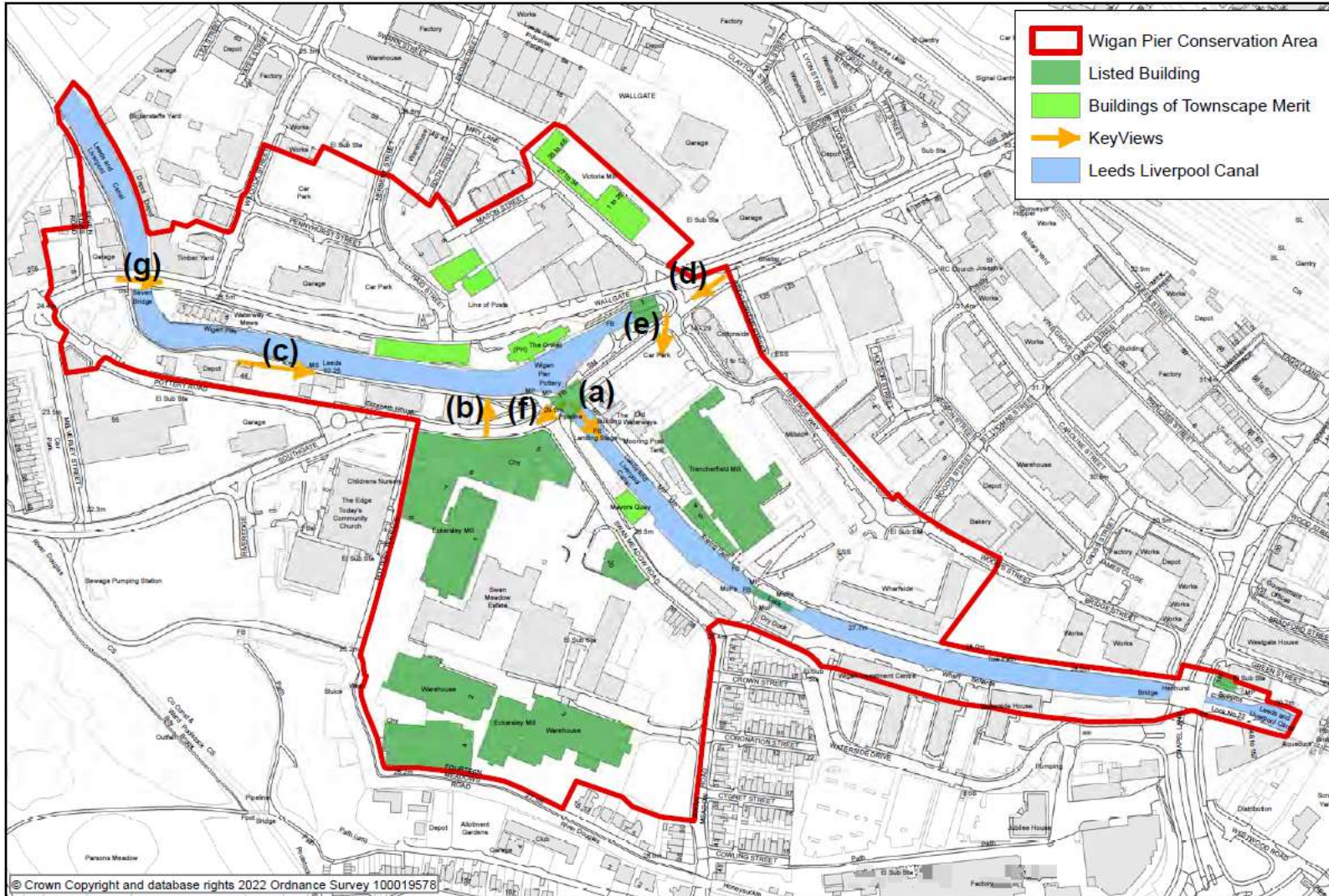
This view is from the east end of the conservation area, looking southwest. The focal point is the Grade II Listed Terminal Warehouse in between the splayed junction. To the left of the warehouse the Eckersleys’ Mills complex terminates the view and dominates the skyline. The view includes glimpses of Trencherfield Mill, and the canalside warehouse, now known as Pier 4.

(e) View South from Southgate

The view down Heritage Way takes in the front of Trencherfield Mill with its adjoining offices, and prominent Tower, with Eckersleys’ Mills providing the backdrop.

Map 4 - Key Views, Listed Buildings and Buildings of Townscape Merit

1:3,750



Architecture, Materials and Details

- 3.5 The buildings in this character area are predominantly 18th and 19th Century, interspersed with early 20th Century development, and a 21st Century modern terrace at the west end. Red brick is predominant, punctuated intermittently with stone.
- 3.6 Most of the buildings in this area are relatively simple, functional buildings, the exceptions being Trencherfield Mill and Canal Cottages. Built of red brick with terracotta dressings, the mill displays an element of artistic and architectural interest. Built in 1907 by Potts, Son and Hennings, it is the third mill to stand within the site, the current mill standing adjacent to the canal, being connected by a basin to the south of the building. It is built in an Edwardian Baroque style and comprises of 5 storeys. The corner tower is a landmark of some notable townscape value. Other detailing includes a pedimented parapet roof.
- 3.7 4 – 5 Canal Cottages, built in an English Garden Wall Bond, display tripartite sash windows, hoodmoulds, bargeboards and stone headers and cills, Canal House being of stone with sash windows. Further eastwards are modern large-scale developments to the north and south of the canal, which due to their massing sit comfortably within the conservation area.



