

# **BROOKSBOTTOMS/ROWLANDS CONSERVATION AREA, BURY**

## **CONSERVATION AREA APPRAISAL AND AREA STUDY**



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## Section 1 Introduction

The Brooksbottoms Conservation Area was designated by Bury Metropolitan Borough Council in 1975.

A conservation area is an “area of special architectural or historic interest” the character or appearance of which it is desirable to preserve or enhance”.<sup>1</sup> Designation of a conservation area increases control over significant or total demolition of unlisted buildings, strengthens control over minor development and protects trees within its boundaries. It also ensures that any new development maintains or enhances the character of the area. Section 71 of the Act imposes a duty on the local planning authority to formulate and publish proposals for the preservation and enhancement of conservation areas. Proposals should be publicised and incorporate public comment.

“The more clearly the special architectural or historic interest that justifies designation is defined and recorded, the sounder will be the basis for development plan policies, development control decisions, and management plans for the preservation and enhancement of the character or appearance of an area”.<sup>2</sup> The purpose of the Appraisal is, in accordance with the methodology recommended by English Heritage,<sup>3</sup> to define and record the special architectural and historic interest of the Brooksbottoms Conservation Area. This has been used to prepare a study setting out suggested actions to maintain and enhance the special character of the area. These documents will support the active management of the Conservation Area through the development control process, including support for appeals.

The Planning and Architecture Department of Bury Metropolitan Borough Council drew up a report in 1975 proposing new conservation areas at Brooksbottoms and Summerseat.<sup>4</sup> This Character Appraisal draws heavily on that report.

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<sup>1</sup> Planning (Listed Buildings and Conservation Areas) Act, 1990.

<sup>2</sup> *Planning Policy Guidance Note PPG15, Planning and the Historic Environment* (Department of the Environment and Department of National Heritage, September 1994).

<sup>3</sup> *Guidance on Conservation Area Appraisals* (London: English Heritage, February 2006).

<sup>4</sup> Planning and Architecture Department, *Brooksbottoms: Designation as a Conservation Area* (Bury: Bury Metropolitan Borough Council, 1975).

## Section 2 The Planning Policy Context

The national planning policy context is PPG15: *Planning and the Historic Environment*, Part 1, Section 4.

Bury Council operates largely as a unitary authority and the local planning policy context is policies EN1/1 to EN1/4, EN6-10, EN2/1-3, EN3/1 and 2, EN4/1, EN6/1 and 2, EN8/1, EN 9/1 on the Built and Natural Environment of the *Bury Unitary Development Plan* and policies HS1 to HS24 of *Bury's Heritage Strategy*. See Appendix 7 for further details.

Conservation Area Consent is required for the total or substantial demolition of some buildings or structures within the Conservation Area. Permitted Development Rights for householders are slightly stricter than usual, and permission is required from the local planning authority to fell or lop a tree over a certain size.

Bury Council has published several relevant Supplementary Planning Documents: Guidance Note 6 on Alterations and Extensions to Residential Properties (2006), Guidance Note 8 on New Buildings and Associated Development in the Green Belt (2007), Guidance Note 9 on Conversion and Re-Use of Buildings in the Green Belt (2007) and Guidance Note 16 on Design and Layout of New Development (2008). This Appraisal will be a useful contributor to future Area Action Plans or Supplementary Planning Documents for the Conservation Area and will form a basis for development control decisions.

### **Section 3 Summary of Special Interest**

The special character of Brooksbottoms Conservation Area derives from the following elements:

- Two distinct character areas, one being a mixture of late eighteenth, nineteenth and twentieth century stone and brick houses, education and ecclesiastical detached buildings on a historic thoroughfare; the other being largely a 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;
- Green open space provided by mature woodland at Gollinrod Wood which is a designated Site of Biological Interest and by the Summerseat Nature Reserve which is a UK priority habitat;
- The whole of the river valley at this point, with its combination of mature woodland, the gorge and flat land inside the river bend, buildings and road bridges in natural stone and the landmark of the railway viaduct.

A definition of the special interest of the Conservation Area is set out in section 4 of the Character Appraisal.

## Section 4 Assessing Special Interest

### 4.1 Location & Setting

#### Location and Context

Brooksbottoms/ Rowlands Conservation Area lies within the village of Summerseat, 2½ miles north of central Bury within and around a widening of the Irwell Valley. Brooksbottoms lies to the west of the A56 and the M66, with the Gollinrod Gorge and Wood to the north. The Summerseat Conservation Area lies to the south and west of the River Meander.

#### General Character and Plan Form



*River Irwell Looking  
Northwest from the Railway  
Street Bridge*

The Conservation Area's physical character derives from its relationship with the River Irwell, which has not only served as a source of water and power for the village's industry, but has also moulded the form of the settlement's development, initially away from the floodplain and later closer to the river. The Conservation Area consists of two loosely linked settlements of Brooksbottoms and Rowlands which sit on the slopes surrounding the wide flood plain, now with inappropriate late twentieth century infill to the east. The settlements can be viewed as distinct groupings connected by narrow winding roads and pathways. The low-piered natural stone bridges forming road crossings also make a significant contribution to the character of the area. One of the stone bridges has been suggested for addition to the Local List. The bridges serve not only to connect the two sides of the river valley but also to link the Brooksbottoms/Rowlands Conservation Area with the Summerseat Conservation Area to the west.

Rowlands lies on high ground to the east of the railway line and the buildings are of a mixture of architectural styles, varying from plain late eighteenth century residential to mid-nineteenth century educational. The Methodist burial ground on the site of the chapel is especially interesting and the mature trees add to the area's character.

Brooksbottoms lies on the lower slopes and in the valley bottom and is characterised by industrial buildings and terraced worker's cottages of the late eighteenth and nineteenth centuries. A narrow piered river bridge links the rest of the village with the four-storey Brooksbottoms Mill, now a listed and redeveloped building.

The plan form of the Conservation Area is mainly linear, following the railway and the historic road layout.

#### Landscape Setting

Brooksbottoms is bordered on the north by the River Irwell. This stretch of the Irwell runs through a gorge to the east and then into a wider valley bottom with a large bend. Local geology also features yellow sandstone which has been used for building materials.

The landscape setting of Brooksbottoms has the following key characteristics:

- The whole of the river valley at this point, with its combination of mature woodland and grassland, the Gollinrod gorge and flat land inside the river bend;
- The railway line and its viaduct forming a landmark across the gateway to the current Conservation Area;
- The valley bottom at this point is generally unkempt and sites by the river, particularly to the west of the railway line, are generally derelict;
- Mature mixed woodland at the bottom of Gollinrod Gorge and behind the mill building which provides an impressive backcloth dominating the skyline to the north and east. Gollinrod Wood is designated as a Site of Biological Interest, Class A;
- Large triangular field to the east of Miller Street;
- Summerseat Nature Reserve in the bend of the River Irwell;
- Survival of pre-urban tracks which illustrate how the built-up area expanded onto rural land, such as the southern end of Miller Street and the eastern end of Rowlands Road;
- The edge of the village, although it contains late twentieth century infill development, is still defined by field boundaries visible on the 1850 map;
- Ever-present views of surrounding hills, woodland and rural landscape;
- Setting of the village on the valley sides adds to the character, providing gradient and a varied roofscape.

## **4.2 Historic Development and Archaeology**

### **4.2.1 History and Development of Conservation Area**

The history of the Brooksbottoms/Rowlands Conservation Area is closely associated with that of Summerseat.

During the 1600s and 1700s the area of Brooksbottoms and Summerseat contained only scattered farms and hand-loom weavers' cottages in a rural setting. The earliest reference to Summerseat is from 1556 when it was known as 'summersett', meaning a hut or shelter used in summertime. Rowlands is an obscure name which may indicate that this area once belonged to a man called Rowland. In 1699, Edward Hamer, a fustian manufacturer from Tonge-within-Bolton purchased the estate of Higher and Lower Summerseat. Soon afterwards he built Peel Hall, which is dated 1706 above one of the doorways. Peel Hall originally had a Pele tower, or a fortified house with two to four storeys, attached. The estate passed to his son, Richard, who enlarged it and thence to Samuel who again added to Peel Hall in 1759.

Development in the area began in the late eighteenth century with the arrival of the cotton industry and the first mill was built in around 1773, though records do not show by whom. The River Irwell and its tributaries provided a source of water and power and there were flat sites for building in the valley bottom. Steam only replaced water power in the 1840s, although some of the mills retained water power until the early twentieth century and the Hoyle Mill at Brooksbottoms used hydroelectricity as a supplement to steam. In 1787 Robert Peel and William Yates bought the lower part of the estate and an existing three-bay mill at Brooksbottoms. They were already successful calico printers and owners of spinning mills at Bury and Ramsbottom and employed hundreds of handloom weavers in surrounding villages and hamlets. Richard Hamer was employed as the factory supervisor. Peel, Yates & Company began to develop Summerseat and Brooksbottoms and by 1803 they had five spinning mills: Brooksbottoms, Robin Road, Upper Mill, Lower Mill and Wood Road. The company built rows of terraced cottages for their workers, such as those on Robin Road and Hall Street.

Peel, Yates & Company employed a large number of children aged between 10 and 12, some of whom were pauper apprentices from as far afield as London, and Long Row on Railway Street was built to house them. Apprentices worked a 12 hour shift with an hour off for meals and recreation, sharing beds with children on the alternate shift. They were not paid and worked for food, clothing and lodging only. In order to ensure an adequate water supply, Peel channelled the Irwell to create a reservoir in the river bend and constructed an aqueduct over the river to Upper Mill. Peel went on to develop a very large business, became Member of Parliament for Tamworth in Staffordshire and promoted the Health and Morals of Apprentices Act, effectively the first British factory legislation. He was created a Baronet in 1800 and his heir, Sir Robert Peel, was Prime Minister on two occasions.



## The Nineteenth Century

Peel and Yates sold their mills in 1812 to a consortium of Edward Hamer Howarth, Richard Hamer, Thomas Norris and William Hardman and Hamer added to the site at Brooksbottoms. Norris and Hardman had been employed by Peel & Yates as supervisors of the other two Irwell valley mills. The introduction of power looms to the Robin Road mill led to riots and the destruction of 38 looms. In 1824 Hamer bought out his partners' interests in the estate and became sole owner.

In 1829 Thomas and John Robinson Kay, both Methodists, arrived in Summerseat from Rawtenstall and bought Brooksbottoms Mill from Richard Hamer, adding further buildings to the site. By this time, each mill had a cluster of employees' cottages and there were areas of older cottages and farms on the higher ground to the east and west. A year later a Wesleyan Methodist chapel was built which later became known as Rowlands Methodist chapel. In 1836 Hamer built the large mansion, Summerseat House, for his son, Daniel. He himself lived outside the village at Bury Lane. Three years later John Robinson Kay married Hamer's daughter, Mary, who later inherited the Wood Road Mill and who also came from a Methodist family.

During the mid-nineteenth century Summerseat and Brooksbottoms developed into a village settlement. The census returns show a steadily developing population, although with a large proportion of young women, many of whom had come from the surrounding area and other parts of the UK to work in the mills. However, the fluctuating fortunes of the cotton industry tended to result in a transient population. In 1840 the first school was built on Hill Street and was educating 95 pupils seven years later. It was built to the Glasgow Normal School system with a gallery round the large schoolroom, from where the teacher could supervise pupils, and a playground. From 1859 the building was used as a Mechanics Institute. Kay set up a fund to train teachers and provide books and equipment. He went on to help set up the Westminster Training College and was treasurer to the Wesleyan Committee for Education. The Wood Road Mill was re-built and later owned by James Ashworth. The East Lancashire Railway line opened in 1846, linking the Manchester to Bolton line with Radcliffe, and Summerseat was provided with a station and goods platform, probably to serve Twist Mill on the other side of the river. The Wesleyan Methodist Society grew rapidly and a new chapel opened in 1847, largely financed by John Robinson Kay and designed by James Simpson in the Perpendicular Gothic style. He was a leading non-conformist in the North West of England and the chapel at Summerseat was the most notable of his few Gothic chapels. The old chapel remained empty until its demolition in 1869 when some of the material was re-used in a new chapel at Elton. Richard Hamer died in 1850 and his property was divided amongst his three surviving daughters, all of whom married mill owners. Ann married William Hampson and lived at Peel Hall.

The 1850 map shows a large L-shaped building at Brooksbottoms Mill and what appear to be six terraces between what is now the bottom of Hill Street and the river, of which only three remain, and a

large reservoir within the river bend. It also shows three sandstone quarries, which would have supplied building stone locally, at the top of modern Hill Street, to the south of Rowlands Road and Railway Street. It distinguishes between Higher Rowlands, as a settlement on Rowlands Road, and Lower Rowlands to the north of the present Queens Place. It also shows the terraces off Railway Street, some of which survive, and a cotton mill at Lower Summerseat as well as the mill and cottages on Robin Road.

There was further development of the village during the 1860s. An elegant terrace of houses had been built on Miller Street in 1855 probably for senior employees at the mill. The station was re-built by the railway company's resident engineer John Perring. The goods warehouse building was probably constructed over the earlier platform at the same time. The Summerseat and Brooksbottoms Industrial Co-operative Society opened on Railway Street (closed 1963) and the present Methodist Primary School was built, again financed by John Robinson Kay, in the old sandstone quarry next to the Chapel. The Primary School consisted of a large central room with a transverse wing across each end and was lit by large windows set high up to avoid distraction, with a good-sized playground. The school had to close temporarily in 1879 and again in 1895 for outbreaks of highly contagious and dangerous diseases. In 1899, the school was extended to provide another classroom, work this time financed by the mill owner, Isaac Hoyle. By 1880, there was also another co-operative store at the bottom of Hill Street, which is now a private house.



**John Robinson Kay's Tomb**

In 1872, John Robinson Kay died and was buried by the chapel he helped to build. Brooksbottoms Mill was taken over by Joshua Hoyle & Sons, which closed and re-built it in sandstone from the Wild's Delph Quarry at nearby Edenfield. Joshua's son, Isaac, married Mary Hamer Kay in the same year and the new mill started operation in 1876, intended to employ 900 workers. The 1893 map shows development on the site in three sections with the canteen over the river. Isaac Hoyle went on to become Member of Parliament for Heywood and a magistrate for Manchester. However, Upper Mill and the Twist Mill closed in 1880, followed by the Robin Road Mill in 1888, probably superseded by the large mills at Brooksbottoms. In the mid-1880s, 10 rows of brick houses were built at Brooksbottoms, followed by larger houses at Queens Place for managers and overseers. Isaac Hoyle set up trusts for a medical fund to pay workers' hospital bills and provide for their convalescence, a fund for the support of a nurse and a fund for local boys to study at technical schools. A gas works was built by mill owners Hoyle and Hampson and provided street lighting. A Mission was also built on Waterside Road as a meeting place for workers. This later became St Wilfrid's Church of England Church and was extended in 1937 with the addition of a timber-framed and weather-boarded Sunday School which has since been demolished.

### **The Twentieth Century**

By the beginning of the 1900s, there were only two mills trading in Summerseat and Brooksbottoms. The fluctuating fortunes of the cotton industry led to workers becoming hungry and unfit for work. In

1908 up to 38 children were given a hot meal at lunchtime and again in 1913. However, around this time public utilities were improved, with mains water being installed in 1911 (people having previously collected water from the mills or wells) and mains sewers in 1914, thereby making a major contribution to the eradication of infectious diseases. The 1939 map shows the Ramsbottom UDC sewage works, filling all the ground within the river bend between the reservoir and the railway. The gas lamps were replaced by electric street lights in 1915 and mains electricity became available to residents.

On the 14<sup>th</sup> July 1912 the King and Queen visited Bury and a special train was provided to take local children to see them. After the First World War, families were encouraged to move into the area and people immigrated from Scarborough, Wigan, the Isle of Man and Ireland. By the 1920s the Wood Road Mill produced cotton blankets which were finished at the dye works on an island in the River Irwell. The Mill is now a large residence with a long frontage to the river.

In the late 1930s there was development of the housing and infrastructure in the area. Newcombe Road was constructed, improving access from the west, some cottages at Higher Summerseat and part of Kay Street, Irwell Street and Hall Street were demolished and 44 council houses built to re-house local families. By this time there were around 690 people working at Brooksbottoms Mill, some of whom were three generations of the same family, and Hoyles provided many facilities for its workers including a surgery, subsidised canteen, a nursery for 50 children, a school for older children to enable their mothers to work during the school holidays and coach transport for non-local workers. The mill later became part of the Illingworth-Morris Group and by 1969 only employed around 200 workers. By 1939 there was a cricket ground in the field south of Higher Rowlands and a recreation ground to the west of the brick cottages.

There was further development in the area during the early 1960s. Long Row on Railway Street and cottages next to Peel Hall were demolished. New development also took place around Newcombe Road. The Bass Lane area was re-developed and old farm buildings restored. However, the railway line stopped carrying passengers in 1972 and goods traffic also declined because of competition from carriage by road. Brooksbottoms Mill closed and most families had to travel out of the area to work. The Wesleyan Methodist chapel closed in 1973 and was demolished shortly afterwards as it was in very poor condition and the funds to restore it were lacking.

