

Ramsbottom

Conservation Area Appraisal & Management Plan



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Ramsbottom Conservation Area was originally designated in 1977 and extended in 1988 and 2004. At the time of the 2004 extension, the adjacent Tanners and Bury New Road Conservation Areas were designated. A draft Conservation Area Appraisal document and proposals for all three areas were presented to the local community in 2006 and 2007 to seek views on the issues to be considered when developing a strategy for the area. All relevant matters were taken into account when the Local Area Board considered reports and when Planning Control Committee approved a range of actions, both in 2007. At that time the three conservation areas were amalgamated and extended to form the new Ramsbottom Conservation Area. A small informal working group was also established to discuss and draft the management plan. This document contains the original appraisal and the subsequent management plan, which will be used to seek the protection and enhancement of the conservation area. The current management strategy does not deal with every issue. It is the start of a process, which will, through regular reviews, develop further policies and actions for the area.

*This booklet should be read in conjunction with the Council's booklet, the Conservation Areas of Bury, which outlines the full implications of conservation area status. A range of additional information and guidance is on the Council's website **www.bury.gov.uk***

Some of the statements made in the appraisal part of this document represent the discussion of issues by the Council's consultant.



Fig.1 General View of Ramsbottom

1.0 Purpose: Implementing Good Practice

The preparation of conservation area appraisals and management strategies is recommended by central government and is encouraged as good practice by English Heritage, the Government's principal advisory body on conservation areas.

The purpose of this document is to first describe and review the elements that contribute to the special character and historic interest of the Conservation Area, including its history, architecture and environment. It will also discuss the challenges to the area's protection and enhancement, and consider how best to secure the area's character and distinctiveness. The second part of the document will put forward a management plan covering issues of development and enhancement. The documents are expected to be reviewed at regular intervals.

The appraisal is not intended to be comprehensive, and omission of any particular building, feature or space should not be taken to imply that it is of no merit.

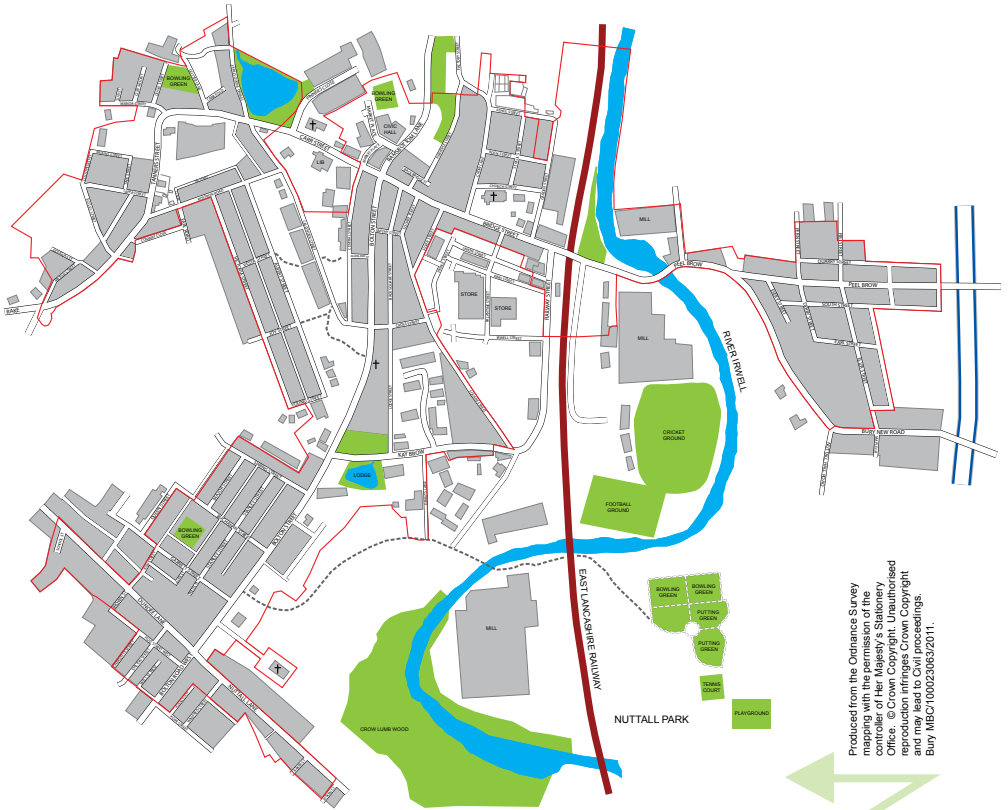
2.0 Introduction: Context within North Manchester