Picture 1.10 – Wharfside, early 21st Century Development



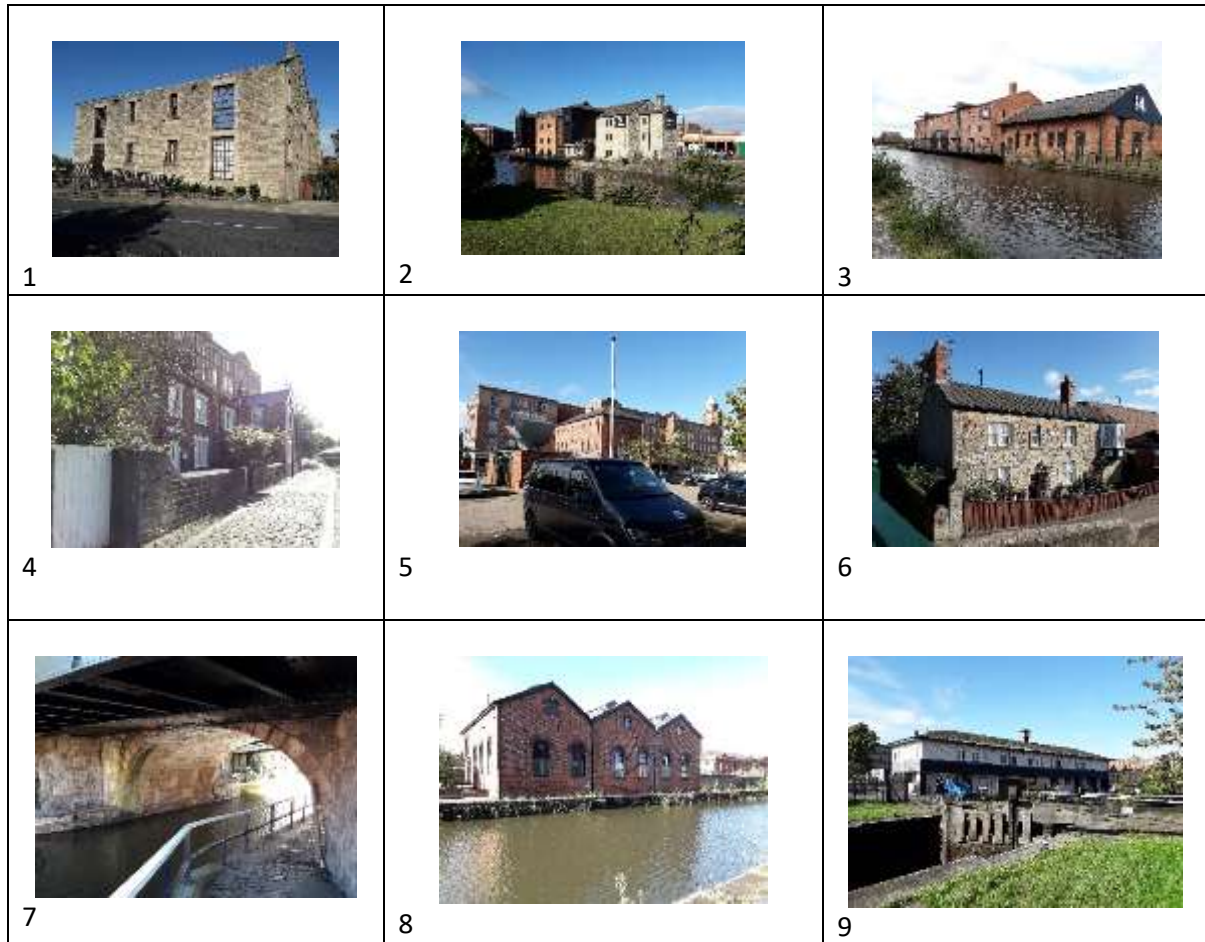
Picture 1.11 – Wigan Investment Centre & Waterside House, Late 20th Century Development