In the 1980s the Council improved the area by carrying out major refurbishment of the brick houses at Brooksbottoms and demolition of every other row to provide gardens and more light. Although the front spinning section of Brooksbottoms Mill was statutorily listed, the weaving sheds, other parts of the spinning section and the chimney were demolished. It was later redeveloped as apartments and is now called 'The Spinnings'. The canteen over the river was converted into a restaurant and exhibition centre, although this is currently vacant. The 1984 map shows that the northern part of the reservoir has been filled in and used for allotment gardens and the Twist Mill has been replaced by a house. It also shows the development of

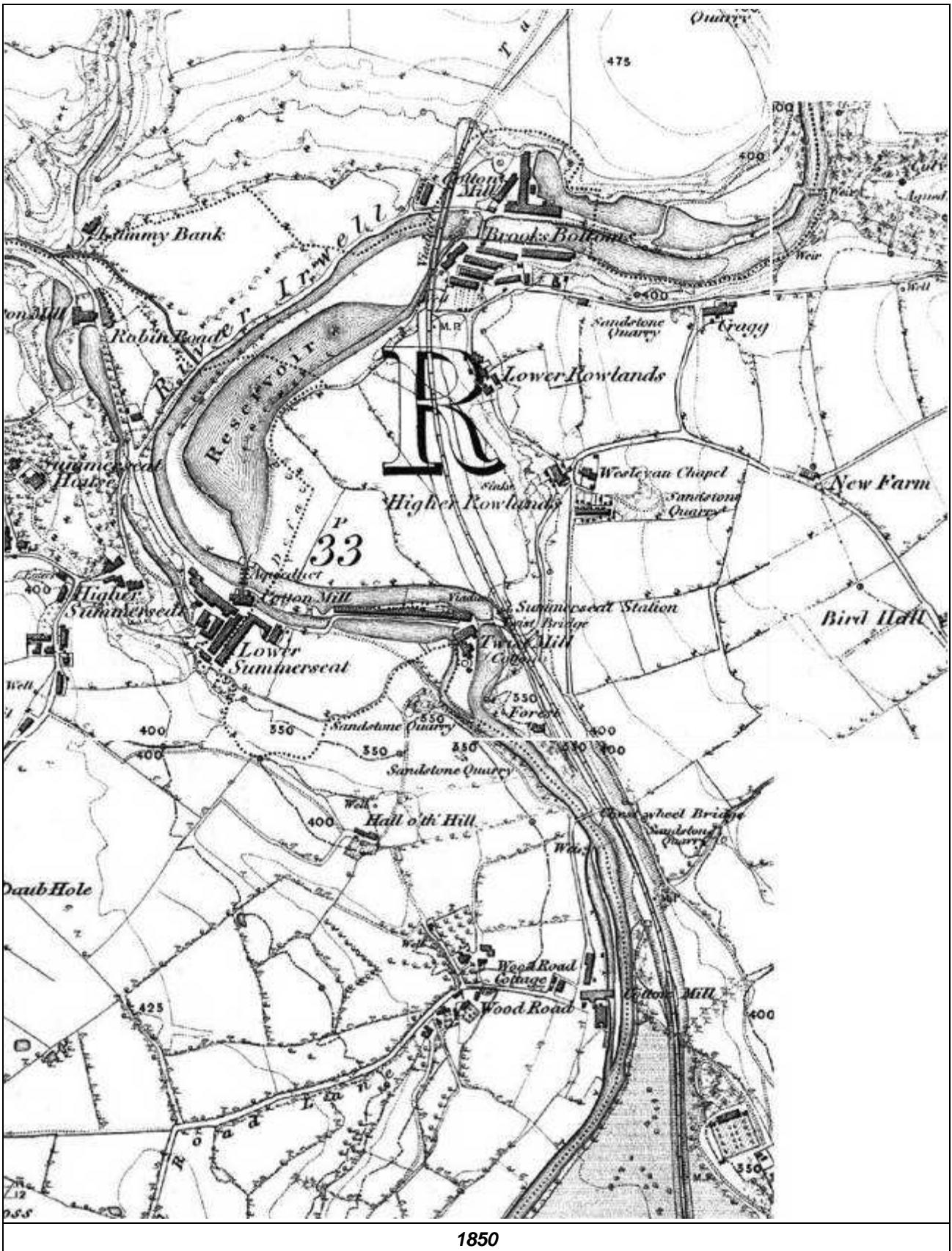
houses around Cliff Avenue. In 1987 the East Lancashire Railway Company began running a steam service on four miles of the disused line, with financial assistance from Bury and Rossendale Councils. It now runs from Heywood to Bury and Rawtenstall and carries an average of 120,000 passengers every year, operating every weekend and some week days in August. The development of the railway has been a major agent in the regeneration of the Irwell valley, leading to an improvement in the area's image and attracting inward investment. The environmental improvements and reclamation of derelict land associated with the railway has won national and European recognition.

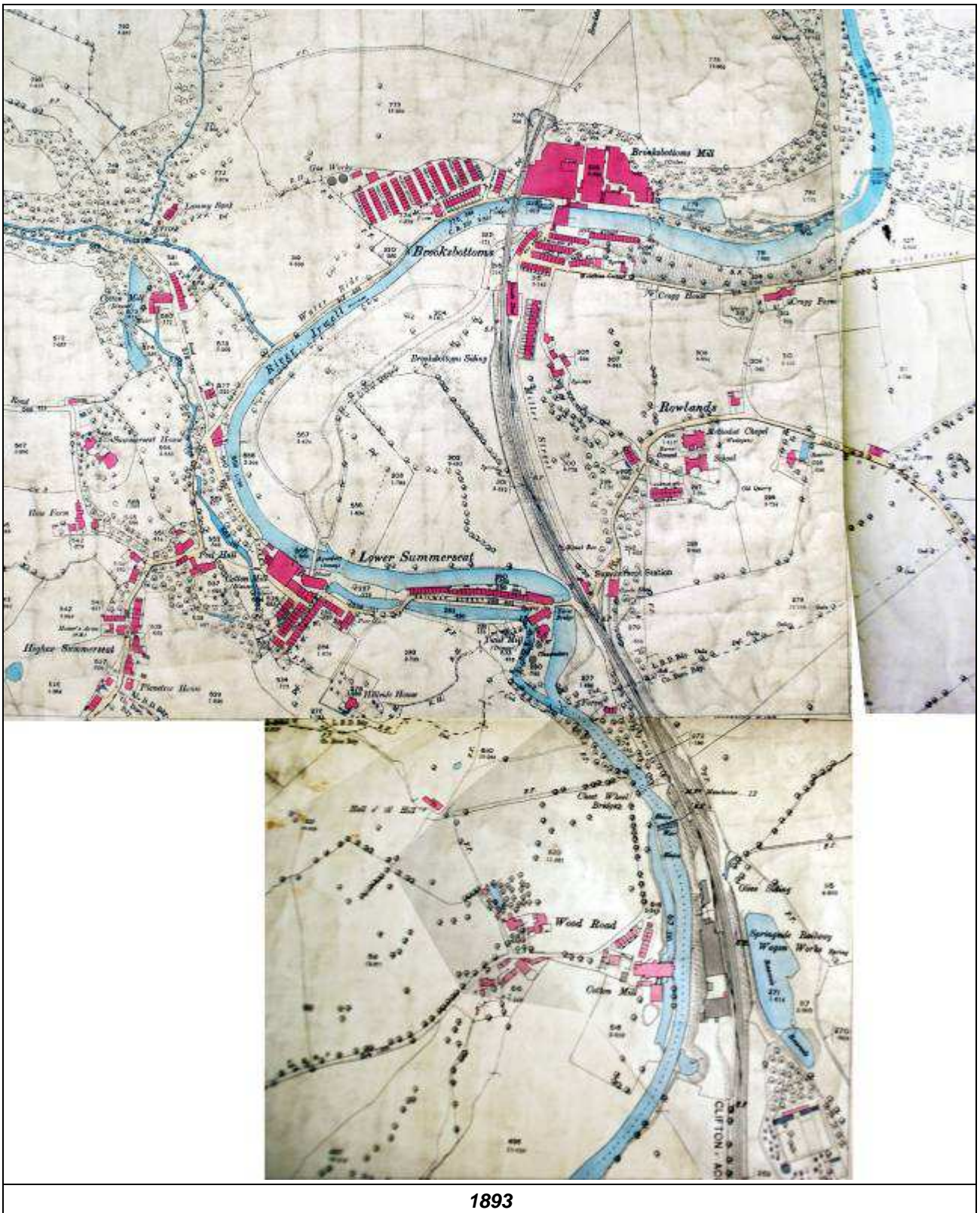
By 1994 the sewage works to the west of the railway had gone. In 2005 the new Methodist Church was built next to the school.