Ramsbottom is located about five miles north of Bury in Greater Manchester, on the edge of the West Pennine Moors. It is a good example of a Pennine textile town which developed around the manufacturing and processing of cotton in the late 18th and early 19th centuries. The town and its industry prospered from around 1800 to the early part of the 20th century. After a period of decline and the loss of many mill buildings, the conservation of the town's heritage has helped to build on its role as a visitor and shopping destination, and a popular stop on the East Lancs heritage railway.

3.0 Conservation Area Boundary

In 2007 the Council approved the amalgamation of the then Ramsbottom, Tanners and Bury New Road Conservation Areas to form the current Ramsbottom Conservation Area. This is a substantial area that takes in the centre of Ramsbottom and parts of the valley sides around. The conservation area also climbs to the west to meet the boundary of Holcombe Village Conservation Area. The current boundary is shown in Fig. 2.

Conservation Area Boundary



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Fig. 2. Conservation Area Boundary

KEY

- Conservation Area Boundary
- Buildings

4.1 Early Ramsbottom

Although the town of Ramsbottom is largely a 19th century creation, the area around has a long history of human habitation; Bronze Age burial sites and artefacts, some dating back at least six thousand years have been found on the surrounding moors.

The early settlement remained well above the valley floor. The presence of the manor court and Tudor chapel of ease in Holcombe indicates the village's importance as the medieval population centre of the Ramsbottom area. Along the fringes of moorland which flank the Irwell Valley north of Bury are two very ancient north-south routes – on the east is the old Bury – Rawtenstall road, passing through Walmersley and Nangreaves ; on the west is Holcombe Moor road past Pilgrim's Cross and Robin Hood's Well. Avoiding the wet valley bottom and the misty, bog-ridden tops, these medieval routes linked moor-edge settlements with religious and economic centres to the north and south. Their routes may have been influenced by the late medieval growth of the domestic woollen industry.

Evidence of medieval routeways can be found in the town's modern street pattern. A west-east connecting road plunged down the Rake from the moor road at Holcombe, creating the sunken profile of a holloway through a millennium or more of packhorse and foot traffic. Yates' map (1786) shows how it split at Foot of the Rake, the northern branch represented by modern Carr Street, upper Bridge Street, Crow Lane and Stubbins Lane, crossing the Irwell at Stubbins before finally running up to the old Bury – Rawtenstall road as Gincroft Lane in Edenfield village. The southern branch ran down what is now Dundee Lane and Nuttall Lane, through Nuttall village, across the Irwell and up Shipperbottom Lane towards Shuttleworth. The De Notogh family lived in Nuttall from the 13th Century and built an impressive Hall there c1429. (See Fig 3.)



Fig.3: Nuttall Hall in 1970s

Before the late 18th Century there was no settlement on the modern site of Ramsbottom other than a single farm. Appearing as Romesbothum in its earliest written form (in 1324) there remains lively dispute as to its origins: there are three likely suggestions:

1. valley bottom where rams graze.
2. valley bottom where Ramsons grow - reference to a form of wild garlic which flourished by the River Irwell in pre-industrial times
3. at the huts of the herders of rams.

In the 12th and early 13th centuries Ramsbottom was part of the Royal and Ancient Manor of Tottington, controlled by the Montbegan family, but in 1230 it came under the control of the Honour of Clitheroe, held by the important De Lacy family. In medieval times the locality was a royal hunting forest and farming activities were discouraged, but in 1507 disafforestation took the area into Forest Law so that population increased in hamlets such as Holcombe and Carr, as well as in small folds, such as Rake Fold. Farming on the bleak moors was inevitably a hard life, but the subdivision of farms after disafforestation made livings even more precarious. Woollen cloth manufacture offered an additional income and an increasing number of farmhouses had loomshops in the 16th and 17th centuries.