Picture 1.12 – Swan House, Late 20th Century Development

Buildings of Townscape Merit

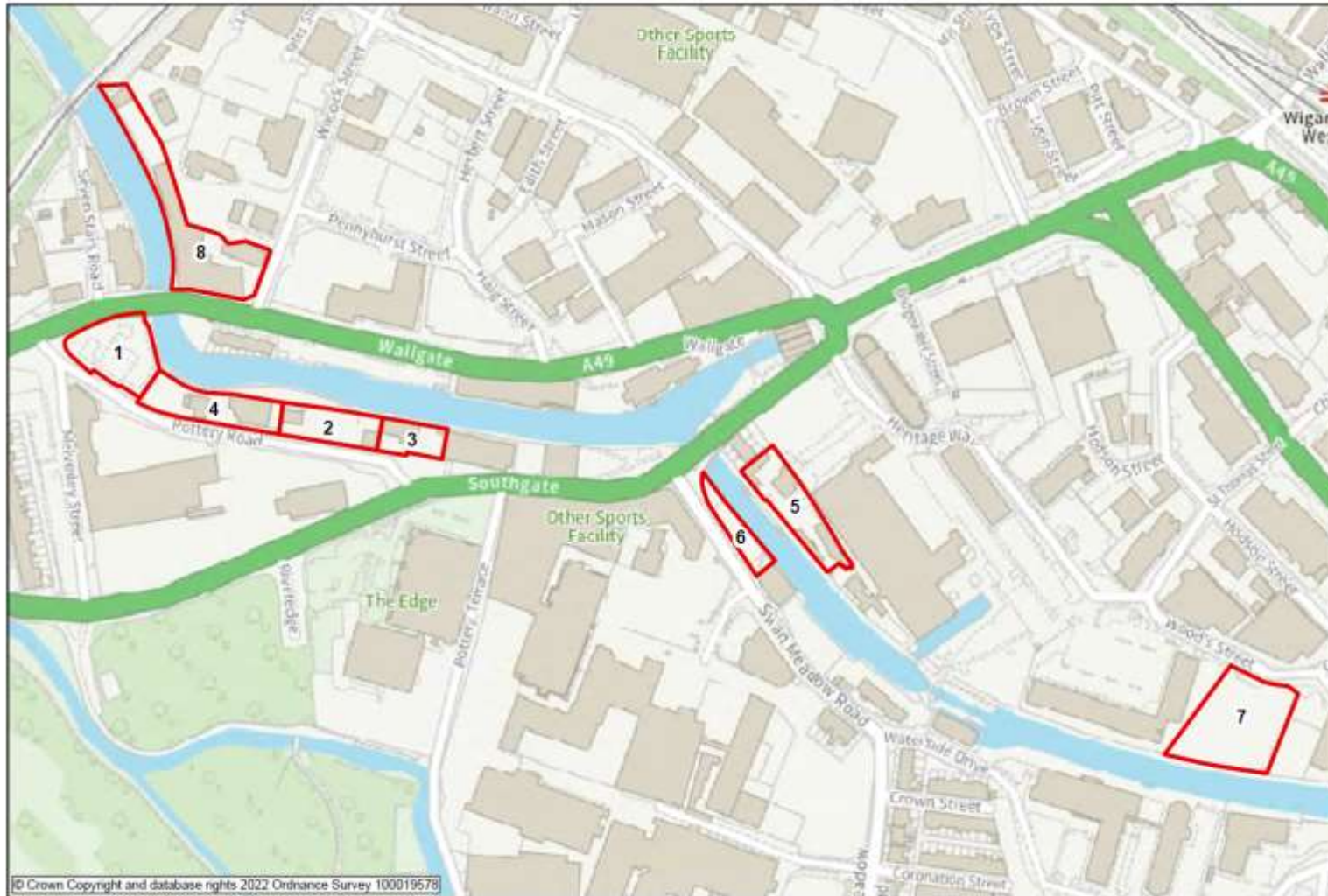
- 3.8 **Terminal Warehouse** – a late 18th Century double gabled stone warehouse located at the head of the basin on an important corner at the eastern tip of the conservation area. It is the earliest remaining building in the area, representing the initial development of warehousing and wharves adjacent to the canal.
- 3.9 **Trencherfield Mill** – an ornate 5-storey mill built alongside the canal but without a railway siding (at a time when railways were becoming the dominant form of bulk transport). The building has an iron and steel frame and was built as a fireproof spinning mill for William Woods & Son Ltd, with a triple-expansion tandem steam engine by J & E Woods of Bolton.
- 3.10 **Wigan Pier 2 to 4** – this is a collection of 3 former industrial buildings along the north bank of the canal, providing group value and demonstrating the type of canal warehouses developed between the 1770s and 1890s.
- Pier 2 – 3 storey stone building dating from 1790.
 - Pier 3 – 3 storey brick building adjoining Pier 2, the larger structure reflecting the response to competition to the canal from the advent of the railways.
 - Pier 4 – the former Way We Were Museum, built in the 1890s of red brick
- 3.11 **Pottery Bridge** – an altered early 19th Century bridge of sandstone and cast iron, the original bridge is obscured by the additions but can be distinguished from the canal towpath.
- 3.12 **Mayor's Boatyard** – this is located on the southern side of the later arm of the canal and was constructed in 1880 to maintain the boats used by the Leeds and Liverpool Canal Company.
- 3.13 **Lock 23** – a Grade II Listed lock, part of the canal network and essential to the operation and navigation of the canal, dating from 1816.
- 3.14 **Former Waterways Depot** – a collection of brick and stone buildings alongside the canal, formerly used as a depot, now vacant.
- 3.15 **Canal Cottages** – Mid-19th Century brick cottages associated with the canal and forming a group along with Trencherfield Mill to the rear
- 3.16 **Canal House** – Early 19th Century stone cottage adjoining Henhurst lock, quite likely a lockkeeper's cottage.



Key to pictures	
1. Terminal Warehouse (Pier 1)	2. Pier 2 and Pier 3
3. Pier 4	4. Canal Cottages
5. Trencherfield Mill	6. Canal House
7. Pottery Bridge	8. Mayor's Boatyard
9. Lock 23	

Map 5 - Opportunities for Enhancement

1:3,000



Issues and Opportunities for Enhancement (see Map 5)

- 3.17 The north bank of the canal along Wallgate is currently undergoing redevelopment through the works to the Pier 2, 3 and 4, along with a new terrace of residential buildings. Much of the south bank of the canal adjacent Pottery Road offer opportunities for enhancement. There are vacant sites including the former ambulance station (1), and the adjacent vacant petrol station and unit to the east (2), both of which offer little in the way of heritage value but offer the opportunity for redevelopment. The land is currently vacant and unsightly but has the potential to be a gateway site into the area.
- 3.18 Further east, adjacent to Elizabeth House, (a late 20th Century office building), is an open piece of land with an associated unit alongside it (3), again offering nothing in the way of heritage value, and opportunities for enhancement exists. In between these 2 units are buildings that may contain some heritage value (4), however an opportunity for conversion and redevelopment along the canal corridor exists.
- 3.19 As the canal heads south-east under Pottery Bridge, the vacant former Waterways Depot offers potential for development (5). A small sliver of vacant land on the opposite bank, (6) has negative impact upon the area and offer opportunity for enhancement.
- 3.20 There is a large amount of area used for parking at the Trencherfield Mill site due to the number of residential units and the commercial space. This impacts upon the character of the conservation area. A modern late 20th Century piazza exists at the front of Trencherfield Mill, and there is opportunity to enhance this with a more traditional surface treatment.
- 3.21 To the southeast of the mill, currently outside of the conservation area is a vacant site which is currently part of a designated Primary Employment Area (7). An opportunity exists to enhance the conservation area by creating a high-quality development to complement Trencherfield Mill and capitalising upon the canalside location.