#### 4.2.2 Maps Showing Sequential Development of the Area

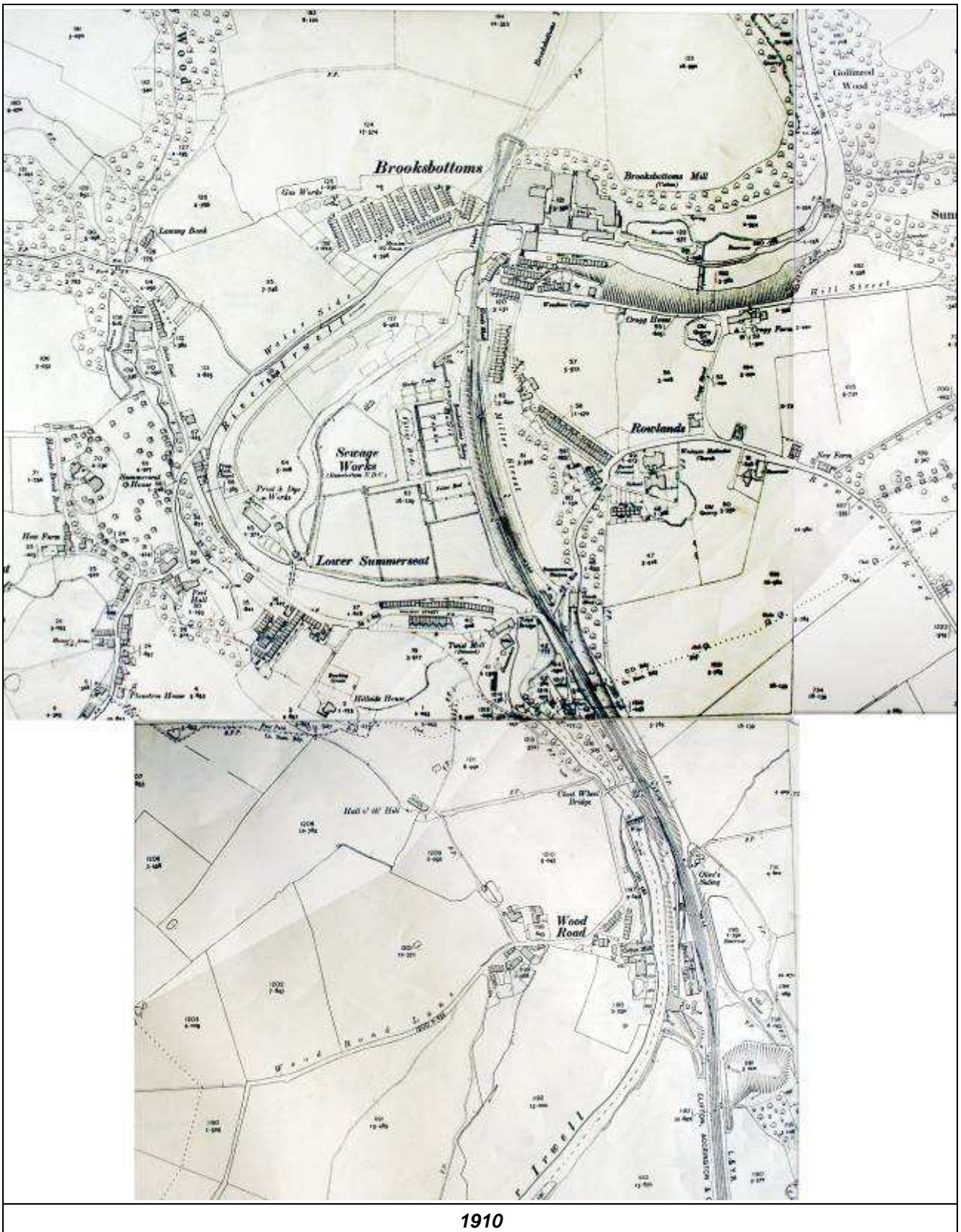




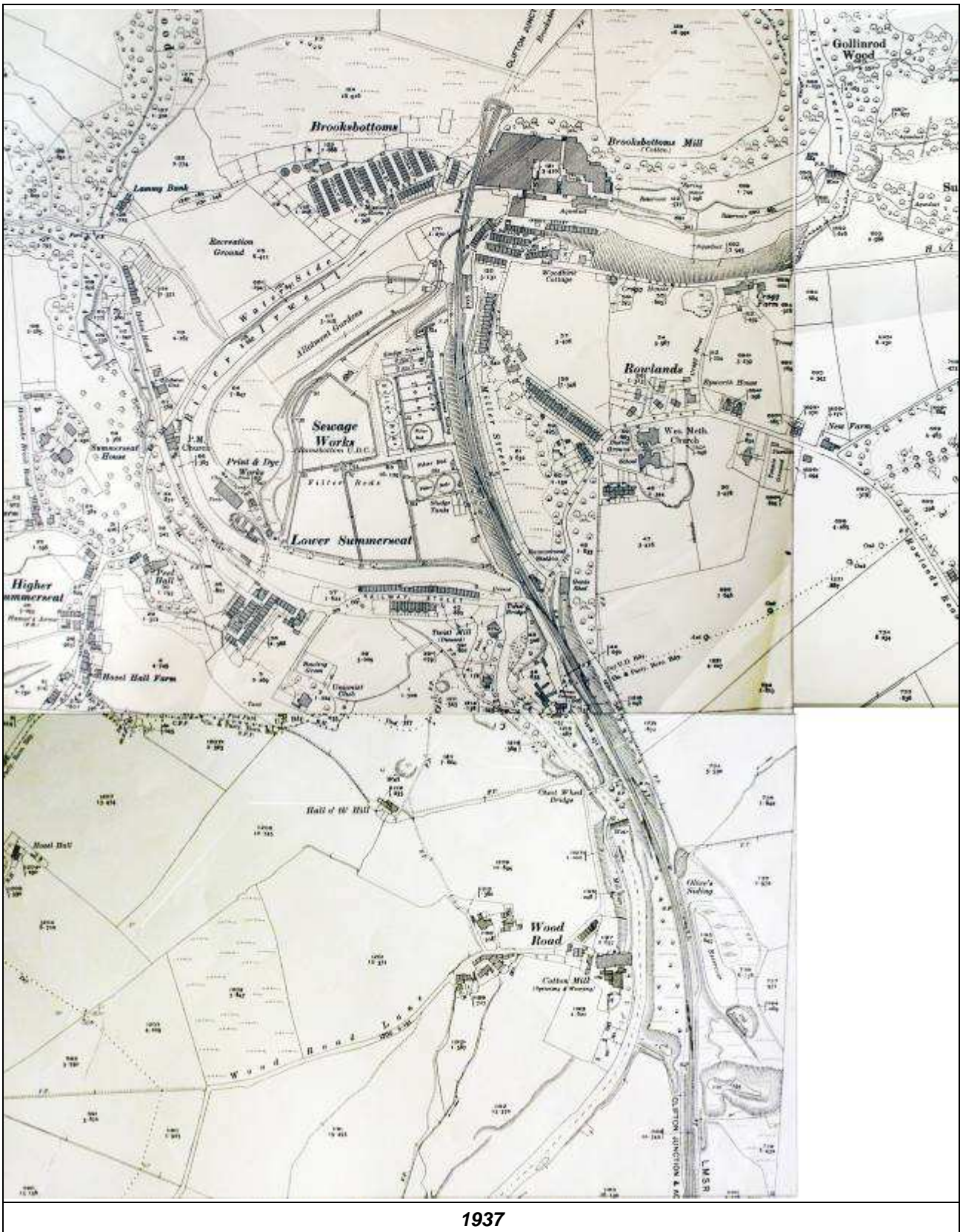




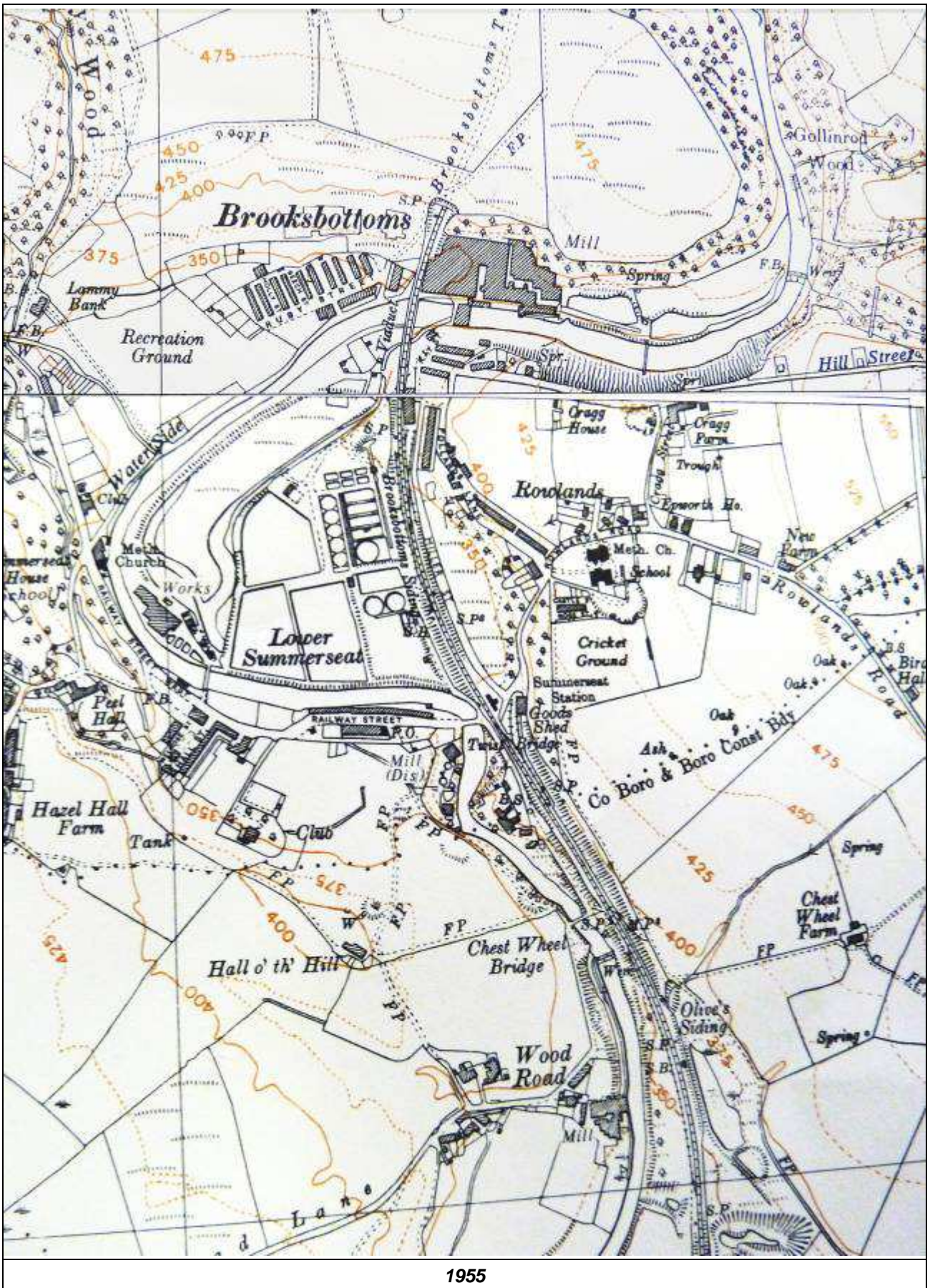




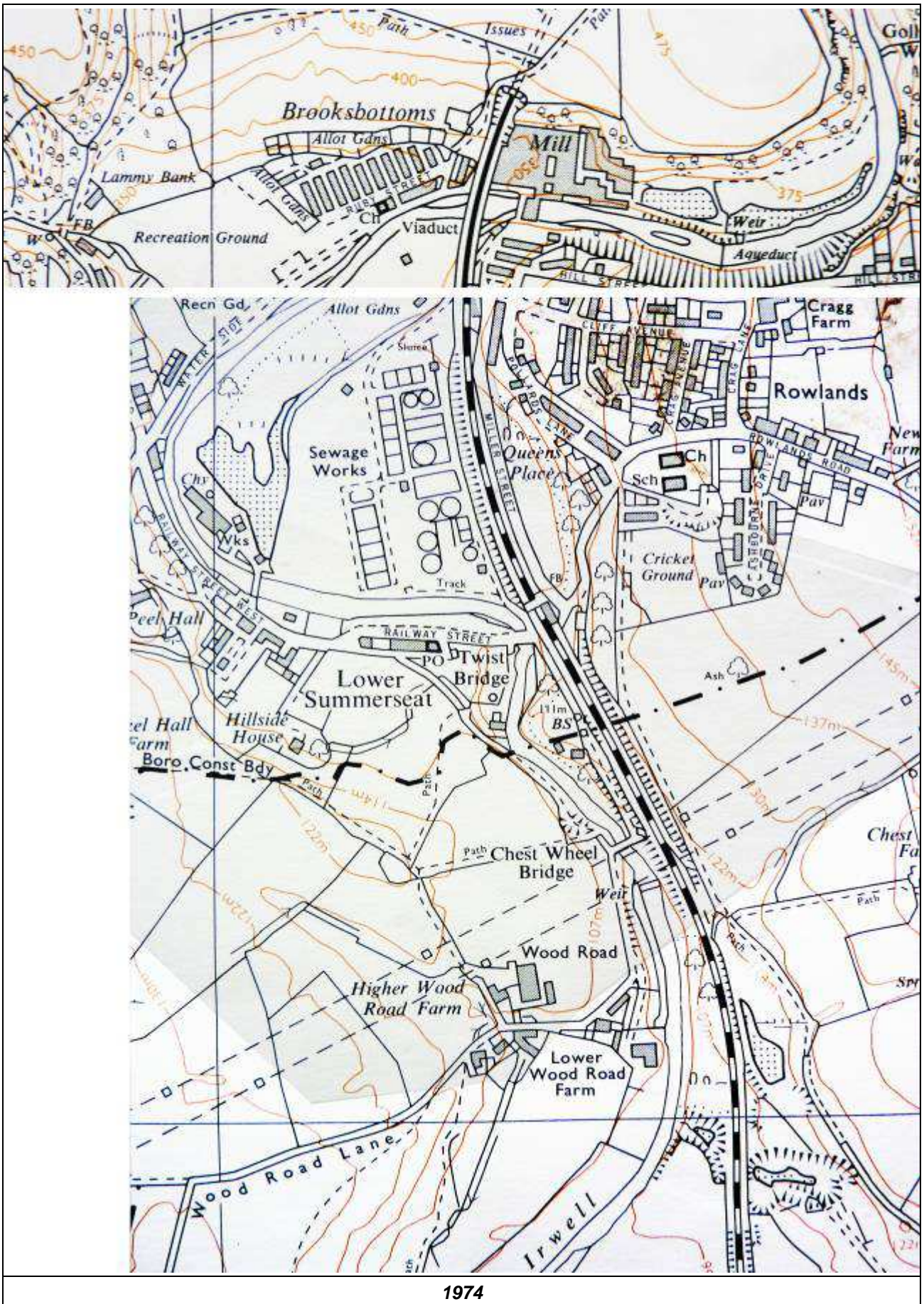




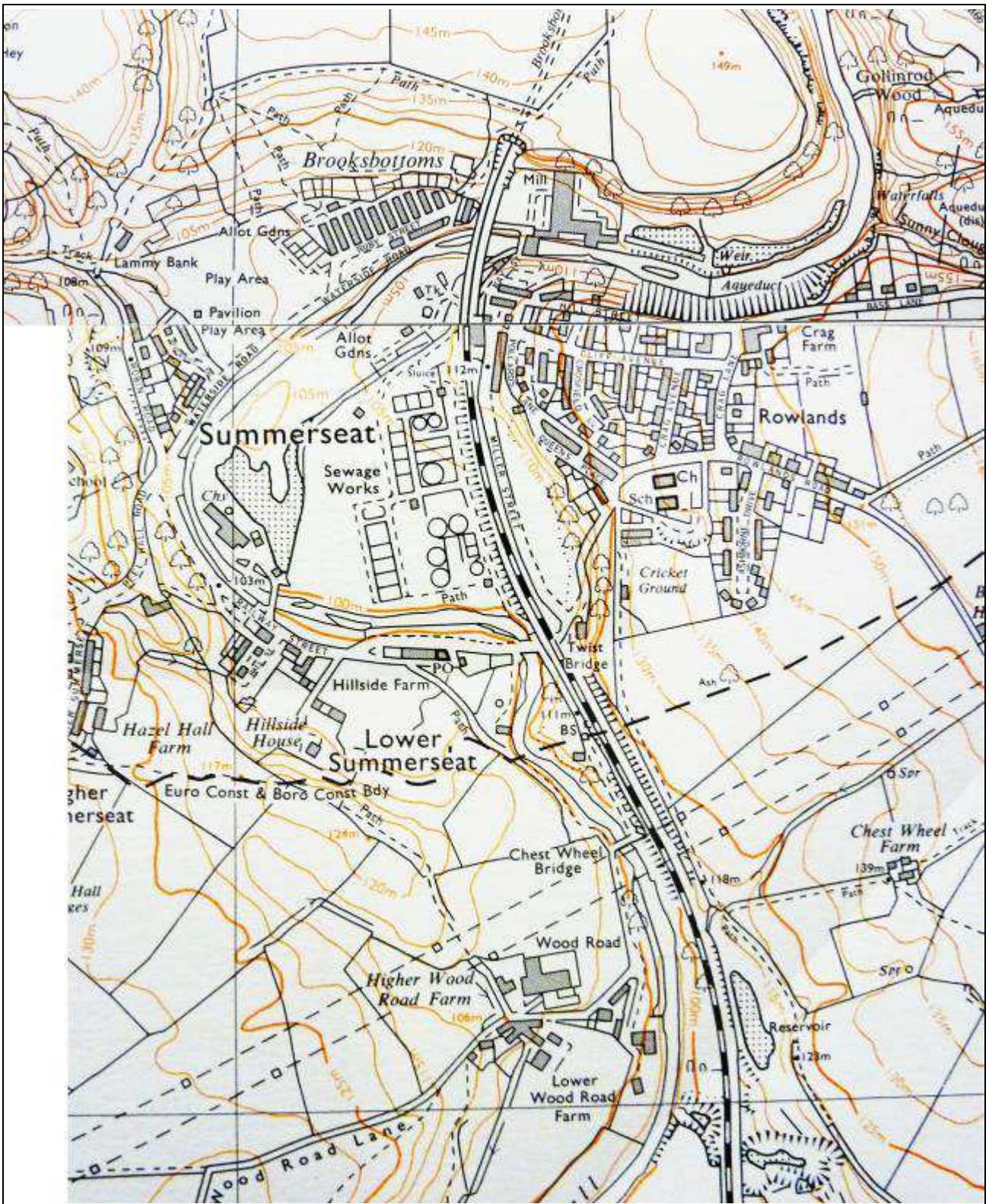






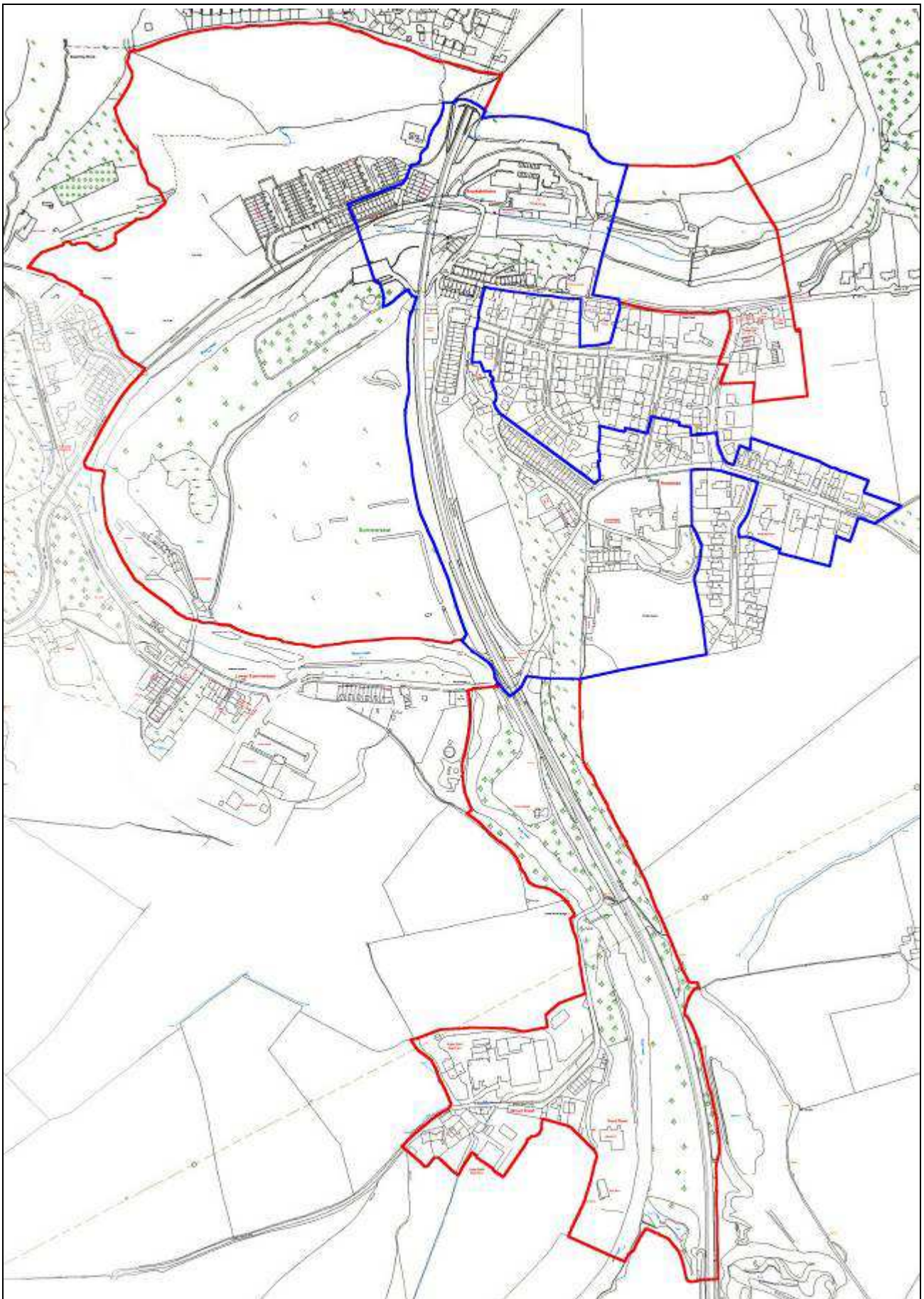






1982





**2009, with the existing boundary shown in blue and the proposed boundary changes shown in red**

### **4.2.3 Significance of the Archaeological Resource**

Sites and extant buildings identified on the *Historic Environment Record* (HER) are described and located on a map at Appendix 1.

There has been demolition on the site of the former mill at Brooksbottoms (the remainder of which is listed) and there is the potential for below-ground remains. There has also been demolition of early nineteenth century terraced houses either side of Kay Street by the river and of the first Methodist chapel at the west end of the current burial ground.

An archaeological building record has been produced for the East Lancashire Railway goods shed as part of the planning process. This identified the platform structure, the layout of the internal arrangement, as opposed to other general good warehouses in the region, and later alterations. The former school and mechanics institute on Hill Street should also be properly recorded if significant elements of the interiors remain. There have been few changes to the historic road layout and below-ground remains are unlikely to have been affected.

## 4.3 Spatial Analysis

### Character and Interrelationship of Spaces



*Parking Area*

Within the current Conservation Area there are two open spaces, one provided by the cricket ground in the south and one by a small recently landscaped parking area with cobbles and small trees at the western end of Cliff Avenue.

Another open space, in one of the suggested extensions, is the recreation ground to the north of Waterside Road.

### Key Views and Vistas



*View Southwards from Rowlands Road*

In the current Conservation Area there are good views from the eastern end of Rowlands Road and from the cricket ground southwards over farmland towards the river and from Summerseat Station westwards towards the river. There is also an attractive, leafy view taking in mature trees southwards along the railway line from the station.

Within the suggested boundary extensions, there are views from Waterside Road southwards over the river and an excellent view into the current Conservation Area and of the Summerseat Viaduct, from Ruby Street north and east towards the Holcombe Brook and the wooded area and from Bass Lane northwards over the Gollinrod Gorge.

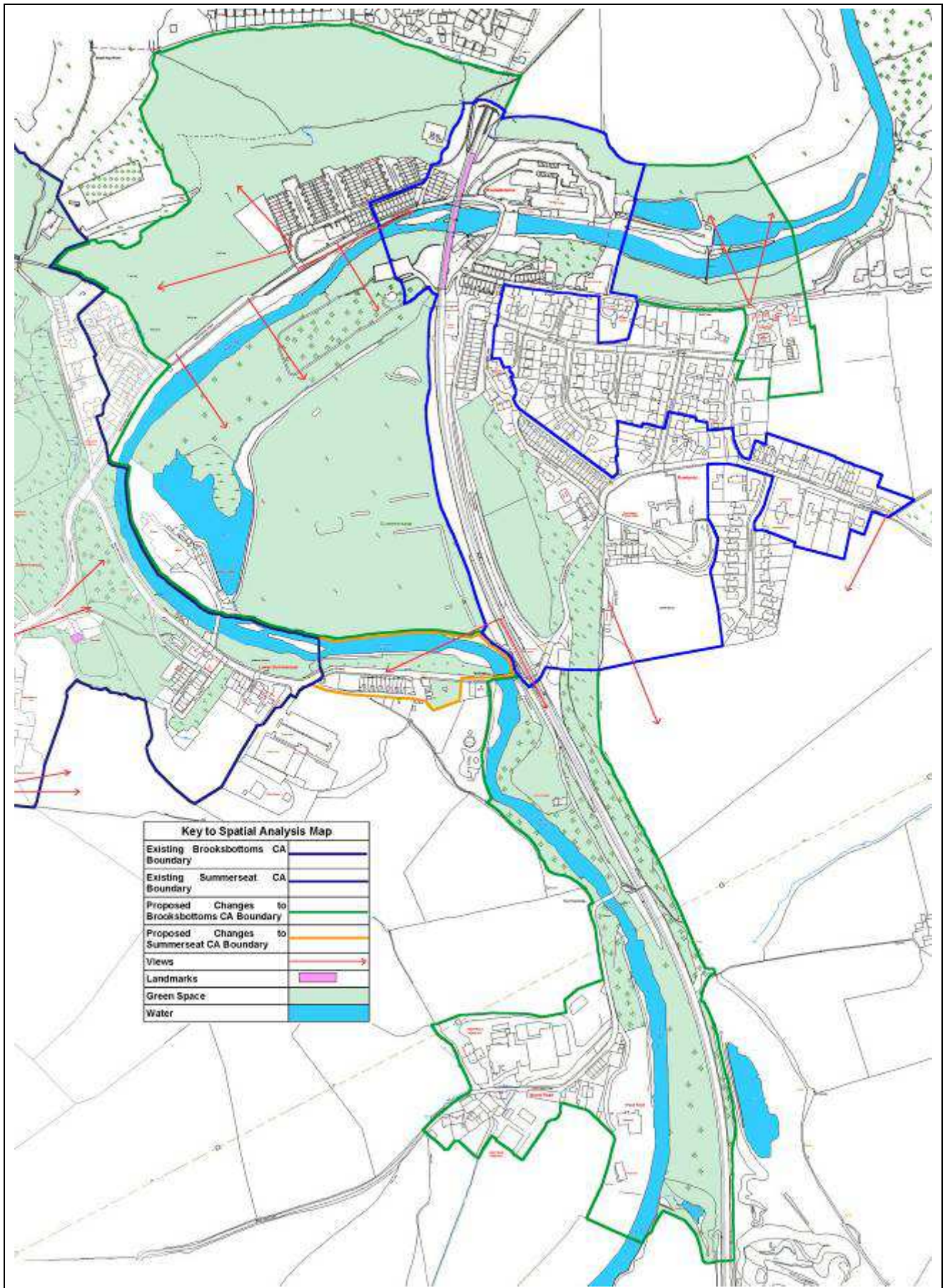
### Landmarks



*Summerseat Viaduct*

There are two main landmarks in the Conservation Area; the Summerseat Viaduct is an imposing feature of the gorge, and the dominant Brooksbottoms Mill.





*Spatial Analysis of Conservation Area and Proposed Extension*



## 4.4 Character Analysis

### Character Areas

There are two character areas within the current Conservation Area.

Rowlands lies on the high ground to the east of the East Lancashire Railway line, along Rowlands Road as far as the cricket ground. This small area is characterized by a mixture of architectural styles, varying from eighteenth century vernacular farm buildings and cottages to the nineteenth century neo-Gothic school. The area also includes some excellent groups of trees, notably in the churchyard, and some important public spaces.

Brooksbottoms lies on the River Irwell by the mouth of Gollinrod Gorge, including the railway line, and contrasts with Rowlands by reflecting the harsher character of the Industrial Revolution. The area is very much dominated by the four-storey former Brooksbottoms Mill (now The Spinnings), surrounded by small terraces of workers housing. The Conservation Area includes the railway viaduct and station which is very much a part of the character of the village and the Irwell Valley.