4.2. The Industrial Development of Ramsbottom

Recent research has revealed the existence of water-powered fulling mills at Nuttall and Kibboth Crew (Fig 4) at least as early as 1627. These provided the farmer-weavers with finishing processes that could not be performed in their farmhouses. Around 1792 Richard Alsop, a merchant from Ordsall, bought land at Nuttall, from the Rev. Richard Formby whose wife was a descendant of the De Notogh family, and he and his partners built a large five storeyed water powered cotton mill there. Like Kibboth Crew, whilst Nuttall is outside the Conservation Area, it is within an easy walk of the boundary, though with little now remaining above ground of the mill complex.



Fig.4: Industrial Remains at Kibboth Crew

The Ramsbottom area remained rural until the late 18th century. In the area now occupied by the town centre there were several farmsteads, including Crow Trees Farm in the area of St Paul's Church, a corn mill near the present Market Place and a tannery. Ramsbottom's rapid growth began in 1783 when the Bury firm of Peel and Yates, headed by Robert Peel, the father of the future Prime Minister, took a lease on the Old Ground, in the area of the present Smithy Street, Square Street, Bolton Street, and Bridge Street. The firm built new factories and offices for their expanding calico bleaching and dyeing business; they already had factories in Bury and at The Burrs, and Ramsbottom offered a plentiful supply of pure water fed by streams from springs below Holcombe Moor, essential for bleaching and dyeing. Around 1789, Peel and Yates built, at their own expense, Peel Bridge over the Irwell, to connect their works with the new Bury, Haslingden, Blackburn and Whalley turnpike road (on the line of the A56) to the east of Ramsbottom.

Robert Peel & Co also owned a bleaching complex at the bottom of Kay Brow, a little of which survives amongst modern industrial units. This property included Caldo Mill, which appears in the township survey of 1794, but which was referred to by Hume Elliot as Cawdaw Mill, an 'old corn mill'.

In 1802 Samuel and Thomas Ashton built a large mill for spinning and later for weaving cotton and industrial housing for their workers. In 1806, the brothers William and Daniel Grant from Strathspey acquired the Old Ground site from Peel and Yates for mill development, and took up residence in Top o' the Brow (Fig. 6, E) which became an inn in 1828 and is now the Grant Arms Hotel. The Grants came to the Manchester area

from Scotland in 1783 and were apprentices to a Bury calico printer. As typical examples of Victorian entrepreneurs they provided the model for the Cheeryble brothers in Charles Dickens' novel *Nicholas Nickleby*, published in 1839. The arrival of the turnpike on the west of the river created Bolton Street in c.1815. By 1812 the Grants had acquired the Alsop mill at Nuttall, added other mills and turned Nuttall Hall into a farm of some international renown. They also built a new Nuttall Hall, in what is now Nuttall Park, across the river, as a home for John Grant, brother of the Cheerybles.

In 1821 Charles Grant, another brother, built a large calico printing works on the west bank of the River Irwell (Fig. 5B). This 'model calico printing establishment' (Hume Elliot) incorporated the most up-to-date technology in Europe. Called *The Square*, its unusual enclosed design included a moat, a defensive plan that reflected the unsettled industrial relations and commercial sensitivity of the time. Each of its four sides was 80 yards long. *The Square* (also called *Square Mill* or *Square Works*) continued in altered form as a dye works until its demolition in the 1960s.



Fig.5: Tithe Map, 1842. South of Town Centre

With the main works relocated to *The Square*, the area of the Old Ground could be redeveloped as housing, and the 1842 Tithe Map above shows terraced cottages extending from the Market Place along both sides of Bolton Street (Fig. 5A). Conveniently close to *The Square*, Barwood House (Fig. 5C) was originally built by Robert Peel's partner, Henry Kay, in the 1780s; it was subsequently acquired by John Rostron, a local industrialist, and was bought by Charles Grant in 1819. Also shown is the Church of

St Andrew (Fig. 5D), built by William Grant in 1832-4. Until 1871 it served a Presbyterian congregation, but in that year William's nephew, also William, arbitrarily passed it over to the Church of England, prompting the congregation to build a new church, known as St Andrew's (Dundee), slightly further down the hill on the corner of Kay Brow. The churchyard walls and open space are all that remain of the latter church, which was demolished in 1926. Its spire, however, was incorporated into English Martyrs Catholic Church in Whalley Range, Manchester.