Picture 1.13 – Former Ambulance Station site

4 Eckersleys' Mills Character Area

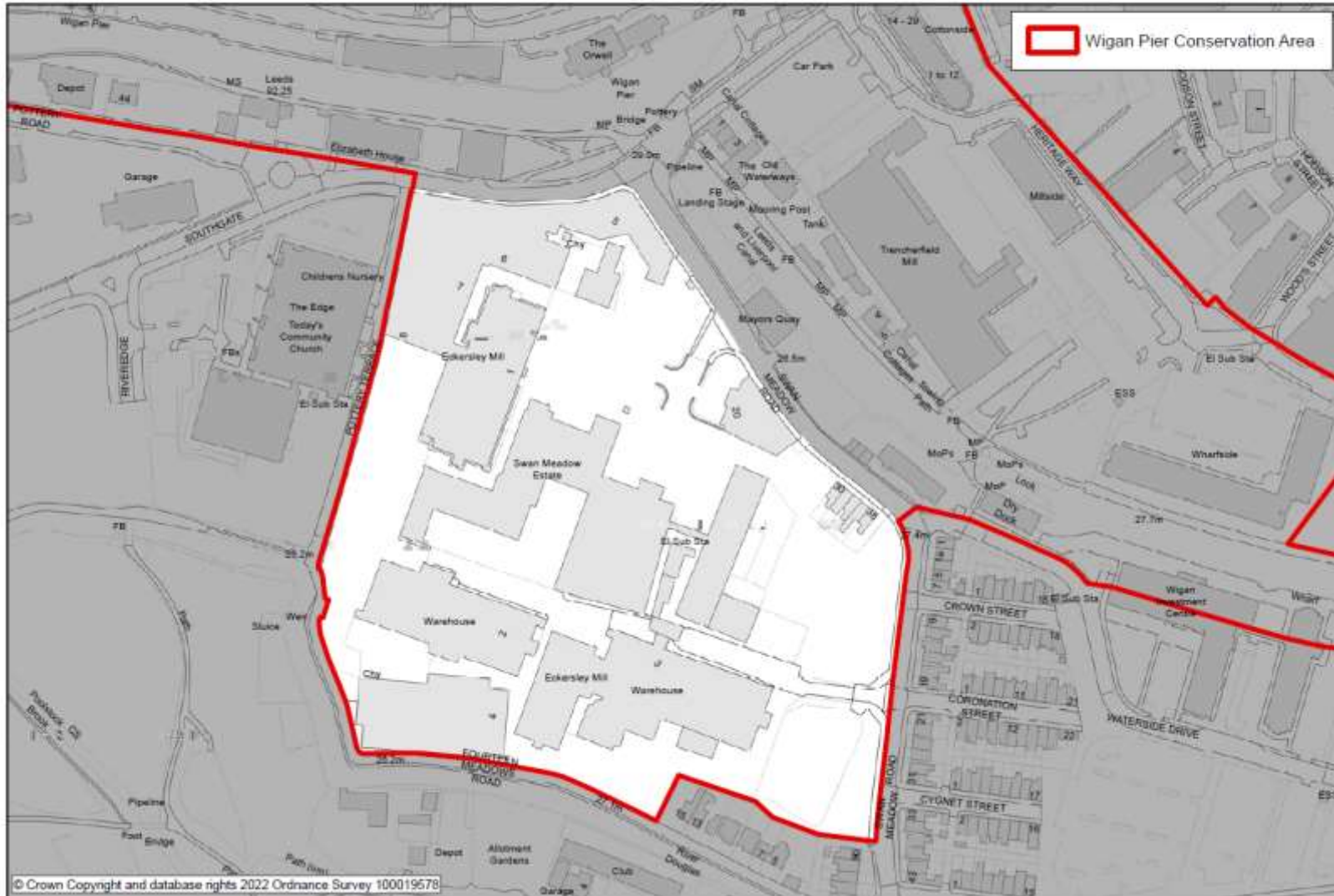
Definition of Character

- 4.1 The prominent scale and massing of the mill complex forms a primary townscape feature of the area, encompassing the frontage of Swan Meadow Road, Pottery Road, Pottery Terrace and Fourteen Meadows Road. This section of Pottery Road is a key, heavily trafficked route out of the town centre. The area consists of the entire Eckersleys' Mills complex of 3 large four storey mills, welfare facility, offices, winding rooms, weaving sheds (remains of) and a series of associated buildings within the site including a modern industrial estate in the middle of the complex. The complex is currently used for employment uses, however, much of the space is in poor condition and there is a significant amount of vacancy across the site. Mill No. 2 suffered a roof collapse in the early part of the 21st Century resulting in the loss of the top floor.

- 4.2 Built over a period of 36 years between 1884 and 1920, the 3 four storey mills are located within an L shaped plan, with ornate offices and winding rooms located along Swan Meadow Road and Pottery Road. The Weaving Sheds run along Pottery Terrace and are subject to an Urgent Works Notice providing temporary structural support after partial demolition left them in a dangerous state of repair. The annexe to Mill No.2 which ran along Pottery Terrace and the 1900 building attached to Mill No. 3 were demolished in 2019 and 2021 respectively, due to long term neglect and dereliction which gave rise to public safety issues. The former workers' welfare building sits at the back of Fourteen Meadows Road providing evidence of the social thinking of providing facilities for the workforce. Inside the confines of the site is a late 20th Century industrial estate of no historic or architectural value, save for the western wall which is the remaining wall of an earlier mill.

Map 6 - Eckersleys Mills Character Area

1:2,250 



Open Spaces

- 4.3 The only open space in this character area is the car parking within the site and a cleared area to the front of Mill No.3. There are 2 areas of protected trees to the front of Mill No. 3 along Swan Meadow Road providing an element of greenery to the area.

Key Views

- 4.4 There is 1 key view within the character area, (this is indicated on map 4).

(f) View west along Pottery Road

Views of Eckersleys' Mills open up from this location, the ornate, terracotta dressed offices, winding rooms and weaving sheds are prominent in the foreground with the backdrop of Mills Nos. 1 and 3 along with their associated chimneys helping to frame the buildings and the view.

Architecture, Materials and Details

- 4.5 The complex was constructed between 1884 and 1920, Mill No.1, 1884, Mill No.2, 1888 and Mill No.3, 1900. The Edwardian style offices were added in 1904 and the Welfare Building in 1920, the pirn and winding rooms constructed between these 2 dates. A late 20th Century industrial estate is located within the centre of the complex, where the original Swan Meadow Mills were constructed. This modern addition offers nothing in the way of heritage value or built environment quality. The complex is notable in the evolution of the cotton mill architecture as a distinct type of building from the late 19th Century.
- 4.6 The entire complex (i.e. Mill No.1; Mill No.2; Mill No.3; the remains of the associated north light weaving sheds; the former Welfare Building; and the other associated buildings and structures) form a single entity, and whilst each has value independently their collective value is of paramount importance. Collectively the buildings demonstrate the growing complexity and integration of the process of spinning and weaving within a single complex. As such, much of their value lies within this grouping. This group value has been impacted in recent years by loss of buildings for safety reasons, namely the Annexe to Mill No.2, the Chimney, Engine House and Boiler House to Mill 2 and the 1900 Building. Therefore ensuring that the site continues to be understood as a complex is considered particularly important to retaining its heritage significance.