The two areas are joined by narrow roads and tracks and are not entirely distinct as there are late eighteenth century cottages on Pollards Lane, lower down the hill, of the type found in Rowlands, and the Queens Place terrace above them is of the type found in Brooksbottoms, forming a transitional character area.

### Character Areas within the Suggested Boundary Extension

Within the suggested boundary extensions the brick terraces built for mill workers and recreation area would be part of the Brooksbottoms character area, Cragg Farm would be within the Rowlands character area and Wood Road Lane would be a transitional area, as it contains both pre-existing farm buildings and an industrial mill site.

#### 4.4.1 Rowlands Character Area

##### Prevailing or Former Uses and Their Influence on Buildings

Most of the surviving buildings were constructed as houses. Number 37 Rowlands Road may have been constructed as a combination barn as it has a large cart-entry which has now been infilled since the building's conversion to residential use. The Methodist Chapel has been replaced recently by a modern chapel-of-rest. The other non-residential building is the school, which was purpose-built.

##### Qualities of Buildings

There are no statutorily listed buildings but the railings of the former chapel have been added to the Local List. A building from this character area has been suggested for addition to the Local List.



**37 Rowlands Road**

Most buildings are set back from the road with small front gardens or with larger gardens, except number 37 Rowlands Road which is built up to the road. Most are of two storeys, although the school is high single-storey, and most have two to three bays. There is a variety of architectural styles: from the vernacular stone combination barn and a stone terrace just to the north of the cricket ground; to the Gothic school with its pointed arched windows, gables and tall chimneys; to the large Italianate Victorian semi-detached red-brick villa of The Rowlands; to the early twentieth century brick terrace of houses and cluster of early twentieth century detached houses between Crag Avenue to Crag Lane. The school has a bracketed gutter cornice, a large pointed arched window with stone tracery on the gable end and stepped piers at the corners. The Rowlands/Rowlands House has an elaborate bracketed and moulded cornice, balustraded corner doorways, large bays at the front topped with a balustrade and arched cut-brick windows covered with arched drip-moulds at the first floor. There are two large late twentieth century houses at 40 and 42 Rowlands Road which are appropriate in terms of their size and massing and in their materials and design given that they are next to The Rowlands. The church hall next to the school has been constructed in stone with a slate roof and is appropriate in terms of style without dominating the school building. Boundaries are marked out by a mixture of low brick and stone walls with coping stones and stone gate posts, although The Rowlands is surrounded by high hedges. There is a pair of elaborate stone gate posts outside the school.



**Methodist School**



**The Rowlands**

### **Building Materials**

There is a mixture of red brick and local yellow sandstone which is likely to have come from the quarries marked on the 1850 map to the west of Cragg Farm and to the north of the present cricket ground. All the buildings have slate roofs and there is a mixture of brick and stone chimneys, matching the materials of construction of the buildings.

### **Local Details**

Many of the original windows and doors have been replaced in inappropriate styles and materials. Some of the original timber-framed sliding sash windows in The Rowlands survive although some have been replaced with uPVC. The school roof has been laid in a fish-scale pattern and has shaped stone chimneys.

### **The Public Realm**



*Rowlands Road*

Street surfaces are entirely of tarmac, as are most pavements. The surface of Rowlands Road is part-cobbled and part-unmade road from the limit of the built-up area eastwards. There is an area of cobbled pavement in front of the school.

### **Green Spaces and Biodiversity**

The main open green spaces in this character area are provided by the cricket ground and the graveyard of the former Methodist Chapel on Rowlands Road but houses also have private planted gardens. There are also mature trees of native deciduous species within gardens and at field boundaries.

### **Intrusion**

There is an uninspiring tarmac playground with intrusive gates by the school and intrusive late twentieth century development out of keeping with the rest of the area encroaching to the north and south.

### **Neutral Areas**

There is one neutral area within this character area which is discussed in Appendix 5.

### **General Condition**



*Neglected Graveyard*

Most properties are in good condition and are well looked after by owners. However, the graveyard to the west of the school is very neglected. Local residents who volunteer to maintain the rest of the graveyard reported that the grave stones in this section are dangerous and that they were told to let the area grow wild to discourage access. However, it does now act as a haven for local wildlife and may therefore be benefiting the Conservation Area.

### **Problems, Pressures and Capacity for Change**

There are a number of threats to the character of the Conservation Area, particularly those caused by the use of modern replacement windows and doors and insufficient control over development and alterations.

The neutral area next to 37 Rowlands Road appears to have been formerly part of the garden and could be the subject of an application for development which would need to be carefully controlled in terms of the building materials, style, size and massing.

## **4.4.2 Brooksbottoms Character Area**

### **Prevailing or Former Uses and Their Influence on Buildings**

This character area consists mainly of former industrial buildings and the houses constructed for the people who worked in them. The houses are generally small and the mill buildings reflect the nature of their original use. Although the former Brooksbottoms Mill has been converted to residential use and the canteen to a restaurant, the

original features have been retained on the exteriors. The former Mechanics Institute on Hill Street has also been converted to residential use and retains its external features. The former railway warehouse at the northern end of Miller Street has also been converted to residential use and the windows have been replaced with an inappropriate modern style. The Miller Street terrace has the outside yards built on and converted into single-storey additions.

### Qualities of Buildings



***Brooksbottom Mill***

There are two listed buildings within the Conservation Area, both listed at grade II. The former Brooksbottoms cotton mill, now known as The Spinnings, is set back from the road with associated buildings either side. The mill building is four storeys high, four bays at the front and Italianate in design. There is a projecting full height tower with keyed decoration over the door, decorative window heads and decorative coloured stone work. There is also an integral engine house with a large arched window between pilaster-strips facing the river, the single-storey office across an entrance way (now called The Gatehouse) with a moulded and bracketed gutter cornice, decorative label mould and coloured stone window heads and the two-storey canteen block which bridges the river. The former goods shed is a single-storey building set back from the road with a gabled roof, two large goods entrances and four arched windows with cobbled entry.



***Former Goods Shed***





**6 Hill Street**

The houses are mainly two-storey, two-bay stone terraces built up to the road, although those off Waterside Road have small front gardens. Even the simple early nineteenth century terraced houses are not without decoration, number 6 Hill Street showing a gutter cornice and a moulded cornice over the door. The Miller Street terrace is very different, being a row of 15 tunnel-back Tudor-Gothic houses with its back to the road and consisting of three spaced-out gables with four-centred arched doorways with label hood moulds, two-light mullioned windows with label moulds on each floor. The central, northern and southern houses have a coped gable and quoined façade with an attic room. Most are rendered and painted white but the rear of one is not, showing the original coursed rubble and quoined fabric. The mid-nineteenth century Woodbine Cottage on Hill Street is a three-bay house, the stone dressed on the front with ashlar quoins and a moulded cornice over the door.



**Miller Terrace**



**Woodbine Cottage**



**Former Mechanics Institute**

The former Mechanics Institute is also Italianate in style and resembles a chapel in its design. It is a one-and-a-half-storey ashlar stone building with a string course on the southern gable defining the ridge similar to a pediment and a square casement window with a label hood mould. At ground floor level there is a central doorway with a four-centred arch and a label hood mould flanked by sash windows, also with label hood moulds. It is two storeys on the eastern elevation, following the fall of the ground level at this point.

Boundaries, where they exist, are marked by low stone walls with coping stones. Woodbine Cottage on Hill Street has an iron fence with one moulded stone gate post and one replacement.

Within the suggested extensions, the brick terraces off Ruby Street have brick chimneys, stone window heads and sills, cut-brick arches over the doorways with moulded and bracketed cornices above the doors. They have small front gardens with a variety of boundaries and back alleys leading to yards.

### **Building Materials**

Building materials are entirely local yellow sandstone with stone detailing, local stone or Welsh slate roofs and stone or rendered chimneys. Original stone slate roofs survive on 16-19 Hill Street.

### Local Details

All windows in the houses would originally have been timber-framed sliding sash windows but these have all been replaced in modern materials and in a variety of inappropriate styles. Most doors have also been replaced in a variety of styles. Number 8 Miller Terrace may have its original door and leaded sliding sash windows. Woodbine Cottage on Hill Street may have its original single-pane decorative top-opening casement windows.

### The Public Realm



***Cobbled Surface on Kay Street***

Street surfaces are mostly of tarmac, as are pavements where they exist; the concrete pavement on the south side of Hill Street is intrusive, especially when compared to the stone pavement on the north side and the cobbled surface further up the road. There is also a raised stone pavement in front of Hamer Terrace on Waterside Road, a stone pavement under the railway bridge on both sides to the river bridge and a raised stone pavement in front of Miller Terrace. There is a cobbled yard in front of East View, also on Waterside Road, and a cobbled surface on Kay Street. There is also intrusive street furniture in the form of concrete and metal street lights on Waterside Road. The East Lancashire Railway's stations platform has street furniture which is appropriate in style and materials.

### Green Spaces and Biodiversity



***Landscaped Bank by Station***

The main green space within the current Conservation Area is the wooded area around the former Brooksbottoms Mill which is accessible by a public footpath by the railway bridge and forms the western extremity of Gollinrod Wood which is a designated Site of Biological Interest, Grade A. The grass bank by small parking area for East Lancashire Railway is landscaped with company's initials spelt out in coloured brick set within the grass. A triangular-shaped nearby field, previously a former tip of builders' waste, looks neglected and is surrounded by hedges; this has been identified as a neutral area (see below).

Within the suggested extensions, there are additional green spaces provided by the recreation area and wooded area off Waterside Road, and by the area to the west of the railway line. This is partially accessible by a public footpath and contains a mixture of trees and bushes. The Summerseat Nature Reserve lies to the south of the accessible area which is a UK priority habitat and is managed by the Wildlife Trust. An additional area to the south of the Twist Bridge is provided by the wooded banks of the river and the railway embankment. An additional green space would be provided by the woods either side of the Gollinrod Gorge, to the north of Cragg Farm.

### Intrusion

The rendered and painted surface of Miller Street Terrace is hiding the original coursed rubble, which is visible on the rear of one of the houses. A similar rendered and painted surface on Crag House on Hill Street is out of keeping with the character of the rest of the Conservation Area and there are two intrusive garage doors underneath the building.



**Windows on Hill Street**

Some roofs on Hill Street have been replaced with intrusive terracotta tiles which are out of keeping with the rest of the Conservation Area and windows have been replaced with modern examples in inappropriate styles and materials.

The main traffic route through the village crosses the river bridge and runs up Hill Street which is unsuitable for heavy traffic being narrow with sharp bends and vibrations from traffic in such close proximity may be damaging the houses along the street.

There is rubbish under the railway arches off Kay Street, giving a neglected appearance to the area.



**Tarmaced Car Park and Baseball Court**

There is an intrusive tarmaced car park and baseball court to the West of the railway bridge within the unused land.

Within the suggested extensions, satellite dishes have been fitted to the front of some of the brick terraced houses off Ruby Street and some of the gardens have been paved over for parking.

### **Neutral Areas**

There is one neutral area within this character area which is discussed in Appendix 5.

### **General Condition**

Most properties are in good condition and are well looked after by owners. However, The Waterside pub was vacant at the time of survey and number 15 Pollards Lane was in a very poor condition. The East Lancashire Railway station notice board was damaged and there is a lack of visitor orientation at the station.

### **Problems, Pressures and Capacity for Change**

There are a number of threats to the character of the Conservation Area, particularly those caused by the use of modern replacement windows and doors, insufficient control over development and alterations and empty buildings.



**Tarmaced Driveway in New Development**

There has recently been development within one of the suggested extensions on the site of the Summerseat printing works which has resulted in demolition and intrusive tarmaced driveways and footpaths and is affecting the setting of the adjacent Summerseat Conservation Area.

## **4.4.3 Transition Area**

### **Prevailing or Former Uses and Their Influence on Buildings**



Most of the remaining buildings were constructed as small houses and are still used as such. The terraces of houses on Queens Place were constructed for the managers and overseers at the mills and are larger.

### Qualities of Buildings



*80 and 82 Queens Place*

The stone cottages are two-storey and two to three bays and set back from the road, are plain in style, some built with quoins, and are similar to the combination barn at the eastern end of Rowlands Road. The brick terraced houses are also built set back from the road with small front gardens and are plain, although unusual in design in that alternating gables with kneelers and decorative white stone banding interrupt the eaves line and contain a second floor, giving the terrace a massive quality. Raking slate-hung dormer windows alternate with the gables.

### Building Materials

The older cottages are constructed from locally-available yellow sandstone and numbers 80 and 82 retain their original stone slates laid in diminishing courses, although others have been re-roofed in Welsh slate. The terraces on the east side of Queens Place are constructed in red brick with slate roof with stepped brick chimneys and red clay pots.

### Local Details

The older stone cottages are built up to the road and have thin plain stone heads and sills or surrounds on long windows; many may originally have had timber-framed horizontally sliding sash windows although these have all been replaced in inappropriate modern designs and materials. Some have stone mullions and would originally have had timber-framed side-opening casement windows although these have also been replaced inappropriately. There are two newer stone houses, built in largely appropriate styles and materials with stone mullions. Boundaries, where they exist, are marked by low stone walls, the newer houses also having a hedge or iron railings.



*Queens Place Terrace*

The brick terraced houses have stone window heads and sills and simple stone door surrounds with a small projecting porch. The ground floor windows are large and rectangular and would originally have had timber-framed sliding sash windows although these have again all been replaced in inappropriate modern designs and materials. The first floor windows are narrow and have a mixture of top-opening and side-opening casement windows. There is also a variety of casement windows in the third floor windows in the gables and dormers. Boundaries are marked by brick walls with stone copings without gates and with steps up to the front door.



### **The Public Realm**



***Cobbled Back Entry***

Street surfaces are mostly of tarmac, as are pavements where they exist. The brick terraces have a cobbled back entry lane giving access to back yards.

### **Green Spaces and Biodiversity**

Green spaces within this area are provided by small planted front gardens although there are mature native trees at the top of the back to the west of the road. Within the suggested extensions, Wood Road Lane is bordered by mature trees running to the banks of the river and there are large planted gardens at Forrest and within the grounds of the former mill.

### **Intrusion**

The green verge on the south-west side of the road has been worn away by cars parking on it.



***9 Pollard Lane***

There is intrusive late twentieth century development at number 9 Pollards Lane which, although just outside the current Conservation Area, is built in red brick with a tiled roof and fitted with uPVC windows and is affecting the setting of the designated area.

### **Neutral Areas**

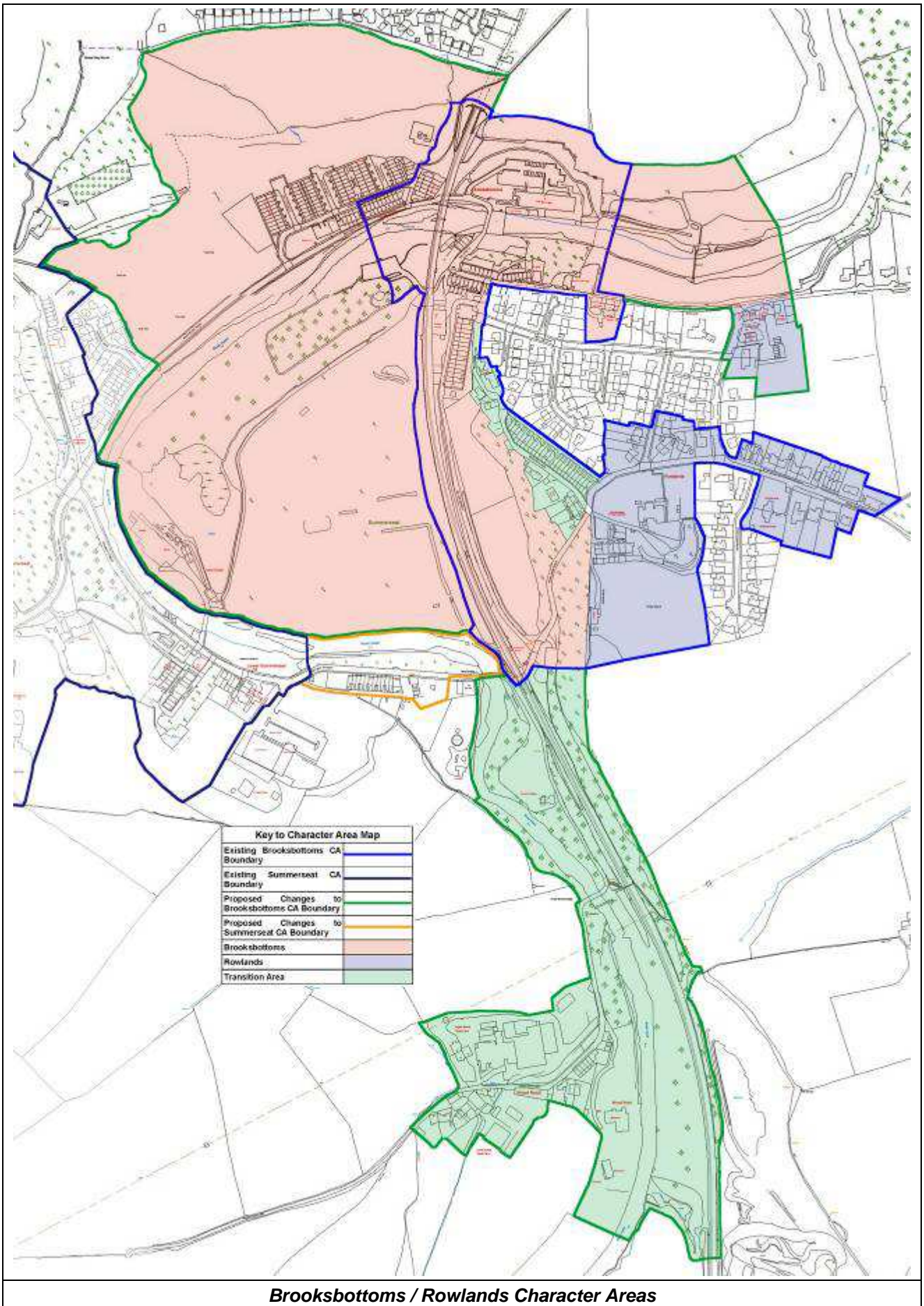
There are no neutral areas within this character area.

### **General Condition**

Most properties are in good condition and are well looked after by owners.

### **Problems, Pressures and Capacity for Change**

There are a number of threats to the character of the Conservation Area, particularly those caused by the use of modern replacement windows and doors and insufficient control over development.