Fig.6: Tithe Map, 1842, showing the town centre and Ramsbottom Mill.

Ramsbottom Mill (Fig. 6F), to the north of Athol Street, built in 1802 by Samuel and Thomas Ashton was the first large spinning and weaving mill in the town. It expanded rapidly, and by 1833 it was the largest mill in the Irwell Valley, powered by three large waterwheels and three powerful steam engines. Most of the buildings have been demolished, except for the long, low range whose altered gable closes the view north along Crow Lane, a small warehouse, a 2-storey mill close to the railway, and a terrace of cottages, Numbers 40 to 44 Crow Lane, thought to have been the apprentice house. These are all shown on the 1842 tithe map.

By 1850, when the first 1:10,000 Ordnance Survey map was published, the railway had recently arrived in Ramsbottom, and the Church of St Paul, Bridge Street, had just been built on Ashton-owned land. The extent of the town was similar to that shown on the 1842 Tithe Map, with little development away from the main streets. Peel Brow was then called Field

Brow Road, with a Methodist Chapel shown at the junction with Bury New Road, and Park Cottage the only building on the road. At Tanners and Carr Fold, no more than clusters of farms and cottages are shown. The use of water as a power source, and for bleaching and dyeing, is evident from the mill lodges shown on the tithe map at Spring Wood and Kay Brow.

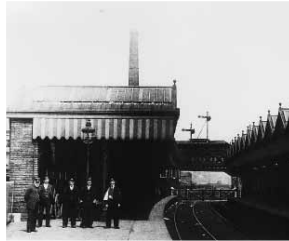


Fig. 7: Images of Old Ramsbottom

In the survey of 1795 Carr includes cottages, houses and mills. The 1842 and 1850 plans show the Rose and Crown, Carr Fold, Gutter Lane, Carr Barn, farms at Top Wood and Kib o' th' Crew and a range of mills and reservoirs referred to as Spring Wood Mill, Carr Mill, Top Wood Mill, and Holcombe Mill. (The latter, at Kib o' th' Crew, represents continuous site-use since the first reference to the fulling mill in 1627.) The mills were individually fairly modest buildings producing both cotton and woollen goods but together, and with the many reservoirs and man-made watercourses, must have been a key part of the industrial landscape in Ramsbottom. Despite the uncompetitive locations of what we might call the 'clough mills', their eventual involvement in the recovery and recycling of cop bottoms allowed them a precarious survival as operating concerns into the late 19th century. This early environmentalism meant that some buildings from the very early years of the factory system survived into the era of mass photography: as in the Cheesden Valley two miles to the east, where early mills also found an Indian Summer existence in this 'hard waste' trade, a photographic record of the dim industrial past consequently survives.

The earliest housing around Ramsbottom was built high up on the western slopes of the valley. Whilst Holcombe village was the medieval centre of population in the area, Tanners, Carr Fold and Foot o' th' Rake appeared as small and loosely grouped settlements during the 18th century, and possibly earlier. They were absorbed into larger groups of cottages and terraces from approximately 1850 onwards. In the 1795 Survey of the Township of Tottington Lower End's rateable value, both Foot o' th' Rake and Tanners Lower Tenement are each recorded as a handful of cottages and farm buildings sitting within tenanted paddocks, closes and fields. Some of the Tanners group from around that time and the buildings shown on the 1850 ordnance survey map appear to survive within the area of Tanners Croft and Barn and numbers 1 and 2, 51 and 60 to 66 Tanners Street. However, many of the earlier buildings at the Foot o' th' Rake have been lost and this area is now dominated by late 20th century residential development.

Town centre housing was associated with the first large scale enterprises in the town, those of Peel & Yates at the Old Ground and the Ashtons at Ramsbottom Mill. Virtually all was swept away in clearances of the 1930s, some even earlier.