Picture 1.14 – Intricate detailing at Eckersleys' Mills

Buildings of Townscape Merit

- 4.7 **Mill No.1, Mill No.2 and Mill No.3** vary little in their architectural treatment over the 14 year period of their construction (between 1884 and 1900). The mills were designed by Oldham based architects Stott and Sons, in a relatively plain architectural design, which is enlivened by detailing such as cornices, pediments, pilasters, parapets etc., and in the case of Mill No. 3 the prominent water tower. The mills are red brick in English Garden Wall bond under parapeted roofs. Mill No. 2 suffered a roof collapse in the early 21st Century, resulting in the loss of the top floor. Mill No. 1 retains a section of its freestanding chimney. Mill No.2 has lost its chimney. Mill No. 3 retains its chimney in its entirety along with its Engine and Boiler House. The mills provide a dominant skyline within and beyond the conservation area.
- 4.8 The **offices** that wrap around Swan Meadow Road and Pottery Road are particularly impressive. Glazed red brick and terracotta adorn the frontage in an Edwardian style, with a convex corner wrapping around this busy junction. It forms an important and attractive part of the complex, sitting in the foreground of the mills when viewed from the east.
- 4.9 The provision of the former **Welfare Building** fronting Fourteen Meadows Road built in 1920, reflects the growing awareness of social responsibility to their workforce by industrialists. The dining hall originally had segregated men's and women's facilities and entrances, the larger women's dining hall indicating the larger women's workforce.
- 4.10 The **Warehouse** on Swan Meadow Road, formerly attached to an earlier mill was altered in the 20th Century, with concrete panels and windows inserted into the frontage. It displays a rather functional façade, but nonetheless provides an element of character to the streetscape.



Key to pictures	
1. Mill No. 1	2. Mill No. 2
3. Mill No. 3	4. Offices
5. Welfare Building	6. Warehouse

Issues and Opportunities for Enhancement

4.11 The complex has suffered from decades of under-investment and as a whole has deteriorated into a poor state of repair, resulting in the demolition of a number of buildings for safety reasons. Planning and Listed Building Consent was granted in 2017 for a scheme of redevelopment, and opportunity for redevelopment still exists across the site, for refurbishment and new build development. The site changed ownership in 2022 and Planning and Listed Building Consent has been granted for conversion of Mills 1 and 3.

5 Wallgate and Seven Stars Bridge Character Area

Definition of Character

- 5.1 This area provides the backdrop to the north - east edge of the canal corridor. It incorporates Wallgate, one of the key routes into the town centre and the primary access into Wigan Pier Quarter. The space between Wallgate and the canal at this point provides a narrow strip for canalside buildings described previously. 19th Century maps show that land to the north of Wallgate and west of Pennyhurst Street was mainly developed as terraced housing. A mill (Britannia Mill) was bounded by Pennyhurst Street, Pottery Lane and Miry Lane, cleared in the 20th Century for industrial development. Beyond, is the large Victoria Mill complex (c.1840) fronting the eastern side of Miry Lane at its junction with Wallgate.

Open Spaces

- 5.2 The only open space within the area is the grass verge along the back of the footpath, some of which is in private ownership. These incidental pieces of greenery and trees make a contribution to what is a relatively modern area to the north with the bolder, large scale industrial buildings to the southern side of Wallgate.



Picture 1.15 – Trees and open space in front of car showroom

Key Views

- 5.3 There is 1 key view within the character area, (this is indicated on map 4).

(g) View east along Wallgate

View from the western entrance to the conservation area from Seven Stars Bridge. In the foreground, a terrace of new modular housing sits against the backdrop of the Wigan Pier buildings with Trencherfield Mill dominating the skyline.

Architecture, Materials and Details

- 5.4 The buildings that occupy this area now are late 20th Century industrial buildings with little architectural merit, consisting in the main of modern cladding systems. The exception is the Pier House building. Formerly part of the Pennyhurst Mills complex, Pier House is a four-storey building with brick arched windows. The adjacent building on Haig Street is now known as Pennyhurst Mill but is a later addition from the early 20th Century. The area has

lost a lot of its former historical character, including a significant layout of terraced housing. The dominant land uses in this area are commercial with a number of car showrooms and repair garages. A 21st Century residential terrace has been constructed between Wallgate and the canal, restoring some of the former historic uses to the area. The design of this terrace is contemporary, however the quality of materials and detailing enable it to sit comfortably within the conservation area.



Picture 1.16 – View East along Wallgate

Buildings of Townscape Merit

- 5.5 **Pier House**, part of the Pennyhurst Mill complex is a four storey, 7 bay red brick late 19th Century building. Triple gabled, with brick arched windows, it is the most prominent and historically important building within this character area. The adjacent Pennyhurst Mill, whilst plainer in its altered design, sits alongside contributing to the historic streetscape.
- 5.6 **Victoria Mills** – an altered mid – 19th Century building of red brick in an English Garden Wall Bond under a ridge and valley slate roof. The building is 2-storey and currently in use as residential apartments, achieved through permitted development rights.



Picture 1.17 – Pier House and Pennyhurst Mill



Picture 1.18 – Victoria Mills

Issues and Opportunities for Enhancement (see Map 5)

- 5.7 The character area consists of mainly 20th Century developments, some of which have a negative impact upon the conservation area by nature of the design and materials. The unique canalside location along a peripheral route into town offers some opportunities for enhancement. A small area to the north of the conservation area between the canal and Wilcock Street (8) has the potential to impact upon the setting of the conservation area but offers the opportunity for enhancement.