**Brooksbottoms / Rowlands Character Areas**

## Section 5 Community Involvement

Both English Heritage and Government guidance recommend the involvement of residents and businesses within conservation areas.

*'The greater public support that can be enlisted...the more likely it is that policies for the area will be implemented voluntarily and without the need for additional statutory controls.'*<sup>5</sup>

It is therefore essential that preparation of the Appraisal and Management Plan involves those with an interest in the Conservation Area. Consultation will be carried out in line with the principles set out in Bury Metropolitan Borough Council's approved Statement of Community Involvement. The Council will place draft documents on its website, write to all local residents and businesses and hold a public meeting.

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<sup>5</sup> *Planning Policy Guidance note PPG15, Planning and the Historic Environment* (London: Department of the Environment and Department of National Heritage, September 1994) Section 4.7.

## Section 6 Suggested Boundary Changes

When the Brooksbottoms Conservation Area was designated, boundaries were often drawn very tightly. It is now recognised that conservation area boundaries need to be seen within a wider context of urban development. Designated areas should provide protection to buildings that were perhaps not previously considered to be of architectural merit, such as twentieth century buildings, and to the spaces between buildings, such as streets and neutral areas. It is also the case that further information can come to light about the historic importance of buildings and spaces. The proposed boundary changes reflect the results of a detailed survey of the Conservation Area and include previously unrecognised buildings and open spaces which deserve the additional controls provided by a conservation area. Several areas are proposed for inclusion within the conservation area.

It is proposed to include the brick terraces off Ruby Street and the recreation ground to the west as far as Holcombe Brook. The brick terraces were built for workers at the re-built Brooksbottoms Mill and are through terraces. The buildings are an unusual reminder of living conditions for many people. The recreation ground provides a valuable open space and both the recreation ground and the wooded area act as an important back-drop to the brick terraces and affect the setting of the Conservation Area.

It is also proposed to include the remainder of Hill Street, Cragg Farm with associated buildings on Bass Lane and the section of Gollinrod Gorge to the North. Cragg Farm is a stone building with stone-mullioned windows which may date from the eighteenth century. Smithy Cottage and Rosewood Cottage are small stone houses with slate roofs and stone-mullioned windows. The complex is a good example of the farms which existed in the area before the arrival of the cotton industry. There are attractive views from Bass Lane northwards over the gorge which also affects the setting of the northern section of the current Conservation Area and which also acts as a back-drop to the listed former Brooksbottoms Mill.

In addition it is proposed to include the area inside the river bend, to the west of the railway. This area includes the historic remains of the reservoir created by Peel and Yates to feed Brooksbottoms Mill. The central section of the area is now the Summerseat Nature Reserve.

Finally, it is proposed to include Wood Road Lane as far as Wood Road Mill and number 49. Wood Road Mill was one of the late eighteenth century spinning mills built by Peel and Yates. Lower Wood Road Farm is also a good example of the scattered farms which characterised the settlement in the area before the arrival of the cotton industry. The lane itself is an attractive wooded road with views both ways along the river from the Wood Road bridge and the wood on both sides of the river and on the railway embankment affects the setting of the Conservation Area.

Conservation Area boundary changes are detailed in Appendix 6.

## Section 7 Local Generic Guidance

Bury Council has published very useful guidance *Living in a Conservation Area – a guide for householders* which is available on the website.<sup>6</sup>

The consequences under the Planning (Listed Buildings and Conservation Areas) Act 1990 for a designated conservation area are:

- 'Conservation Area Consent' is required for works of total or substantial demolition of :
  - any building within a conservation area exceeding 115 cubic metres in volume;
  - a boundary wall or fence over 1m in height adjacent to a highway, or 2m in height elsewhere.
- The alterations and extensions that can be made to a domestic property without needing planning permission are more limited in a conservation area than elsewhere.
- The local authority has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area and its setting in the exercise of its planning functions.
- Trees in a conservation area are protected by the Act. Special provisions also apply to trees within conservation areas. Six weeks notice in writing must be given to the local planning authority before carrying out work on trees which are greater than 7.5 centimetres in diameter (measured 1.5 metres above the ground) or 10 centimetres if thinning to help the growth of other trees.

Bury Council has also published a number of relevant Supplementary Planning Guidance Notes: number 6 on *Alterations and Extensions to Residential Properties* (2006), 8 on *New Buildings and Associated Development in the Green Belt* (2007), 9 on *Conversion and Re-use of Buildings in the Green Belt* (2007) and 16 on *Design and Layout of New Development in Bury* (2008).

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<sup>6</sup> Available at:  
<http://www.bury.gov.uk/Environment/LandAndPremises/Conservation/ConservationAreas/LIACA.htm> [accessed 10.06.09].



## Section 8 Summary of Issues

- Uninspiring tarmac playground with intrusive gates by the school;
- intrusive late twentieth century development out of keeping with the rest of the area both on Queens Place within the Conservation Area and encroaching to the north and south;
- the rendered and painted surface of Miller Street Terrace, which is hiding the original coursed rubble, visible on the rear of one of the houses;
- replacement of some roofs on Hill Street with intrusive terracotta tiles out of keeping with the rest of the Conservation Area;
- replacement of windows with modern examples in inappropriate styles and materials;
- the main traffic route through the village being narrow with sharp bends and vibrations from traffic in such close proximity may be damaging the houses along the street;
- neglected appearance of the western end of the graveyard on the site of the Methodist Chapel;
- rubbish under the railway arches off Kay Street, giving a neglected appearance to the area;
- an intrusive tarmaced car park and baseball court to the west of the railway bridge within the unused land;
- satellite dishes fitted to the front of some of the brick terraced houses off Ruby Street;
- some of the gardens of the brick terraces paved over for parking;
- worn green verge on Queens Place.

## **Section 9 Conservation Area Study**

### **9.1 Introduction**

The Conservation Area Character Appraisal has provided the basis for developing a study on control of development and change and proposals for enhancement for the Conservation Area. National conservation guidelines place a responsibility on the local planning authority to formulate and publish proposals for the preservation and enhancement of conservation areas and, in exercising their planning powers, to take into account the desirability of preserving or enhancing their character or appearance.

The Conservation Area Character Appraisal and the proposals contained within this study were prepared for circulation to residents as part of a consultation process during 2009.

The Rowlands/Brooksbottoms Conservation Area is a generally well preserved area which has suffered from some demolition of the Brooksbottoms Mill buildings and early workers' terraces and the encroachment of twentieth century development. Other changes have taken place which could be compounded and the result would be serious erosion of the character of the area. When alterations which seem minor in themselves become widespread, cumulatively they can have a far-reaching effect on the appearance of the area. While many residents have taken pride in the original features of their properties, alterations are beginning to have a damaging effect. Drawing attention to the special features of the place and setting this in a historic framework is seen as a way of highlighting what is best about the area to help inform individual owners so they can avoid works which might erode the special qualities.

Although not yet widespread, erosion of detail has taken place with the introduction of satellite dishes, the replacement of original doors and windows, changes to roofing materials and the introduction of replacement garden walls and unsympathetic fencing.

Conservation policies recognise that change takes place and that individuals wish to improve their properties and environment. What the policies seek to do is to guide the way changes are made so the traditional character of the area is preserved. A successful conservation policy depends to a large extent on the participation and support of all owners and occupiers of properties in the Conservation Area, of all other authorities who have statutory responsibilities within the designated area and of the public generally. The Council hopes that the publication of the draft proposals will help to kindle interest and support which are necessary if an area is to be successfully conserved.

Other alterations, such as replacement of street lamps and original pavement materials, introduction of signage and so on, relate to works of maintenance and road safety measures carried out by the Council. Such works are essential for the safety and comfort of residents but there may be scope for replacing some elements with

those in more sympathetic materials as routine repairs and replacements are undertaken.

As well as guarding against damaging alteration, the study aims to consider how the area can be enhanced and to ensure that modern needs can be catered for in a sensitive way.

The study is divided into three sections. The first sets out policies for the preservation of the special interest of the area, while the second relates to general proposals for enhancement. The final part of the study contains proposals for various specific sites that have been identified as opportunities for development or enhancement. There is no timescale allotted to the actions put forward. The Council is required to prepare plans for all its conservation areas and it is not currently possible to do this and also take up all the actions resulting from all of its plans.

## 9.2 Policies for the Control of Development and Change

The following policies are directed at ensuring that change is in sympathy with the area's character. These should be read in conjunction with the Council's publication *Living in a Conservation Area* which gives general guidance on conservation areas and explains when planning permission is required for the alteration and extension of dwellings. They should be taken into account when consideration is being given to proposed alterations and when guidance is required, subject to public views and consultation.

### Suggested Boundary Changes

Best practice guidance contained in PPG15<sup>7</sup> and English Heritage guidance<sup>8</sup> states that the boundaries of existing conservation areas should be kept under review. Parts which are no longer special should be excluded. Where drawn too tightly, the conservation area should be extended to include more recent phases or plots associated with buildings of historic interest.

The Conservation Area Appraisal considered that it is now recognised that conservation area boundaries need to be seen within a wider context of urban development. Designated areas should provide protection to buildings that were perhaps not previously considered to be of architectural merit and to the spaces between buildings, such as streets and neutral areas. It is also the case that further information can come to light about the historic importance of buildings and spaces.

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<sup>7</sup> Department of the Environment, Transport and the Regions and Department of National Heritage, *Planning Policy Guidance: Planning and the Historic Environment (PPG15)* (London: Department of the Environment, Transport and the Regions and Department of National Heritage, 1994).

<sup>8</sup> English Heritage, *Guidance on the Management of Conservation Areas* (London: English Heritage, 2006).



It is therefore considered appropriate to protect the brick terraces off Ruby Street, the recreation ground to the west as far as Holcombe Brook but excluding the late twentieth century development, and the wooded area to the north. The brick terraces were built for workers at the re-built Brooksbottoms Mill and are through terraces, such that when front and back doors were opened it was possible to look straight through the rows. As a result residents had very little light or privacy and the terraces are an unusual reminder of living conditions for many people. However, even these buildings have some degree of architectural detailing, with cut-brick arches and moulded bracketed cornices over the doors and stone ashlar window sills and heads. Some of the original 10 terraces have been demolished in order to provide better light and gardens. The recreation ground was marked as a field until 1939 when it was designated for recreation purposes but may already have been used as such for many years before then. It currently provides a valuable open space and both the recreation ground and the wooded area act as an important back-drop to the brick terraces and affect the setting of the Conservation Area.

It is also considered appropriate to include the remainder of Hill Street, Cragg Farm with associated buildings on Bass Lane and the section of Gollinrod Gorge to the north. The top end of Hill Street is an attractive walled pathway leading up the hill to Bass Lane, the stone wall on the north side being dated 1992-3. Cragg Farm is a large two- to three-storey stone building with stone-mullioned windows which may date from the eighteenth century. Smithy Cottage and Rosewood Cottage, a pair of semi-detached cottages on the East side of Cragg Lane, are small stone houses with slate roofs and stone-mullioned windows. The complex is a good example of the farms which existed in the area before the arrival of the cotton industry. There are attractive views from Bass Lane northwards over the gorge which also affects the setting of the northern section of the current Conservation Area and acts as a back-drop to the listed former Brooksbottoms Mill.

It is also considered appropriate to include the area inside the river bend, to the west of the railway. This area includes the historic remains of the reservoir created by Peel and Yates to feed Brooksbottoms Mill, which is shown on the 1818 map. By 1939 the reservoir had largely silted up and there was a sewage works and print works with filter beds on the site. By 1994 the sewage works had gone and the print works in the south-western corner has been developed in recent years in an inappropriate manner. The Summerseat Nature Reserve lies to the south. At the north-eastern corner of the area, there is a tarmaced extension of Kay Street leading to an intrusive car park and basketball court. Inclusion in the Conservation Area would encourage appropriate enhancement of this area. The area also affects the setting of the neighbouring Summerseat Conservation Area.

It is also considered appropriate to include Wood Road Lane as far as Wood Road Mill and number 49. Wood Road Mill was one of the late eighteenth century spinning mills built by Peel and Yates. Although this has now been refurbished and converted into residential accommodation, many of the exterior features appear to survive. Lower Wood Road Farm is also a good example of the

scattered farms which characterised the settlement in the area before the arrival of the cotton industry and the house at Higher Wood Road Farm has a date stone marked 1721. The settlement of 'Woodrod' is marked on the 1818 map. The stone cottage Forrest may be marked on the 1850 map and is of a similar quality to other houses currently within the Conservation Area. The lane itself is an attractive wooded road with views both ways along the river from the Wood Road bridge and the wood on both sides of the river and on the railway embankment affects the setting of the Conservation Area.

**Action 1**

Amend the boundary of the Conservation Area as shown on the proposals map to include:

- the brick terraces off Ruby Street and the recreation ground to the west as far as Holcombe Brook but excluding the late twentieth century development and the wooded area to the north;
- the remainder of Hill Street, Cragg Farm with associated buildings on Bass Lane and the section of Gollinrod Gorge to the north;
- the area inside the river bend, to the west of the railway;
- Wood Road Lane as far as Wood Road Mill and number 49.

The Brooksbottoms/Rowlands and nearby Summerseat Conservation Areas both have their origins in the seventeenth century farming community and developed in the late eighteenth century with the introduction of the cotton industry and both share buildings of the same type and character. As they currently lie so close to each other, and given the suggested boundary extensions which will mean that they share boundaries, it is proposed to merge them to create one conservation area, which could be called the Summerseat Village Conservation Area as the village itself currently lies within the Brooksbottoms/Rowlands Conservation Area.

**Action 2**

To merge the Brooksbottoms/Rowlands Conservation Area with the nearby Summerseat Conservation Area.

**Future Demolition**

Legislation provides for control over the demolition of buildings in conservation areas (subject to various exceptions). Paragraph 4.27 of PPG15 – *Planning and the Historic Environment* indicates that 'the general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area'. It goes on to indicate that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings (paragraph 3.16 – 3.19 of PPG15).

The Significant Buildings map accompanying this document identifies all buildings within the designated area and the suggested boundary extensions which are proposed for addition to the Local List and

those which make a positive contribution to the townscape. There should be a presumption against the demolition of all these buildings.

**Action 3**

The Council will only grant conservation consent for the demolition of a building proposed for the Local List or a building that makes a positive contribution to the townscape of the Conservation Area (as identified on the Significant Buildings map) if it has been fully justified against the criteria laid out in PPG15 paragraphs 3.16 – 3.19.

**Minor Alterations and Extensions**

Any work that materially affects the external appearance of a building requires planning permission, subject to certain permitted development rights. Under normal planning control certain works to dwellings are classified as permitted development and do not require planning permission. This includes small alterations and extensions, the erection of buildings, enclosures or pools required for a purpose incidental to the enjoyment of a dwelling house (such as a swimming pool), the provision of some hard surfaces and the erection of and alteration to boundaries. However, within conservation areas some development (that in other areas would be permitted development) are not classified as permitted development. This includes various types of cladding, the insertion of dormer windows and the erection of satellite dishes on walls, roofs and chimneys fronting a highway. Within conservation areas, the size of extension that may be erected without special planning permission is also more restricted.

Work that affects the external appearance of a building can include the replacement of doors and windows, particularly if it involves a change in the design or use of a modern material, such as plastic (PVC-u). The accumulative effect of door and window replacement is beginning to damage the character and appearance of the Conservation Area. The effect of further alterations of this nature will seriously erode the special nature of the area, which is the reason for its designation.

**Action 4**

Where planning permission is required, the Council will resist the replacement of doors and windows which would adversely affect the appearance of the building and where the proposal would be detrimental to the character of the building or to the character of the wider Conservation Area.

The traditional materials used for the external walls of the buildings establish the appearance of the Conservation Area.

**Action 5**

The Council will resist all proposals to clad buildings with materials that are not appropriate to the appearance of the Conservation Area.

The widespread erection of satellite dishes and communications equipment on buildings would have a detrimental impact on the appearance of the Conservation Area.

**Action 6**

Where planning permission is required, the Council will resist all proposals that involve the erection of satellite dishes and communications equipment in prominent locations within the Conservation Area.

Extensions to buildings can be detrimental to their appearance either because of their location, size or design. Extensions (including porches and canopies) on the front or principal elevations of buildings should be avoided as these elevations have usually been carefully designed. Extensions at the side or rear are generally to be preferred, except where these elevations have also been carefully designed or are open to public view. Extensions should be subordinate to the building to which they are attached, should use similar or complementary materials, and should reflect or complement its style and appearance.

**Action 7**

The Council will resist proposed extensions that are too dominant, in a prominent location, or are otherwise detrimental to the character of the buildings to which they are attached, or to the character or appearance of the wider Conservation Area.

**Article 4 Direction**

Local planning authorities may remove (or apply for approval to remove) permitted development rights by way of an Article 4 Direction. This means that certain developments that would otherwise not require planning permission would be brought under control. The effect of the alterations and extensions that are possible under permitted development rights, such as the erection of small porches and extensions, the creation of hard-standing and the removal of boundary walls, have begun to damage the character and appearance of the Conservation Area. The cumulative effect of further alterations of this nature will seriously erode the special interest of the area, which is the reason for its designation.

**Action 8**

The Council will consider implementation of an Article 4 Direction (removing permitted development rights set out in Classes A, B, E, F and G of Part 1 of Schedule 2 of the Town and Country Planning (General Development Order) 1995).

**Boundary Walls**

Many of the properties in the Conservation Area have stone walls and gate posts along their boundaries and these are an important feature of the area, contributing to its character and appearance. Those along front boundaries are very important within the street scene, helping to delineate the public and private spaces. Proposals to create car hardstandings could result in the removal of walls and gates.

**Action 9**

As part of proposals that require planning permission, the Council will discourage the removal of stone walls and gate posts that contribute to the character or appearance of the Conservation Area.

**Land Use**

The character of the Conservation Area relies upon the existing pattern of land uses. Any major changes to these land uses will affect this character. At present, there are commercial uses on the site of the former Brooksbottoms Mill canteen astride the river (although this is currently vacant), with ecclesiastical and educational uses along Rowlands Road and the remainder of the area is residential. Non-residential uses should be considered on a case-by-case basis in those parts of the Conservation Area away from the former mill complex and Rowlands Road.

**Action 10**

The Council will consider carefully how proposals for the change of use may affect the character of existing land or buildings within the Conservation Area.