From the time of the 1850 OS map many of the fields on the northern and eastern side of Rawson's Rake, Tanners Street and Carr Street were developed for residential cottages and terraces. The earlier buildings appear to be at Milton Street and Douglas Street in the Tanners area, later developments such as Mount Street, Taper Street, Manor Street, Ducie Street and Glen Street were more formally grouped into a squared pattern. Some rebuilding involved the removal of earlier houses and cottages, whilst the local authority clearance orders of the mid-1930s, though dealing primarily with town centre streets, saw the removal of Carr Fold and possibly Gutter Lane. It appears, however, that it was not until the mid 20th century that the mills were removed together with the farm buildings.

Though some houses near the junction with Kay Brow, and other houses around the junction with Nuttall Lane were built before 1842, Ramsbottom's 'west end', i.e. the quality housing which lay windward of town centre chimneys, actually grew up from the 1860s, south westwards along Bolton Street in the shape of Lodge Terrace, Barwood Mount and other individual detached houses such as Hope House, Samlesbury House and Bank House (no 188) home of millowner Lawrence Stead, in the vicinity of the two St Andrews churches. Trade directories indicate the presence of upper middle class professionals and industrialists in these houses.

Significant development also came to the east of the Ramsbottom town centre in the latter half of the 19th century, another area associated with the town's elite. The growth of this area appears to be linked with the fortunes of Park Chapel, Walmersley Road, and the wealth of the Porritt family, chapel members with holdings in Stubbins. In 1846 land was leased to the trustees of the Chapel to build Park Cottage for a new minister. Records show that it had a well, as it was referred to in a complaint about the quality of water in 1905. This building is the current 43 Bury New Road. Local authority valuation lists from 1864 also refer to large 3 storey houses in the area with bay windows under the name of Irwell Mount and owned by William Porritt. These are thought to be included amongst numbers 23 to 41a Bury New Road. Number 45 Bury New Road also appears to be contemporary with these. The same valuation list also refers to Irwell Terrace in the same vicinity and this is thought to be numbers 3 to 21 Bury New Road. Substantial residential terraced development took place to the north and east in the following 30 years.

By the early 1890s a dense pattern of terraced housing on streets to the north and south of Bridge Street, to the west and above Bolton Street and along Peel Brow had taken shape. Bolton Street had been substantially developed to the junction of Dundee Lane and Nuttall Lane, with a low density suburb towards its south end.

The 1893 Ordnance Survey map (Fig. 8) shows a marked increase in the number of cotton mills and industrial sites in the town. To the north of Bridge Street, in addition to Ramsbottom Mills, there are now three additional complexes, Garden Mill, Waterside Mill, and Irwell Bridge Mill. South of Bridge Street are further new cotton mills including Rose Mill, Railway Mill and Meadow Mill, and to the east of the railway line is a large paper mill. The town registered its maximum number of spindles, a measure of the size of the industry, in 1889. To serve the mills, new workers' housing was built on the slopes to the west of the town centre; the terraces on Callender Street, Albert Street and Victoria Street were all developed during the 1880s.

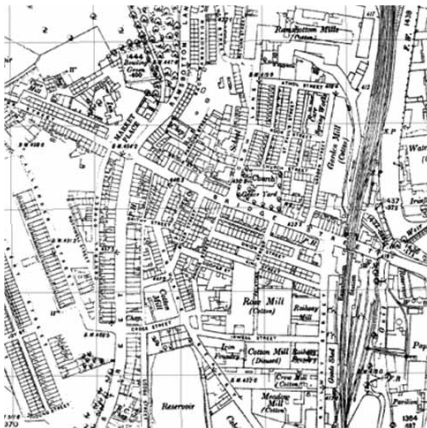


Fig.8: Ordnance Survey Map, 1893

The cotton industry suffered a decline during the 20th century, although Ramsbottom mills continued to produce cotton from waste into the 1980s, and some mills were adapted for other industries; Garden Mill became an engineering works. The railway closed in 1972.

4.3 The End of the 20th Century

During the last decades of the 20th century, many mill buildings were demolished, or in a minority of cases, converted to new uses; Cobden Mill is now partly housing. Irwell Bridge Mill is empty and in need of a viable new use (Fig. 9). Until recently Ramsbottom had also been fortunate in retaining industrial activity in other mills, such the Mondi paper mill at Holcombe Mill. However, the textile industry has now disappeared.