6 Summary

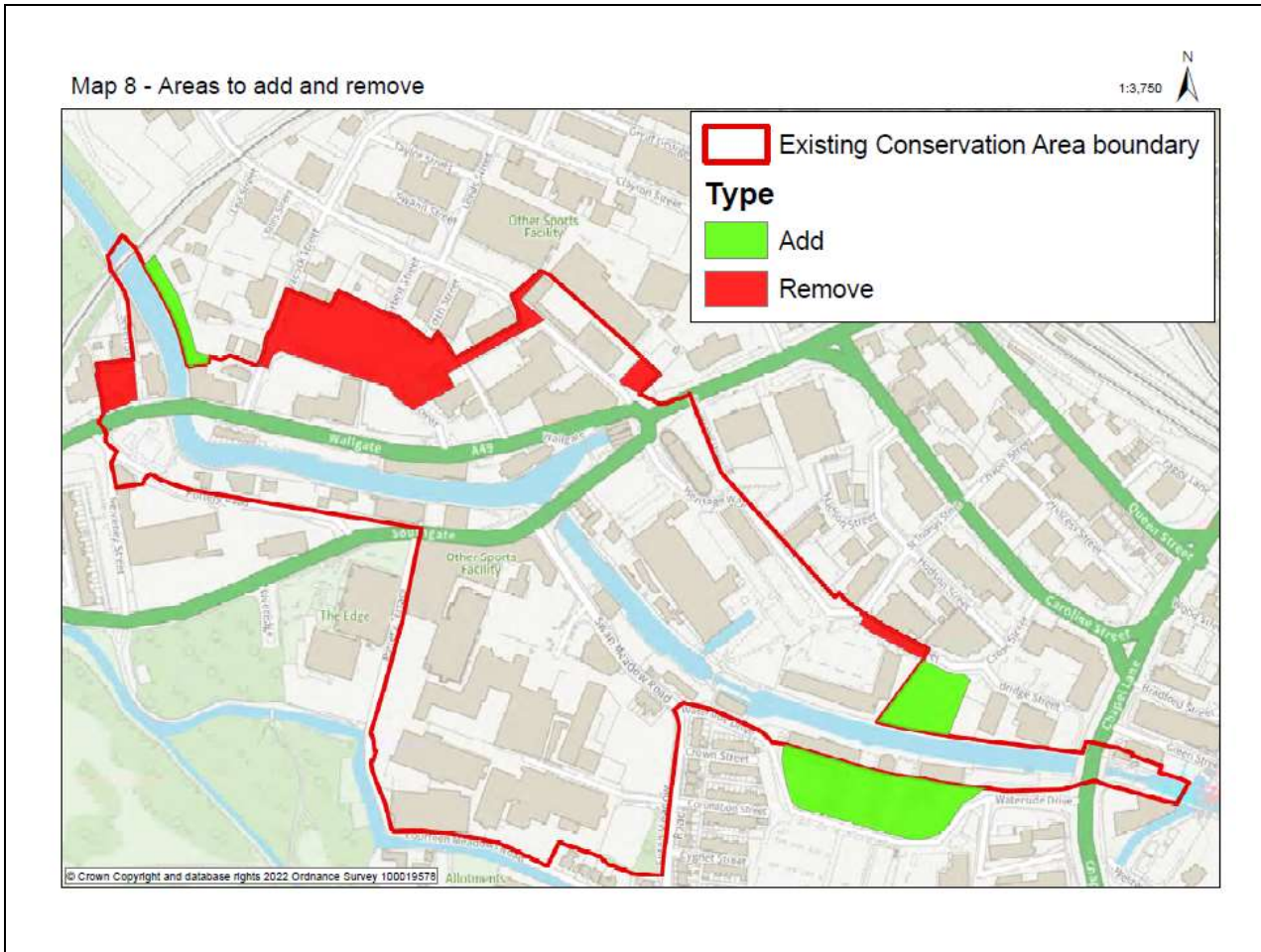
- 6.1 The Wigan Pier Quarter Conservation Area is a relatively small, yet diverse, conservation area, containing commercial, residential and leisure uses. Parts of the conservation area are of good quality with some well-maintained, high-quality buildings, however other parts of the conservation area are blighted by neglect, in particular Eckersleys' Mill, and the buildings along Pottery Road to the canal. To the north of the canal, the area is weaker in character due to the nature of the industrial uses and modern buildings.
- 6.2 There are opportunities for enhancement and pressure for change to the historic environment. Managing change in a manner that allows for growth and regeneration is important, whilst ensuring the key drivers of the area's significance are preserved and, where possible, enhanced.
- 6.3 The following summarises the neutral and negative factors identified in the conservation area that present opportunities for enhancing character:
- Pottery Road and Wallgate are of lower quality buildings, the latter being more modern development, whilst the former contains a mix of older and newer stock, impacting in different ways.
 - Vacancy impacts upon the conservation area in terms of the deterioration of historic buildings, and this is evident particularly around the Eckersleys' Mills complex, the canal depot, the adjacent Mayors Boatyard and Pottery Road and Pier 2, 3 and 4, although these are part of a wider scheme which aims to bring vacant space back into active use.
 - Paving and road surfaces have largely changed over much of the conservation area, although traditional setts are in situ along the canal towpath and within the former depot, whilst there is Yorkstone paving around the eastern part of Pottery Road.
 - The Swan Meadow Industrial Estate, within the Eckersleys' Mills complex is a later 20th Century industrial development. It detracts from the heritage significance and aesthetic qualities of the complex
 - Swan House, Swan Meadow Road – late 20th Century development of modern render, cladding and brickwork, the building makes no contribution in the way of aesthetic or historic stimulation.

Buildings and Sites at Risk

- 6.4 The following are considered to be the key buildings and sites at risk in the conservation area:
- Eckersleys' Mills – the whole complex is in a poor state of repair, having lost a number of ancillary buildings due to decay and safety issues. The north light weaving sheds are currently subject to temporary support in response to an urgent works notice served by the Council in 2019 upon the previous owners. There has been a recent change in ownership and proposals to bring the complex back into active use are in preparation.
 - Former Waterways Depot – the collection of late 19th Century buildings are suffering from long term vacancy.