**Landscape Issues**

Section 211 of the Town and Country Planning Act 1990, as amended, requires that anyone proposing to cut down, top or lop a tree in a conservation area must give six weeks notice to the local planning authority. The purpose of this requirement is to give the authority an opportunity to make a tree preservation order.

**Action 11**

The Council will generally resist proposals to cut down, top or lop trees in the Conservation Area. When trees are removed or die they should be replaced with new trees of appropriate species and size.

There are several areas of open spaces within the Conservation Area that are very important to its character. These include the cricket ground in the south and a small recently landscaped parking area with cobbles and small trees at the western end of Cliff Avenue. Another, in one of the suggested extensions, is the recreation ground to the north of Waterside Road. All these spaces need to be protected from built development.

**Action 12**

The Council will resist all proposals to develop the open spaces within the Conservation Area with buildings.

**Unused or Underused Land**

New development in unused or underused land needs to be appropriate for the character of the Conservation Area in terms of size, massing, style and materials. The Conservation Area Appraisal notes that the layering of history in the Conservation Area is of interest. However, the introduction of additional large volume buildings could damage the mix and the surviving lines of burgage plots that give interest to the Conservation Area. In general terms, high volume buildings can threaten the scale and grain of the Conservation Area and could be intrusive here.

The Conservation Area is not homogenous in built form and larger buildings currently within it include the former Brooksbottoms Mill, the school and the former goods shed as well as the railway viaduct. This recommendation seeks to ensure that the scale and grain of development is appropriate, in accordance with advice contained in paragraph 7.9 of the English Heritage document *Guidance on the Management of Conservation Areas*.

**Action 13**

Any new development should ensure that the footprint and massing of new buildings fits into the existing urban grain and respects the historic character of the Conservation Area.

**Setting of the Conservation Area**

The Conservation Area Appraisal identified that the setting of the Conservation Area is important, that late twentieth century development has already negatively affected the setting to the east and recent development at the former print works has negatively affected the setting of the adjacent Summerseat Conservation Area. The suggested boundary extensions have taken the need to protect the setting of the Conservation Area into account.

**Action 14**

The Council will take the setting of the Conservation Area into account in any proposal for new development just outside its boundaries.

**Planning Documents and Guidance**

Although some relevant general Supplementary Planning Guidance Notes are available, as is the Council's publication on conservation areas, residents would benefit from formal guidance directly applicable to this Conservation Area. This would provide design guidance on extensions and alterations.

**Action 15**

The Council will prepare a design guide for the Conservation Area to provide advice and guidance for residents on the subject of extensions and alterations which will form a material consideration in planning applications.

**Suggested Monitoring and Enforcement Arrangements**

English Heritage guidance recommends the development of procedures<sup>9</sup> for monitoring change in conservation areas on a regular basis (every five years), such as photographic surveys and recording.

**Action 16**

A mechanism for monitoring change on a regular basis will be developed.

English Heritage guidance also recommends that the special character of conservation areas is protected and enhanced by enforcement of the controls applied. In March 1998, the Cabinet Office, in partnership with the Local Government Association, published the central and local government Concordat on Good Enforcement, a voluntary non-statutory code setting out best practice.<sup>10</sup>

**Action 17**

The Council will continue to take enforcement action within the Conservation Area where appropriate.

### 9.3 Proposals for Area Enhancement

**Protection and Enhancement of Important Views and Vistas**

It is important that the significant linear views (visual axes) are preserved from encroachments, inappropriate developments or loss of enclosure. The quality of these visual axes is subtle, and is subject to a wide variety of potential threats including demolition of corridor walls, installation of street signage and other visual clutter, or encroachment by large buildings, projecting signs, advertisement hoardings and so on. These threats will need to be assessed and managed as they arise.

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<sup>9</sup> English Heritage, *Guidance on the Management of Conservation Areas* (London: English Heritage, 2006).

<sup>10</sup> Cabinet Office and Local Government Association, *Enforcement Concordat* (London: Cabinet Office and Local Government Association, March 1998).

**Action 18**

Important visual axes will be preserved and enhanced including:

- from the eastern end of Rowlands Road and from the cricket ground southwards over farmland towards the river;
- from Summerseat Station westwards towards the river;
- southwards along the railway line from the station;
- Waterside Road southwards over the river;
- into the current Conservation Area and of the Summerseat Viaduct, from Ruby Street north-east towards the Holcombe Brook and the wooded area;
- from Bass Lane northwards over the Gollinrod Gorge.

**Highways, Footways, Lighting and Signage**

It is also important that the plan form of historic routes is respected as this has affected the present character of the Conservation Area. All the roads below were present in 1818.

**Action 19**

The following historic routes will be protected from amendment to their plan form wherever possible within the scope of the Planning Legislation:

- Hill Street;
- Bass Lane;
- Pollards Lane;
- Queens Place;
- Rowlands Road;
- Crag Lane;
- Wood Road Lane.

The Conservation Area Appraisal identified a loss of historic street and pavement surfaces which are now exclusively tarmac and have a negative effect on the character of the area.

**Action 20**

The Council will work to restore the traditional appearance of the streetscape and consult the Conservation section on future enhancements to the footpaths in its ownership in the Brooksbottoms/Rowlands Conservation Area.

The traffic through the village is affecting the setting of the current Conservation Area. Any future public works to the carriageway should take full account of the potential effect they will have. Pavements and crossings must be suitably maintained and improved in order to facilitate their use by pedestrians.



**Action 21**

The Council will seek to improve the control of traffic flow and pedestrian access across the streets of Brooksbottoms/Rowlands. It will seek to ensure that new and existing hard surfaces, road signage and other items of street furniture will preserve the special character of the Conservation Area.

The volume of traffic currently moving through the village centre was identified as a problem in the Character Appraisal. A busy route through the village is currently over the narrow river bridge by the former Brooksbottoms Mill, round a very tight bend onto the narrow Hill Street and round two more tight bends onto Cliff Avenue for egress onto Bass Lane. The roads through the village were not built for the pressures of modern traffic which is having a detrimental effect on the character of the Conservation Area.

**Action 22**

The Council will refer the problem of traffic flow in and around the village to the Highways Sub-Committee for consideration of available options and, in the long-term, possible alternative routes for traffic.

**Repair and Improvement of Buildings**

Brooksbottoms/Rowlands Conservation Area is characterised by varied pitched roof forms. The original roofs are covered with local stone flags or natural slate.

**Action 23**

If re-roofing is required, salvageable slates should be re-used where possible, the balance being made up of reclaimed material. The use of concrete or clay tiles or synthetic slates would be inappropriate. Where possible semi-detached houses and terraces should be re-roofed as a whole to preserve a unified appearance.

Stone and brick chimney stacks with clay pots make a strong contribution to the skyline and add to the character of the area.

**Action 24**

Chimney stacks and pots should be retained at their original height with their original banding and detailing although the flues may not be in use.

The Council also supports the following broad guidance:

- Repair of traditional and decorative external woodwork is preferable to replacement. Window sills which require replacement should be cut out and replaced with new matching timber pieces joined in a traditional way. Where windows and

doors have deteriorated beyond repair, consideration should be given to having new units made to the original design, rather than replacing them with modern standardized alternatives. Replacement windows should be timber, which should be painted. Joinery should be painted rather than stripped or stained.

- Where possible new alarm box and satellite dish fittings should be mounted below eaves level and at the rear or side of the property. Main elevations should remain uncluttered. See-through mini satellite dishes cause the least harm.
- Where replacement of rainwater goods is necessary, off-the-shelf PVC-u is seldom appropriate. There are convincing copies of cast-iron and timber sections in other materials that are lighter and less expensive. The installation of additional and new pipe work on the front or primary elevations should be avoided.
- External brickwork should not be painted and, if it is to be cleaned, a non-abrasive method should be used. Careless repointing to brickwork can seriously affect the appearance of the property and the work should only be entrusted to an experienced contractor using a weak mortar mix and traditional pointing method.

Some of the buildings within the Conservation Area have lost their original doors, windows and other features. As a result their character has been eroded. As proposals come forward for alterations and extensions, there may be an opportunity to encourage the reinstatement of such features.

**Action 25**

The Council will encourage the reinstatement of doors, windows and other features to their original pattern.

Buildings which are not of national significance do not merit statutory listing, yet many areas have not been surveyed for relisting recently and may contain buildings of listable quality. However, buildings which are valued for their contribution to the local scene, or for local historical associations, may be included on lists of *locally important buildings*. The *Heritage Protection White Paper* encourages the use of local designation to provide communities with the opportunity to identify and manage those aspects of their heritage that are important to them.<sup>11</sup> Local planning authorities may formulate policies for their protection through development control procedures.<sup>12</sup> Buildings and artefacts which contribute to the character and appearance of the Conservation Area are identified in Appendices 3 and 4.

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<sup>11</sup>Department for Culture, Media and Sport, *Heritage Protection for the 21<sup>st</sup> Century* (London: Department for Culture, Media and Sport, March 2007).

<sup>12</sup>Department of the Environment, Transport and the Regions and Department of National Heritage, *Planning Policy Guidance: Planning and the Historic Environment (PPG15)* (London: Department of the Environment, Transport and the Regions and Department of National Heritage, 1994) paragraph 6.16.

**Action 26**

The following buildings and artefacts are identified as being of local architectural or historic interest – the ‘Local List’. They do not enjoy the full protection of statutory listing:

- 1-10 Hamer Terrace, Waterside Road;
- East View, Waterside Road;
- Forrest Cottage, Wood Road Lane;
- Rowlands House/The Rowlands, Ashborne Drive;
- Stone pavement, walkway and cobbles on Waterside Road;
- Bridge over River Irwell, Kay Street;
- Railway viaduct over River Irwell.

Heritage-led regeneration has a key role to play and funding of historic building repair and restoration would assist with achieving wider aims for the area while preserving and enhancing the special local character. Possible sources of funding would include the Heritage Lottery Fund, English Heritage and the Regional Development Agency.

A ‘building at risk’ is defined as one in a poor state of repair and often vacant and redundant from its original use. The buildings are at risk of loss or further deterioration unless action is taken to arrest the neglect and decay. The former railway good shed on Rowlands Road is Grade II listed but is vacant, although planning permission has recently been given for conversion to restaurant use.

**Action 27**

Opportunities to secure funding for the preservation and enhancement of statutory listed buildings in the Conservation Area will be pursued. Particular attention will be given to the following ‘heritage at risk’:

- Former Railway Goods Shed on Rowlands Road.

The Council will encourage appropriate maintenance of historic buildings. The Council will continue to monitor the condition of its listed buildings on a regular basis and consider using its powers to serve urgent works or repairs notices where necessary.

Buildings within the existing and proposed extensions to the Conservation Area were identified in the Appraisal as being at risk, such as the former railway goods shed. Urgent works and repairs notices can be very effective in helping to secure the future of historic buildings and sites. Local authorities should make full use of their statutory powers if listed buildings, or unlisted buildings that contribute positively to the special interest of a conservation area, are falling into decay.<sup>13</sup>

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<sup>13</sup>English Heritage *Management of Conservation Areas* (London: English Heritage, February 2006).

**Action 28**

Action may be considered under Section 215 of The Planning Act 1990, and/or sections 48, 54, and 76 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to secure the repair of listed and unlisted buildings within the Conservation Area, and to ensure that untidy lands and sites are addressed where appropriate.

**Removing Environmental Problems**

The Character Appraisal identified certain environmental problems which are having a detrimental effect on the character of the Conservation Area. Local residents are in the best position to report such problems and the Council should work with residents' groups to clear up in an appropriate and timely manner.

**Action 29**

The Council will work with residents to respond to reports of environmental problems and will clear up in an appropriate and timely manner.

**Landscape and Trees**

Trees are a particular feature of the Conservation Area but they mature and die. Therefore every effort should be made to provide for new and replacement tree planting within new developments.

**Action 30**

The Council will encourage the planting of new and replacement trees of appropriate species and size where appropriate as part of all developments within the Conservation Area.

**Improvements to Support Beneficial Uses**

Within living memory the village had two grocers, butchers, a hardware shop, a fish and chip shop and a post office, all of which are now closed. There are no facilities within walking distance of the village centre, other than the garden centre and pubs in the Summerseat Conservation Area. Appropriate proposals for employment opportunities and services for residents should be encouraged.

**Action 31**

The Council will encourage appropriate proposals for employment opportunities and services for residents, subject to the policies referred to in this document.

**Public Realm**

Within the Conservation Area there is a variety of materials used for paving. Along some roads, such as the southern end of Kay Street,

stone cobbles remain but elsewhere tarmac has replaced the traditional materials. This is detrimental to the character and appearance of the area. Any future public works to the carriageway should take full account of the potential effect they will have. Pavements and crossings must be suitably maintained and improved in order to facilitate their use by pedestrians. Best practice for the management of historic streets is contained in English Heritage guidance.<sup>14</sup>

**Action 32**

The Council will prepare a public realm strategy that can be used to provide a consistent and appropriate approach to all works within the public realm, including work by utility companies. Subject to external grant support, the Council will produce and implement a programme of reinstatement and enhancement to the public realm.

All outdoor advertisements affect the appearance of the building or neighbourhood where they are displayed. The former Brooksbottoms Mill canteen has been used as a restaurant but is now vacant and may be used for a similar purpose in the future.

**Action 33**

The Council will ensure that all proposed advertisements accord with Policy EN1/9 of the Local Plan and the subsequent relevant policies that will be adopted in the forthcoming LDF.

**Redevelopment Opportunities**

Within the Conservation Area all proposals for development are opportunities to enhance the character and appearance of the designated area. It is therefore important for full details (including detailed plans, sections, elevations and landscape proposals) to be available as part of the planning application.

**Action 34**

The Council will not consider an application for planning permission for development within the Conservation Area unless it includes full details of all elements of the proposal.

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<sup>14</sup> English Heritage, *Streets For All North West* (English Heritage, 2005).



**Action 35**

The Council will expect any proposal for a development within the Conservation Area to include a full analysis of the surrounding area. Proposals should respond to the surrounding development in terms of scale, height, massing, alignment, style and materials. All proposals should protect or enhance the character and appearance of the Conservation Area. Proposals should show how they conform to the criteria laid out in PPG15 paragraphs 4.14 and 4.16-4.20.

The Character Appraisal identified intrusive buildings and sites and opportunities to improve them should be sought to ensure the preservation or enhancement of the character and appearance of the Conservation Area, in accordance with Section 72 of the Planning (Listed Buildings and Conservation areas) Act 1990.

**Action 36**

Opportunities for the improvement of the intrusive buildings and areas identified within this Appraisal will be sought, should an application for planning permission be submitted on those sites.

## **9.4 Site-specific Proposals**

The previous two sections have set out a general approach for the preservation and enhancement of the Conservation Area. However, there are a number of sites within the designated area that have been identified as opportunities for development or enhancement. These are considered below.

### **Western End of Rowlands Graveyard**

The western end of the graveyard at the site of the Rowlands Methodist Chapel has a poor visual appearance due to lack of maintenance. It is understood that there were concerns that the grave stones have become dangerous and the volunteers who maintain the remainder of the graveyard were asked to leave this area for safety reasons.

**Action 37**

Discussions should take place between the church authorities and the Council to consider graveyard enhancement.

### **East Lancashire Railway Station and Arches**

There is a lack of visitor orientation at the ELR's Summerseat station. Visitors unfamiliar with the area would benefit from a map of the local area and information about local facilities, such as pubs. The arches underneath the line off Kay Street give the designated area a neglected appearance. There is also a lack of facilities for visitors to

the village and the potential exists to use the former goods shed in relation to the railway as a visitor facility, such as providing orientation, interpretation and a café. An additional facility could be the provision of leaflets on guided walks around the village for railway users.

**Action 38**

Discussions should take place between the ELR management authorities and the Council to consider the improvement of visitor orientation and the enhancement of railway arches.

**Unmanaged Area to West of Railway Line**

This area of largely unmanaged green space contains historically important remnants of the Brooksbottoms Mill reservoir on the north-west of the river bend and the remains of the print works. It currently presents a neglected appearance despite the public footpaths and contains an intrusive car park. There is currently no public access to the remnants of the reservoir. The Summerseat Nature Reserve lies to the south.

**Action 39**

Discussions should take place between the landowners and the Council to consider the enhancement of the area inside the river bend and to the north of the Nature Reserve. Options could include a wildlife survey of the area, provision of public footpaths and visitor interpretation.

**Verge on Queens Place**

The grass verge on Queens Place has become worn through use for car parking giving the street a poor visual appearance.

**Action 40**

The Council will consider replacing the grass verge with appropriate stone cobbles.

## Section 10 Sources and Contact Details

### Published and Unpublished Works

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### **Legislation and Guidance**

*Planning (Listed Building and Conservation Areas) Act (1990).*

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Cabinet Office and Local Government Association, *Enforcement Concordat* (London: Cabinet Office and Local Government Association, March 1998).

### **Maps and Plans**

1818 Greenwood's Map of Lancashire

1850 Ordnance Survey

1893 Ordnance Survey

1939 Ordnance Survey

1955-56 Ordnance Survey

1984 Ordnance Survey

1994 Ordnance Survey

2004 Bury MBC

### **Archives and Libraries Consulted**

Reference & Information Services, Bury Central Library

### **Contact Details**

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## **APPENDICES: SUPPORTING INFORMATION**

### **Appendix 1: Sites of Archaeological Interest**

#### **Sites of Archaeological interest recorded by the Greater Manchester Archaeological Unit Sites and Monuments Record.**

##### **SMR Number 335.1.0 Chest Wheel Bridge**

Single arch stone bridge spanning the River Irwell. Modern superstructure added. Bridge shown on (1). This site has low to moderate group, potential and importance values, a moderate to high condition value, and low threat, diversity, rarity, vulnerability and fragility values (2). Associated with this is a tubular aqueduct in a protective frame bearing the legend 'Tubewrights Ltd, Newport Mon', diameter c.1.0m, spanning the river immediately south of the Chest Wheel Bridge. The bridge is sprung from bedrock footings, is of brick and predominantly stone. The present bridge is probably an early to mid-nineteenth century construction, with a modern walkway added. This part of the site has a low to moderate group value, a moderate to high condition value, and low potential, threat, importance, diversity, rarity, vulnerability and fragility values.