A large number of other historic buildings have been retained and are still in their original use; houses and shops are the most obvious examples. Some historic buildings have been found new uses; two redundant chapels and a school have been converted to flats. The revival of the town as a tourist and shopping destination was marked by the re-opening of the East Lancashire Railway in 1987, which runs heritage trains from Heywood to Bury, Ramsbottom and Rawtenstall. Visitors and residents can enjoy a town with a remarkably intact layout, form and scale, with many original features, and essentially as it was built in the second half of the 19th century.

Most recently the area to the south of Bridge Street has been developed by small scale supermarkets serving the town and the wider area. The full impact is this is yet to be seen. However, efforts are being made to build up regular and specialist markets in the town to support its continued prosperity.



Fig.9: Irwell Bridge Mill and the weir on the River Irwell c.2004

5.0 Architecture and Environment

5.1 General Character and Setting

Ramsbottom is situated on the lower slopes of the upper Irwell Valley, five miles north of Bury and less than two miles from a motorway junction on the M66. The town lies on ground that is between approximately 140 and 240 metres above sea level and sited just north of the coal measures, which fuelled later steam-powered industry. The underlying geology of the town is carboniferous sandstone, a reliable building stone.

The population within the ward (covering an area larger than the conservation area) of Ramsbottom is currently approximately 14,600. Industry still provides an important source of employment and economic activity for the town, although this is not significant within the Conservation Area. There is a thriving retail core in the town centre, and the restored East Lancashire Railway is an important focus for tourism. Ramsbottom has become a popular commuter town for Manchester, supporting a buoyant housing market; 86% of the population are owner-occupiers. There is a growing market for residential conversions in former public, industrial and commercial buildings.

Ramsbottom's physical character and historical development is related to its situation on the sides of the Irwell valley; the rivers and streams of the surrounding West Pennine moors provided the water for textile processes and the power for the town's early industrial development. The urban form of the Conservation Area is focussed on the dense, compact central area around the Market Place, with more suburban development to the south and east. The sloping site of the town has influenced the distinctive pattern of terraced streets built in the late 19th century both along and across the contours (Fig 10); this is particularly noticeable around Albert and Victoria Streets, in Tanners and along Peel Brow, Fern Street, Fir Street and Eliza Street to the east. The town also has many ginnells, alleys and footpaths that run between the streets and link to courtyards.



Fig.10: Views into the town.

The town centre is characterised by its dense development. The commercial buildings on Bridge Street, and towards the north end of Bolton Street are generally built up to the back of the pavement. Narrow streets and alleyways add to the tight and intimate feel of the conservation area in the town centre; Back Bridge Street is a good example. The dense grain of development is also the result of building plots being mostly short and narrow, resulting in a high building to space ratio, to narrow frontages and a generally vertical emphasis in the street scene. Surviving mill buildings provide a robust, canyon-like character to some streets, such as Garden Street. The density of the central area is relieved by a few open areas, either formal around the churches, or informal, for example, Bridge Street Riverside and on the west side of Bolton Street opposite the former Baptist Chapel. The distinction between private and public space is not always evident.

Lower building densities along the south part of Bolton Street, and on Bury New Road and in parts of Tanners ensure that domestic gardens make a significant contribution to the character of these areas. The spatial character of a residential street is often an indication of its historic status; the simplest workers' housing was densely built up to the back of the pavement with no more than a rear yard, such as in St Paul's Street, and there is an example of the former back-to-back cottages off Nuttall Lane. Better quality and later terraced housing was built with narrow front gardens behind low walls; for example on Peel Brow and Crow Lane. Higher status houses had extensive garden areas such as the stone villas on Bury New Road.

There is a sharp contrast between the dense, spatial character of the town and the openness of the moors beyond. When seen in longer views, this adds to the drama of the town's setting and its attractiveness (Fig. 11.).