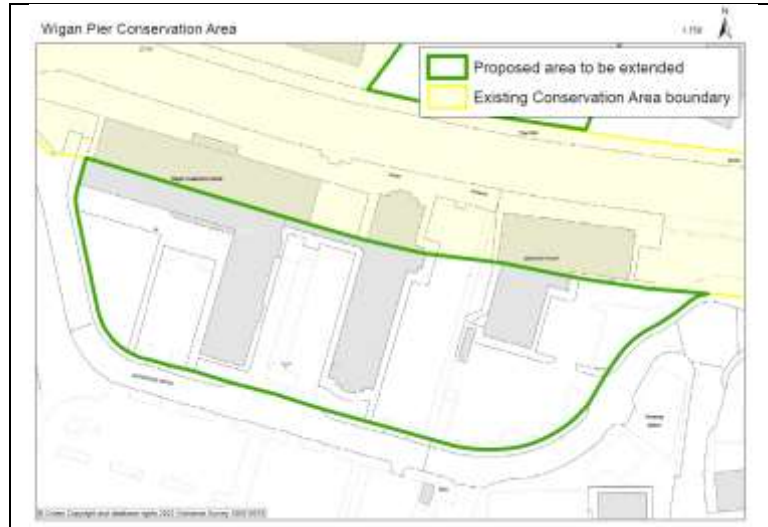
7 Conservation Area Boundary Review

7.1 During the reappraisal of the conservation area, the boundary has been examined. At present it follows previous boundaries that have now been changed through development. It is proposed that some minor amendments be made to the boundary, and these changes and justification are laid out below.



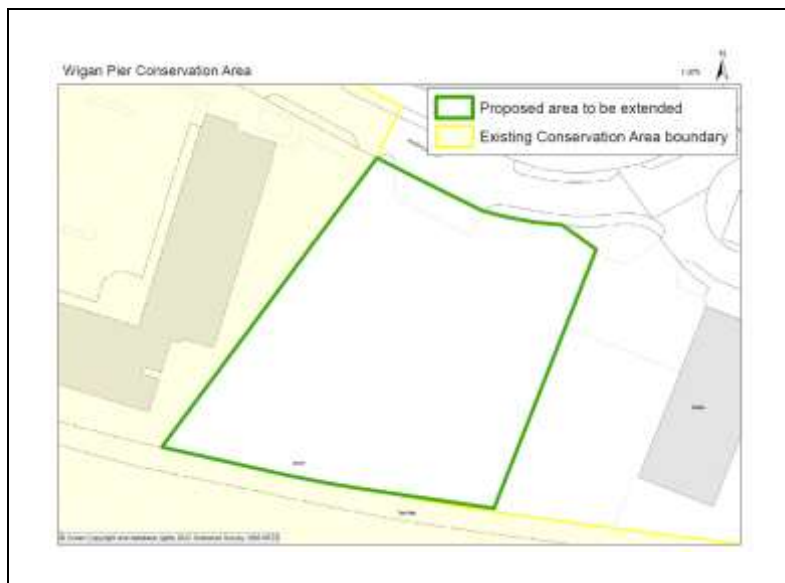
Land to South of Leeds – Liverpool Canal

7.2 The boundary here takes in the frontage of the modern office buildings along the canal, originally following earlier boundaries where the former railway ran. The land has been developed in the late 20th / early 21st Century for office development, which is of a good quality, relating to the conservation area in size and scale. It is proposed that the boundary be altered to take in the buildings and their curtilage given the good relationship they have with the canal and the conservation area.



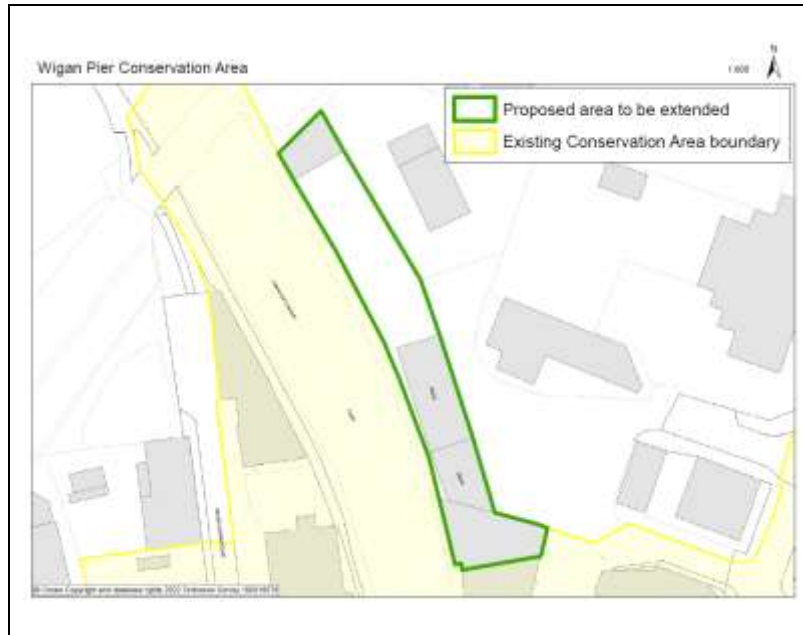
Land off Woods Street

7.3 It is proposed to extend the boundary to take in the vacant site (formerly CHP Plumbers). The site is allocated as part of a primary employment area in the development plan, and as a potential development site any proposal should protect or enhance the character and appearance of the conservation area.



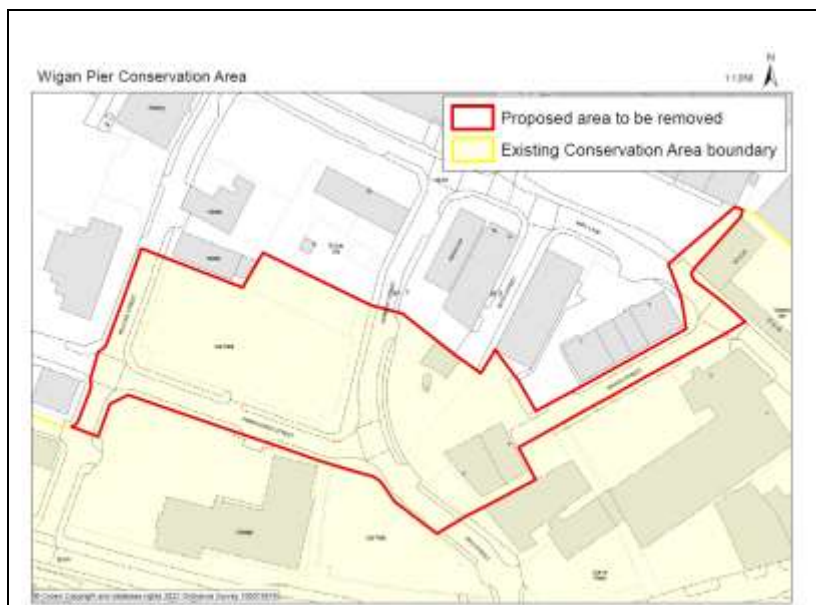
Land to west of Wilcock Street

7.4 The boundary currently runs through buildings along the canal. The importance of the canal to the character of the conservation area has been established through this appraisal and to ensure any future development responds positively to the conservation area, this area is proposed to be included.