##### **SMR Number 3805.1.0 Wood Road Lane Mill**

Marked on maps as a cotton mill and as a spinning and weaving mill on map (3). Originally a water-powered mill, it was demolished in July 1975 and the building described below was built using some of the original sandstone blocks. The main building is stone built, early C19, and of 2 storeys. Timber internal structure. Gable slate roof. Stone lintels and sills to the windows. Various stone outbuildings stand nearby, now much altered. A related community of two-storey mid-nineteenth century stone built terraced houses survives nearby. Remains of stone weir 40 metres south of Chest Wheel Bridge, projecting from the east and west banks of the River Irwell, c.3-4 metres. No evidence of the goit or other channel at the south end which was shown on the 1848 map. Two large sandstone built buildings which much conversion and modern rebuild now occupy the site, possibly a hospice. A weir stands to the north of the site including large fragments of masonry. This site has moderate group and condition values, a low to moderate potential value, and low threat, importance, diversity, rarity, vulnerability and fragility values.

##### **SMR Number 3942.1.0 Brooksbottoms Mill.**

Marked as cotton mill. Present buildings date to 1876, built on site of mills built by Peel & Yates in 1773, by Richard Hamer in 1812, & by Thomas Kay of Rawtenstall in 1825. Present building by Edward Hoyle (1873), using stone from Wild's Delph in Edenfield. Rubble & coursed stone slate & hipped roof. 4 storeys. 20x4 bays. L-shaped plan, 2-storey extension spanning River Irwell. Round-arched windows, string course sills, horizontal banding at impost level. Marbled dentilled eaves cornice & parapet. Hexagonal mill chimney. Internal engine house. Single-storey late C19 office building. 6x1 bays. Stairtower projecting at W end. C19 warehouse. Aerial photos: SF 4120 25-8. Now partly demolished; others: apartments & restaurant.



**SMR Number 3943.1.0 Summerseat Print Works**

Remains of print works. Marked on OS mapping as a print & fabric dyeing works from the 1st revision of the 25" OS map onwards. The site is to the west of the large reservoir which fed the former cotton mill at Lower Summerseat. Now very little of the original C19 buildings survives. The only extant original buildings are the following: No.1 is a very long late C19 brick built 2 storey building with large brick arched windows with stone sills. Gable slate roof. No.2 is a similar building but single storey. It is also from the late C19 and is attached to the W side of No.1. The office building stands at the entrance to the site. It dates from the late C19, is brick built and of 2 storeys and 4x2 bays. No power features whatsoever are visible. Now all the buildings are vacant. No further demolition visible on aerial photographs from 1997-2000. Site visit by UMAU in 2008 revealed that the site has been cleared and redeveloped with one structure from the works remaining. This is No. 1 which, in addition to the description above, has pilasters to the long elevation and a symmetrically arranged gable end with central doorway, a window to either side on each floor and a datestone of 1897 in the apex.

**SMR Number 9306.1.0 Wood Road**

Shown and named as "Road" on the Tithe Award for Elton, marked as eight buildings, two of which may be extant. Site shown as a cluster of several buildings around the road junction, named "Wood Road" and "Wood Road Cottage". Seven buildings now marked as "Wood Road". Site includes a small pond (3)(4). One of the buildings on the north side of the complex has a date stone over the porch of "E.K. 1721.

**SMR Number 9307.1.0 'Four Structures' (Nos 11-17 Wood Road Lane)**

Shown as four buildings on the Tithe Award for Elton, mentioned as being occupied in the apportionment as "Joseph Rothwell, Homesteads, Mill and Waste". Indistinctly marked as two or three buildings. Seven buildings now marked, one named as "Mill", with a sub-circular depression to the south (possible reservoir). Marked "Cotton Mill" with two sectioned rectangular buildings to the north-west and several smaller buildings surrounding the mill. Depression still shown. The site now holds five buildings, two of which may be original structures. Also shown as four buildings on Yates' map. Three stone-built late eighteenth and nineteenth century structures adjoining the site of a former cotton and weaving mill. The most northerly is a row of five two storey terraced cottages, the easternmost being double-fronted. The rest appear to be two-up two-down cottages. All are rendered so the original building material is not clear, although there are a mixture of stone and brick chimneys. South-west of this terrace is a small two storey, two bay, stone structure built in watershot bond with a graduated stone slate roof. The north-eastern bay has a cart entrance with an arched stone lintel. The north-eastern gable has a blocked loading door at second storey height. This had been blocked with stone when the building was converted to a dwelling. It may originally have functioned as a cart shed. East of this is an L-shaped two storey dwelling in watershot bond with quoining. It has a graduated thick stone flag roof and the gables are coped with chimney stacks. At the time of the survey it

was divided into two dwellings although it may originally have been one. Each window has stone lintels and sills. The site of the mill building was not directly accessible. It appeared to be still standing but its condition is uncertain.

**SMR Number** 10391.1.0 Wesleyan Chapel (Rowlands Road) (site of).

Information for inventory on nonconformist chapels by RCHME. Built c.1844-7 paid by John Robinson Kay, built by James Simpson in perpendicular Gothic style. Walls: grey ashlar, slate roof. Plan: wide unaisled nave with galleried transepts & shallow E chancel flanked by vestries. Octagonal mausoleum on S wall of nave c.1872, with wooden vaulted ceiling & central boss. Ext: richly carved buttresses rising to tall carved pinnacles, W. end of nave pair of octagonal turrets & open-work tops. E window 5-light & perpendicular tracery in 2-centred arched head, transept windows 3-light, nave windows 2-light & cusped tracery. Chancel divided from nave by 4-centred arch with moulded responds, foliage capitals & moulded base. All windows have internal hoodmoulds & stops. Demolished 1977.

**SMR Number** 10391.1.1 Railings, Former Rowlands Church

Railings surrounding the site of a former Methodist chapel. Chapel and grounds shown on OS maps from 1850 onwards (a,1). Site visit by UMAU in 2008 recorded that it is a boundary of cast iron railings which are of two distinct types. One stretch has fleur-de-lys pattern heads with intermediate cast iron pillars with fluting and fleur-de-lys heads. The second type of railings has Classical style finial points with the intermediate pillars fluted and capped with stylised 'Grecian' urns. The two types of railings are set in a stone plinth with bevelling and intermediate octagonal stone pillars, with the panels carved with Gothic cusps and capped with octagonal cupola and finial.

**SMR Number** 11221.1.0 Weir/Dam

Ruins of a stone-built weir remaining on both sides of the Irwell but no longer spanning it. Of stone block construction, it would have formed a sloped weir dropping c.1.0m over a length of c.4.0m. The northern lip supported a wooden beam, the remains of which can be seen along with the iron remains of a possible gate or sluice. It is not known if this weir/dam spanned the river completely or supported a central gate. This site has low to moderate group and importance values and low potential, threat, diversity, rarity, vulnerability and fragility values.

**SMR Number** 13748.1.0 Summerseat ELR Warehouse, Rowlands Road, Summerseat, Bury

Goods shed. An archaeological building survey of the railway station goods shed (warehouse) was commissioned as part of the planning process and carried out in January of 2006. The 1848 mapping shows the location area with a small rectangular structure on the site of the later goods shed. This has been interpreted as the platform structure. The later 1893 OS map clearly shows a large rectangular structure situated at the end of a siding of the East Lancashire Railway (ELR) track, labelled as 'Goods Shed'. The 1939 OS mapping depicts the same structure as on the earlier 1893 map, again to the east of Summerseat Station, again marked as 'Goods

Shed'. On a station map dating to the late twentieth century the building is clearly shown at the end of the siding and labelled as 'Goods Shed'. The archaeological survey noted the unusual layout of the internal arrangements within the building, as opposed to other general goods warehouses in the region. Incoming goods arrived into the building via the railway line, but roads goods vehicles had also to enter via the northern gable at the western end. This may explain why the goods platform does not extend for the entire length of the building, as was typical of other railway warehouses. The platform of the warehouse probably dates to the 1846 building phase of the station and was probably specifically built for Twist Mill which stood on the opposite side of the River Irwell. The railway would have been vitally important for the cotton mill and they may have owned or leased railway wagons for transportation of goods and raw materials. In 1860 Summerseat Station, to the west of the study area, was rebuilt by the ELR resident engineer Mr John Perring. His trademark semi-circular window heads and use of quoins is reflected in the architecture of the station warehouse, although they are in a less grand moulded stone style. It is likely that the goods warehouse building was built over the earlier 1846 platform in 1860. The internal pivot jib crane system probably dates to the building of the warehouse in 1860. There were further modifications to the station in 1890 (raising the platform level) by the Board of Trade. This phase of works may coincide with minor modifications to the goods warehouse. By this time, structural problems were occurring, caused by the pressure of the embankment upon the eastern elevation of the warehouse. Twist Mill was in decline by the late nineteenth century and does not appear on maps by the 1939 survey programme. Now a Listed Building Grade II.

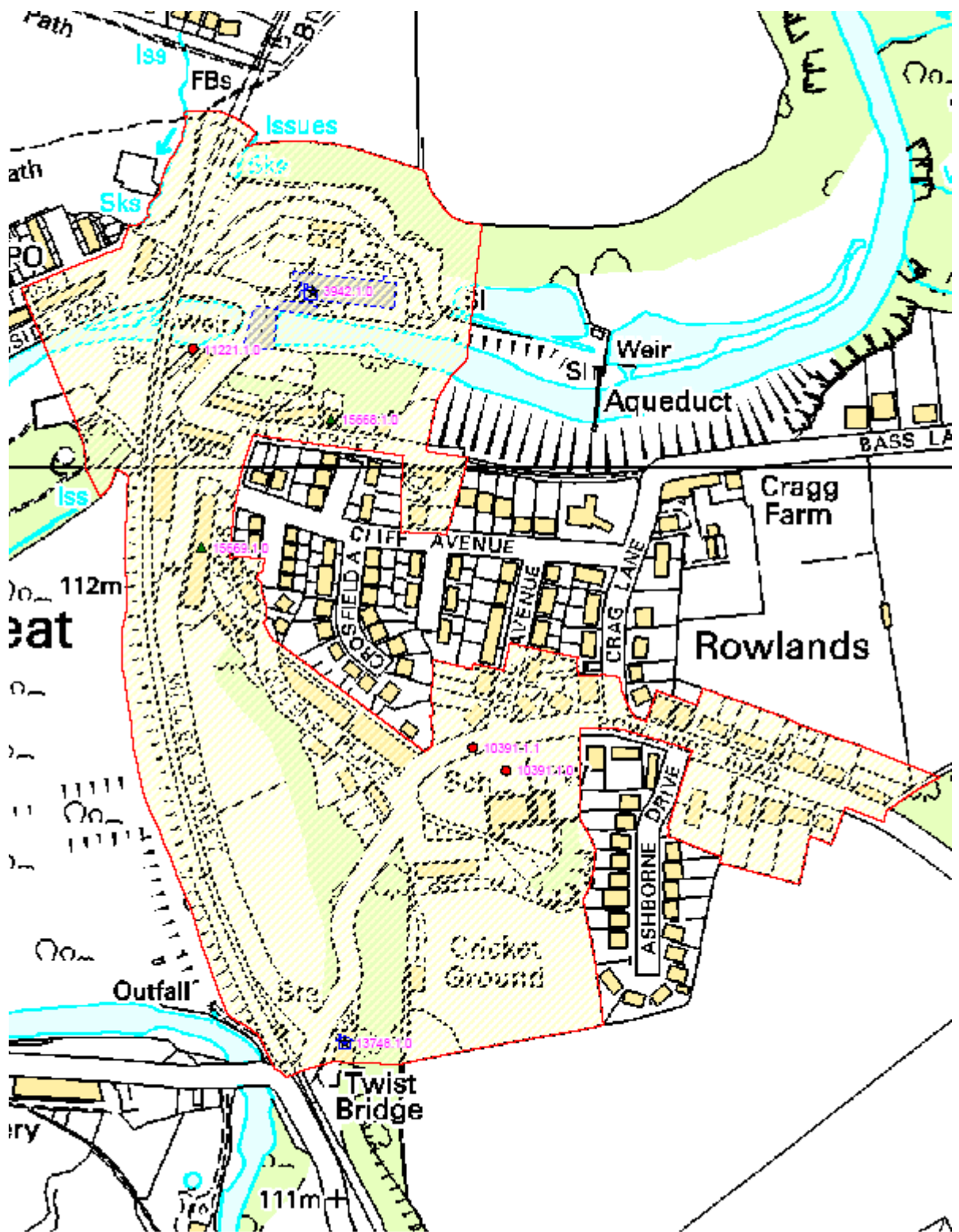
**SMR Number 15668.1.0 Mechanics Institute, Hill Street**

Former Mechanics Institute. Shown but not annotated on the OS mapping from the 1st edition 6" OS map onwards. Described as 'looking rather like an Italianate chapel'. Site visit by UMAU in 2008 recorded that it is a mid-nineteenth century ashlar stone built one and a half storey building in the Italianate style. It is four by two bays. The southern gable has a stringcourse defining the ridge in an almost pediment fashion and at this level there is a square casement window with a label hoodmould. At ground floor level there is a central doorway with a four-centred arch and a label hoodmould. To either side is a two-light sash window with a label hoodmould. The western elevation has two tall sash windows with label hoodmoulds. The eastern elevation has four sash windows in the same style. The roof is covered with thin stone slates.

**SMR Number 15669.1.0 Miller Street Terraces**

Terraced houses, still in use. Built in 1855, they are shown on the OS mapping first on the 25" 1st edition of 1893, reappearing without alteration on the revision of 1908. Described as 'a surprise among the plain stone and brick terraces' and 'of some pretension' with their backs to the road. Site visit by UMAU in 2008 recorded that they are a row of 15 two storey tunnel back houses of 1855 in the Tudor-Gothic style. They have thin slate covered roofs with two-, three- and four-pot ridge chimneys and two-light mullion windows with label moulds, one to each floor. The doorways have a Tudor, four-centred, arch with a label hoodmould. The central and northern and southern

end houses each have a coped gable and quoined facade with an attic room. At the rear, the eastern elevations have their outside yards built upon and converted into single storey additions to the properties. Most of the houses are rendered and painted white but the rear of one is not showing the original coursed rubble and quoined fabric.



Historic Environment Record



## Appendix 2: Listed Buildings

There are two listed buildings within the Conservation Area, both listed at grade II.

### Listed Building (II) – 210661 Brooksbottom Mill

1876: On site of mills built by Peel and Yates in 1773, by Richard Hamer in 1812, and by Thomas Kay of Rawtenstall in 1825. Built from stone from Wilds Delph in Eden- field by Edward Hoyle. Rubble and coursed stone. 4 storeys. L-shaped plan with 2-storey extension spanning river. Round-arched windows with sill and impost bands. Corbelled dentilled cornice under hipped slate roof.

### Listed Building (II) - 13748.1.0 Former Railway Goods Shed, Rowlands Road. DGM3197

**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. HISTORY: the railway line and station at Summerseat was opened as part of the Bury to Rawtenstall line in 1846, and the goods shed was probably built soon after. It is possible that there was initially an open platform at the site. The line and shed were principally designed to serve local cotton mills of which there were several, the nearest being Twist Mill. The station was rebuilt in 1860 by the East Lancashire Railway's resident engineer, John Perring, and the jib crane may date to this time if not earlier. Structural strengthening to the east wall took place in 1890, and the roof was partly replaced using traditional materials in the early C20. The mills which the goods shed served were in decline by the early C20, and the nearest, Twist Mill, was gone by 1939. The siding and yard were still in use up to the early 1960s, but the tracks were removed around the time the railway became single track in 1967.

There are also three buildings and structures on the Bury Local List:

- Railings at Former Rowlands Church, list no. 124
- Miller Street Terrace [no number]
- Mechanics Institute, Hill Street [no number]

### Appendix 3: Proposed Draft Local List Buildings

There are currently two buildings within the Conservation Area on the Bury Draft Local List: EGM3909 Mechanics Institute on Hill Street and the Miller Street Terrace. The following are proposals for addition to the Draft Local List:



***Hamer Terrace***

#### 1-10 Hamer Terrace, Waterside Road

This stone terrace of houses dates from the second half of the nineteenth century and has moulded cornices over the doors and at the gutter, slate roofs and stone chimneys. There is a larger end property a number 1.



***East View***

#### East View, Waterside Road

This is a short terrace of 5 stone houses which is marked on the 1850 map and which Jean Price has dated to 1837. There are moulded cornices over the doors and at the gutter, stone window surrounds slate roofs and stone chimneys with a cobbled yard in front.



***Woodbine Cottage***

#### Woodbine Cottage, Hill Street

This two-storey, three-bay stone house is marked on the 1850 map. The stone is dressed on the front with ashlar quoins, moulded cornice over the door, a slate roof and stone chimneys. The sash windows are replacement single pane windows with decorative horns. There is a cast-iron boundary fence and one moulded stone gate post, the other being a concrete replacement.



#### Forrest, Wood Road Lane

This stone house appears to be marked on the 1818 map and has stone mullioned windows with a slate roof.

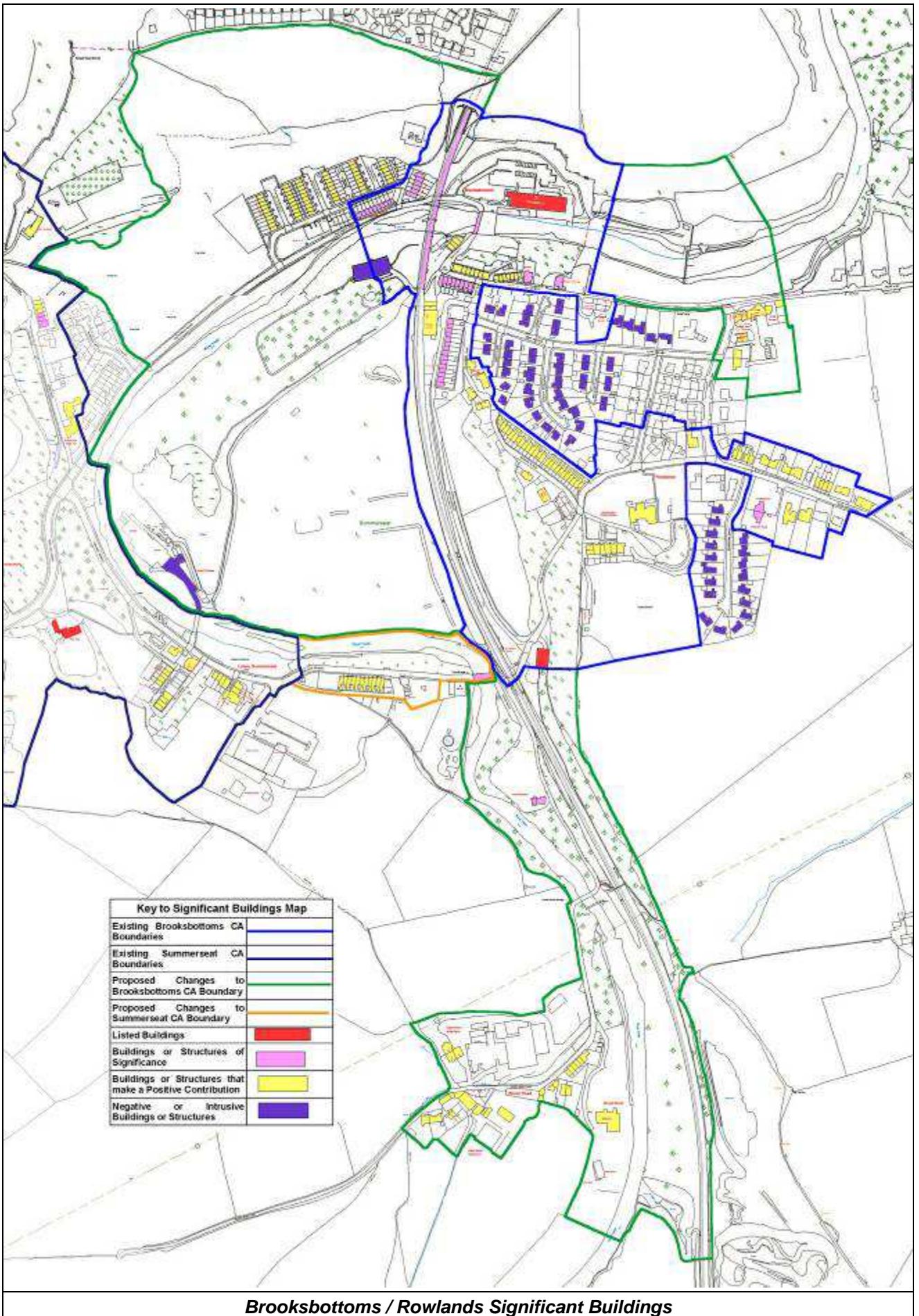


Rowlands House/The Rowlands, Ashborne Drive

Large Italianate Victorian semi-detached red-brick villa with a slate roof and brick chimneys, an elaborate bracketed and moulded cornice, balustraded corner doorways, large bays at the front topped with a balustrade and arched cut-brick windows covered with arched drip-moulds at the first floor.

***Rowlands House/The  
Rowlands***





## Appendix 4: Proposed Draft Local List Artefacts

There is currently one artefact within the Conservation Area on the Bury Draft Local List: EGM3909 Former Rowlands Church railings. The following are proposals for addition to the Draft Local List:



***Cobbles in Front of East View***

### Stone pavement and walkway on Waterside Road

The stone pavement, kerbs, walkway in front of Hamer Terrace and cobbles are unusual survivors of original street surfaces and deserve added protection. The stone pavement also runs under the railway bridge on both sides of the road as far as the river bridge.



***River Bridge***

### Bridge over River Irwell, Kay Street

This stone bridge is marked on the 1818 map and is a historic river crossing. It has two arches with a central pier and a parapet of different coloured stone.



***Summerseat Viaduct***

### Railway Viaduct over River Irwell

The viaduct is carried over the River Irwell and the road by stone piers, the central one in the river having two pointed arches. The bridge is a modern steel bridge. The viaduct acts as a major landmark within the valley at Summerseat.



## Appendix 5: Neutral Areas



***Field by Miller Street***

### Miller Street

The large overgrown area to the east of Miller Street has never been developed and has always been marked on the maps as a field. However, given its proximity to Rowlands Road and the ELR station and goods shed there may be the potential for development.



***Area Marked for Development***

### Next to 37 Rowlands Road

This empty space is currently marked out for development.

## Appendix 6: Boundary Changes



**Brick Terrace**

To include the brick terraces off Ruby Street, the recreation ground to the west as far as Holcombe Brook but excluding the late twentieth century development and the wooded area to the north. The brick terraces were built for workers at the re-built Brooksbottoms Mill and are through terraces, such that when front and back doors were opened it was possible to look straight through the rows. Residents therefore had very little light or privacy and the buildings are an unusual reminder of living conditions for many people. However, even these have some degree of architectural detailing with cut-brick arches and moulded bracketed cornices over the doors and stone ashlar window sills and heads. Some of the original 10 terraces have been demolished in order to provide better light and gardens. The recreation ground was marked as a field until 1939, when it was designated for recreation purposes, but may already have been used as such for many years before then. It currently provides a valuable open space and both the recreation ground and the wooded area act as an important back-drop to the brick terraces and affect the setting of the Conservation Area<sup>15</sup>.



**Recreation Ground**



**Wooded Area**



**Cragg Farm**

To include the remainder of Hill Street, Cragg Farm with associated buildings on Bass Lane and the section of Gollinrod Gorge to the North. The top end of Hill Street is an attractive walled pathway leading up the hill to Bass Lane, the stone wall on the north side being dated 1992-3. Cragg Farm is a large two- to three-storey stone building with stone-mullioned windows which may date from the eighteenth century. Smithy Cottage and Rosewood Cottage are small stone houses with slate roofs and stone-mullioned windows. The complex is a good example of the farms which existed in the area before the arrival of the cotton industry. There are attractive views from Bass Lane northwards over the gorge which also affects the setting of the northern section of the current Conservation Area and which also acts as a back-drop to the listed former Brooksbottoms Mill.

<sup>15</sup>Department of the Environment, Transport and the Regions, Department of National Heritage, *Planning Policy Guidance: Planning and the Historic Environment PPG 15* (London, 1994) paragraph 4.6.



**Cottages**



**Top of Hill Street**



**Undeveloped Area**

To include the area inside the river bend, to the west of the railway. This area includes the historic remains of the reservoir created by Peel and Yates to feed Brooksbottoms Mill, which is shown on the 1818 map. By 1939 the reservoir had largely silted up and there was a sewage works and print works with filter beds on the site. By 1994 the sewage works had gone and the print works in the south-western corner has been developed in recent years in an inappropriate manner. At the north-eastern corner of the area there is a tarmaced extension of Kay Street leading to an intrusive car park and basketball court. The central section of the area is now the Summerseat Nature Reserve. Inclusion in the Conservation Area would encourage appropriate development of the car park. The area also affects the setting of the neighbouring Summerseat Conservation Area.



**Looking West towards River**



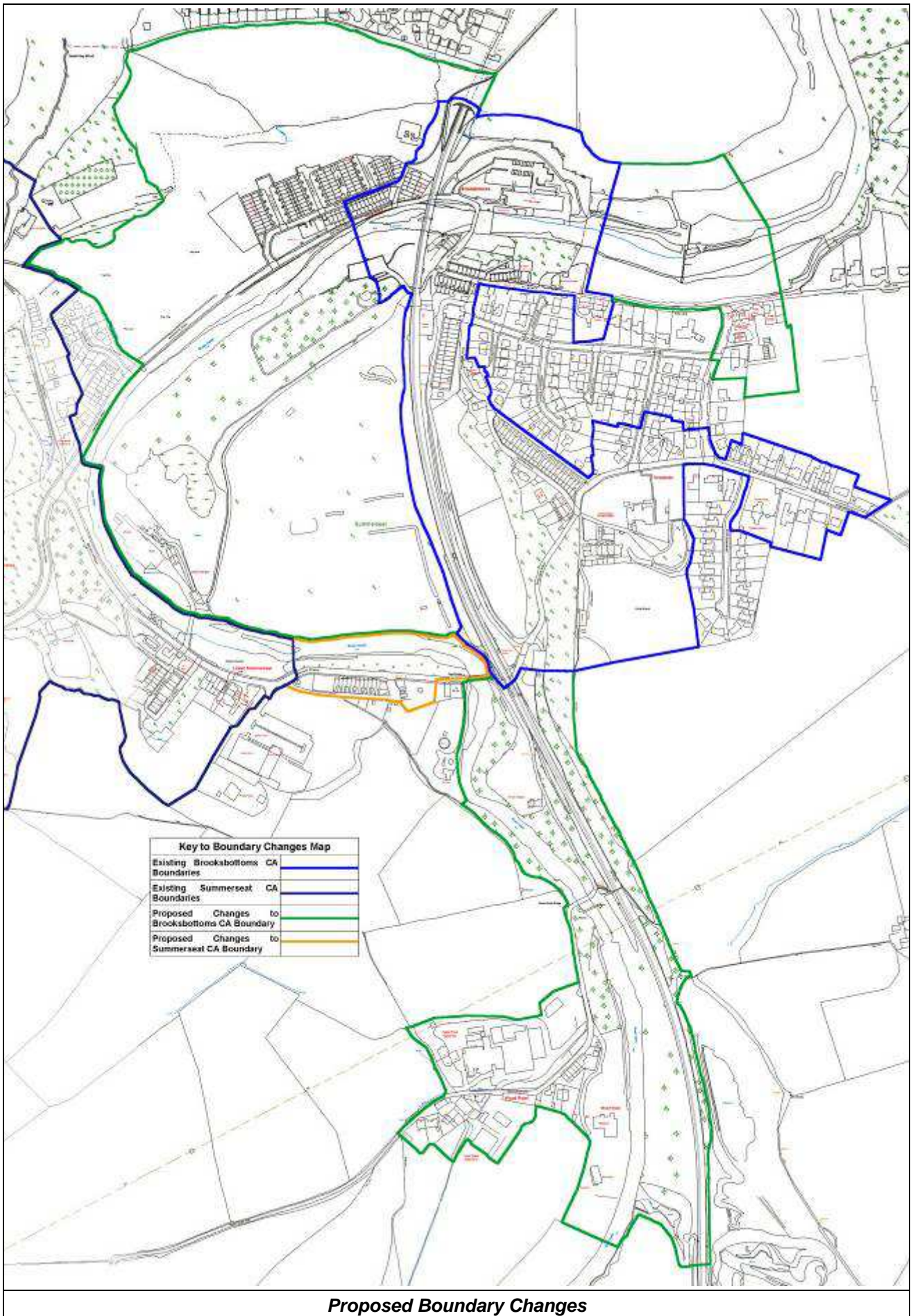
**New Development at the Print Works**



**Lower Wood Road Farm**

To include Wood Road Lane as far as Wood Road Mill and number 49. Wood Road Mill was one of the late eighteenth century spinning mills built by Peel and Yates. Although this has now been refurbished and converted into residential accommodation, many of the exterior features appear to survive. Lower Wood Road Farm is also a good example of the scattered farms which characterised the settlement in the area before the arrival of the cotton industry and the house at Higher Wood Road Farm has a date stone marked 1721. The settlement of 'Woodrod' is marked on the 1818 map. The stone cottage Forrest may be marked on the 1850 map and is of a similar quality to other houses currently within the Conservation Area. The lane itself is an attractive wooded road with views both ways along the river from the Wood Road bridge and the wood on both sides of the river and on the railway embankment affects the setting of the Conservation Area.





## **Appendix 7: Saved Regional and Local Plan Policies**

### ***Bury Unitary Development Plan*<sup>16</sup>**

#### **EN1/1 - Visual Amenity**

Development will not be permitted where proposals would have a detrimental effect on:

- public views of prominent or important buildings, especially those in areas of architectural or historic interest;
- the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.

#### **EN1/2 - Townscape and Built Design**

The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- the external appearance and design of the proposal in relation to its height, scale, density and layout;
- the relationship of the proposal to the surrounding area;
- the choice and use of materials;
- access and other design features for the mobility impaired;
- the design and appearance of access, parking and service provision;
- landscaping, including the use of natural landscape features, and open space provision;
- the use of lighting.

#### **EN1/3 - Landscaping Provision**

Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.

#### **EN1/4 - Street Furniture**

The Council will encourage the provision of suitably located and well designed street furniture which satisfies the requirements of pedestrians, shoppers and other users, and enhances the character and appearance of the urban street scene, including open spaces. In particular, the Council will seek to ensure that the siting and design of street furniture satisfies the following considerations:

- meets the needs of all users including the mobility impaired, in terms of safety and adequacy;
- does not detract from highway safety;
- does not interrupt main pedestrian flows or hinder access for emergency vehicles;
- reflects the traditional design and materials in the locality, is of robust construction and does not detract from the amenity and appearance of the street scene.

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<sup>16</sup>Bury MBC *Bury Unitary Development Plan* [online] Available at: <http://www.bury.gov.uk/Environment/Planning/DevelopmentPlanning/UnitaryDevelopmentPlan/ViewUDP.htm> [accessed 08.04.09].

**EN1/6 - Public Art**

The Council will encourage the incorporation of works of art in appropriate new developments.

**EN1/7 - Through Routes and Gateways**

The Council is concerned to improve the quality of development along through routes and at gateways, and will require new proposals fronting major through routes and at the identified gateways to display a high standard of design and landscaping.

**EN1/8 - Shop Fronts**

The Council will seek to ensure that proposals for new and altered shop fronts properly respect the architectural elements of the building and the character of the surrounding street scene. Proposals which are unsympathetic to the building or its surroundings or which break up a harmonious group of buildings will not be permitted.

**EN1/9 - Advertisements**

The Council will seek to control advertisements in the interests of amenity and public safety in order to enhance the quality of the Borough's environment. In doing so the Council will have particular regard to the following considerations:

- the characteristics of the local neighbourhood, including scenic, historic, architectural and cultural features;
- the scale and massing of existing buildings and structures;
- the nature of the predominant land use in the locality;
- the presence of Listed Buildings or Conservation Areas;
- any proposals for land use change in the area;
- with reference to the countryside, land-form, the quality of immediate surroundings, landscape character and background features;
- the effect on the safe use of any form of transport, including the safety of pedestrians.

**EN1/10 - Telecommunications**

The Council will give favourable consideration to proposals for new telecommunications developments. In assessing such proposals the Council will have regard to the following:

- the operating requirements of available and new telecommunications technology, and the national telecommunications network;
- the legal requirements of telecommunications code system operators;
- siting and design - including the opportunity for sharing masts or siting on existing buildings, height, ancillary development, landscaping, screening and the type and colour of materials used;
- the visual and physical impact, especially on the Green Belt, river valleys, Special Landscape Areas, Listed Buildings, Conservation Areas, ancient monuments and archaeological remains.

**EN2/1 - Character of Conservation Areas**

The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas. The Council will be especially concerned with encouraging and, where appropriate, implementing measures to:



- retain, replace and restore features of historical and architectural interest;
- retain and enhance existing landscape features including trees, parks and gardens;
- initiate and promote environmental improvement/enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes;
- remove dereliction and bring unused land or buildings back into beneficial use;
- prepare and promote design guidelines to ensure sympathetic development.

### **EN2/2 - Conservation Area Control**

Development within a Conservation Area will only be acceptable if it preserves or enhances the special character or appearance of the area. In considering proposals for development in Conservation Areas, regard will be had to the following criteria:

- the nature of the development in terms of its bulk, height, materials, colour, design and detailing;
- the relationship between the proposed development and the architectural and visual qualities of the surrounding area;
- where demolition is proposed, the contribution of any proposed new building to the character or appearance of the area as compared to the building to be demolished;
- in the case of the re-use of buildings or the introduction of new uses, the impact of the proposal on the character or appearance of the area and the fabric of the existing building.

### **EN2/3 - Listed Buildings**

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. Proposals for demolition will be opposed and will only be considered where it is demonstrated conclusively that the building(s) cannot be retained.

In considering applications for Listed Building Consent, the Council will have regard to the following criteria: a) 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 ancillary facilities and infrastructure works.

### **EN3/1 - Impact of Development on Archaeological Sites**

Where a development proposal is submitted which will affect an archaeological site, the developer should submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences. The Council will have regard to the following criteria in determining the importance of an archaeological site and the impact of any proposal:

- the historic importance of the site;
- the quality and condition of the site;
- the rarity value of the site;

- the nature of the proposed development;
- the level/degree of disturbance;
- the permanence of the proposal;
- the siting of associated infrastructure/services.

### **EN3/2 - Development Affecting Archaeological Sites**

On sites where development is considered to be acceptable in principle, consent will only be granted if:

- the development is designed in such a way as to minimise the level of disturbance and damage;
- development is programmed so that such sites and remains can be investigated in accordance with a previously agreed scheme of excavation and evaluation;
- where damage or disturbance is unavoidable, arrangements are made for the archaeological recording of the site prior to and during development.

### **EN4/1 - Renewable Energy**

The Council will encourage proposals for the provision of renewable energy sources, subject to compliance with other policies and proposals of the Plan. In particular, the Council will seek to ensure that proposals:

- do not involve an unacceptable loss of amenity, for example through visual intrusion and noise;
- would not have an unacceptable adverse impact on the setting of scheduled ancient monuments, Conservation Areas, Listed Buildings and archaeological remains;
- would not have an unacceptable adverse impact on areas of Green Belt, Special Landscape Areas and areas of ecological importance;
- would not result in a health or safety risk, or nuisance to the public;
- where necessary, include an environmental assessment as part of the planning application;
- would not have an unacceptable adverse impact on the Borough's natural environment.

### **EN6/1 - Sites of Nature Conservation Interest (Sites of Special Scientific Interest, National Nature Reserves and Grade A Sites of Biological Importance)**

Planning permission will not be granted for development in or in the vicinity of a designated or proposed site of national or county/regional importance (Site of Special Scientific Interest or National Nature Reserve or Site of Biological Importance which has been identified as of national or county/regional importance i.e. Grade A) which would destroy or adversely affect, either directly or indirectly, the nature conservation interest of the site, unless it can be demonstrated that other material considerations outweigh the special interest of the site.

### **EN6/2 - Sites of Nature Conservation Interest (Local Nature Reserves and Grade B and C Sites of Biological Importance)**

Planning permission will not be granted for development which would damage either directly or indirectly, the nature conservation interests of sites of particular ecological significance (Local Nature Reserves or Grade B and C Sites of Biological Importance) unless conditions can be imposed that would acceptably mitigate those impacts.

**EN8/1 - Tree Preservation Orders**

The Council will make Tree Preservation Orders where they are needed to protect trees and woodlands.

**EN9/1 - Special Landscape Areas**

In those areas identified on the Proposals Map as Special Landscape Areas, any development which is permitted will be strictly controlled and required to be sympathetic to its surroundings in terms of its visual impact. High standards of design, siting and landscaping will be expected. Unduly obtrusive development will not be permitted in such areas.