Land around Pennyhurst Street and Mason Street

7.5 This area is of little historic interest and does not relate particularly strongly to the conservation area. The area is on peripheral routes set back from the main thoroughfares through the area with limited visibility. Therefore, it is proposed to be removed from the conservation area.



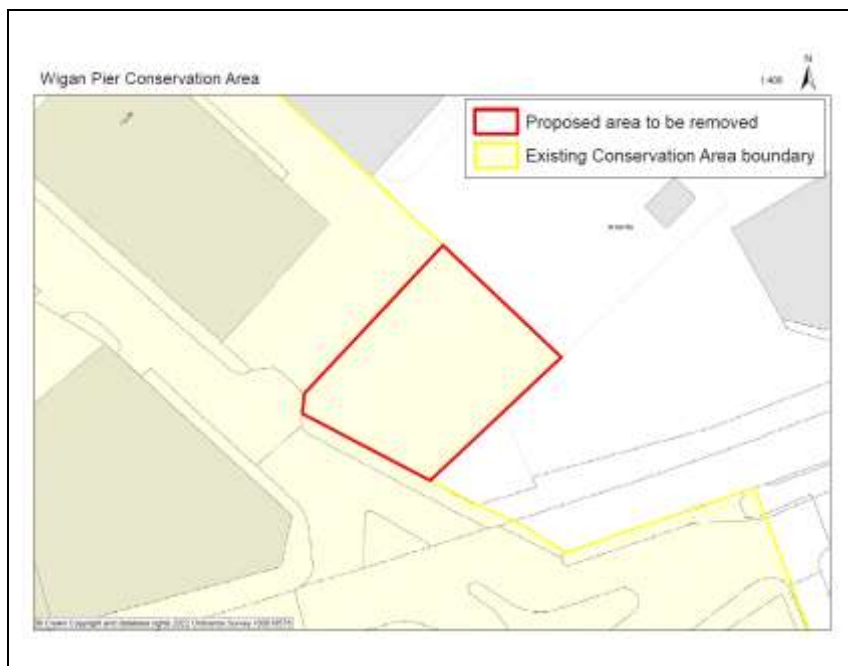
Land and building to west of Seven Stars Road

7.6 This site comprises the land and building associated with former Seven Stars Public House. The site was subject to fire damage and demolition in the early 21st Century. The replacement development is of a contemporary style and does not particularly relate to the conservation area. As such the area is proposed to be removed from the conservation area.



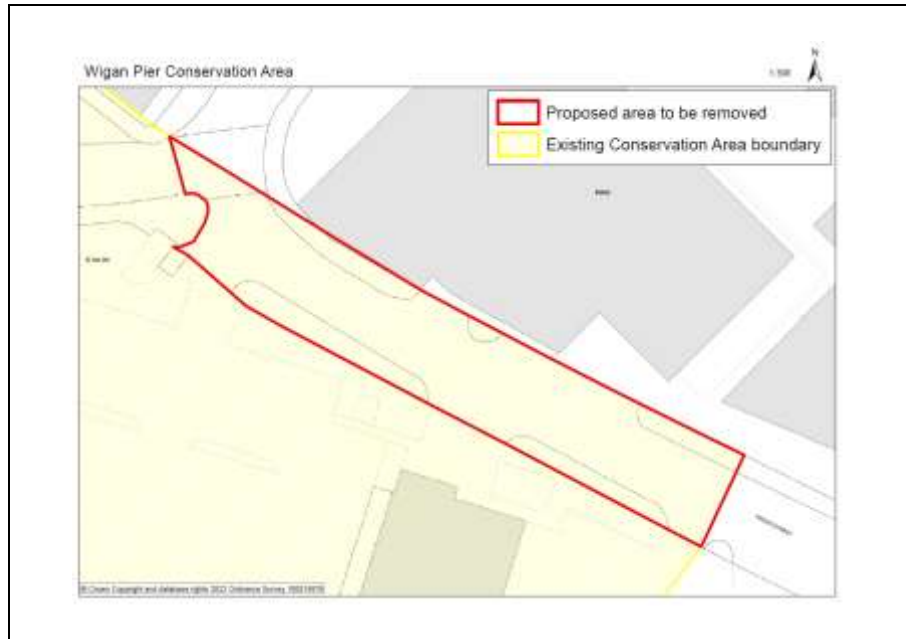
Land to north of Miry Lane

7.7 The boundary currently runs through a car park. It is proposed to create a more logical boundary around the former Victoria Mill site.



Land at Woods Street

- 7.8 The boundary currently runs along Woods Street through an industrial area. It is proposed to remove this area so that the boundary follows the curtilage of Trencherfield Mill.



8 Article 4 Direction Review

- 8.1 During the review of the conservation area, consideration has been given to the potential for an Article 4 Direction to protect the character of residential dwellings. The only residential dwellinghouses within the conservation area are the newly built houses at the western entrance to the conservation area and 1 – 3 Canal Cottages. As part of the approval of the planning application for the new houses, permitted development rights have been removed, and 1 -3 Canal Cottages have already undergone major change, and therefore an Article 4 Direction is not appropriate.

9 Historic Map Regression

- 9.1 To understand what makes a place significant, it is important to understand its historic development. One way to understand that is through historic map regression. Below is a sample of historic maps showing the development of the Pier Quarter between 1849 and 1947.



Historic Map 1 – Ordnance Survey, 1849, Wigan Pier Area