Fig. 11: View from Peel Brow

Scale

Typically buildings are small scale and predominantly 2-storey. This unifies the appearance of the town, and contributes strongly to the intimate and domestic qualities of the Conservation Area. The prevailing low scale also allows the larger buildings, particularly churches, mills and mill chimneys, such as the tall brick chimney at Holcombe Mill to stand out above the roof tops. The topography has created some dramatic changes in scale; for example the rear of the former co-operative buildings on Bolton Street is 6 storeys high (Fig. 14), and Numbers 1 to 13 Lodge Street (Figs. 12 and 13) are built on a steep slope, with storage areas at the lower level and a terrace above, from where the residents can enjoy fine views across the town.



Figs.12 and 13: The former storage vaults on Lodge Street (left) are below Verna Street, on the right



Fig.14: Rear of the Co-op



Fig.15: View upstream from Bridge Street Riverside

The specific character of the following individual areas is outlined in section 5.2.

Albert Street Area

Bolton Street (south)

Bridge Street and Square Street

Bury New Road and Peel Brow

Dundee Lane and Nuttall Lane

Garnett Street and Spring Street

Grants Lane

Irwell Bridge Area

Market Place and Bolton Street (north)

Paradise Street and Crow Lane

Tanners and Carr

Additional detail on some of the buildings referred to in the character areas is given in part 5.3.

Tanners and Carr



Bridge Street and Square Street



Fig.16 Examples of two character areas

5.2 Character Areas

Albert Street area

This area is to the west of Bolton Street and is notable for its regular grid of streets of terraced housing, dating from the 1880s, and a good example of planned workers' housing. The best group is Albert Terrace, dated 1887, (Queen Victoria's Golden Jubilee year), with symmetrical gabled central and end bays. The central and northern blocks are built prominently along the contours of the hillside, with dramatic views over the town; the southern block is built on a steep slope, with sloping eaves lines (Fig. 17). Many houses have flights of steps either to the front or the rear and some have rooms excavated into the hillside. The intermediate streets, Vesta and Joy Street retain diagonally-laid stone setts with stone kerbs (Fig. 58), and the back streets have well preserved yard walls and distinctive stone gabled outhouses, with vents and openings for coal deliveries (Fig. 18).



Fig. 17: Victoria Street, a sloping terrace



Fig. 18: An outhouse to rear of Victoria Street

Bolton Street South

As Bolton Street progresses south, properties are set back from the pavement behind small gardens, and this, together with the open spaces at the junction of Kay Brow, gives a sense of spaciousness. The southern section of Bolton Street dates principally to the second half of the 19th century, and is more residential in character than the northern section, with a number of substantial

detached stone villas and handsome stone terraced houses with large front gardens, such as Barwood Mount, designed for middle class residents (Fig. 20). Barwood Lodge (Fig. 19) which formerly served at the Gatehouse to Barwood House, illustrates the high status of this area. The lodge and the Rose Hill cottages are now set below the present road level due to early 20th century road improvements. The main highway dominates the area. There are good views across the town from St Andrew's Church, built by the Grant family. Boundary walls are important to the character of the streetscene.



Fig.19: Barwood Lodge



Fig.20: Barwood Mount

Bridge Street and Square Street

This is the area to the back of Bridge Street and Bolton Street. The upper section of Bridge Street was originally known as Water Street, named from the brook which ran down the street until it was culverted in 1867. This area extends from the Market Place down to the level crossing of the restored East Lancashire Railway. Of the station buildings, only the signal box (1938-9) and level crossing (Fig. 22) date back before the reopening of the line as a heritage railway in 1987. The current station building, of typical East Lancashire Railway design, was opened in 1989, whilst the cast iron footbridge was transplanted from Dinting, Glossop. Bridge Street became built up in the early 19th century, mostly with stone workers' housing later converted to shops. It is now a key commercial area in the town centre, with predominantly retail uses, mainly small businesses selling products ranging from food to fashion. The dominant building is St Paul's Church, the parish church opened in 1849, set back from the street behind the 1938 memorial garden containing the war memorial. The stone-built buildings, which date

from 1829 onwards, are well-proportioned and vertical in emphasis; the frontage to Number 37 is notable for its decorative gable and first floor windows. Good timber shop fronts survive on many buildings (see Fig. 21); There are also some purpose-built historic buildings such as the early 20th century Royal Bank of Scotland and the Royal Oak public house. On the south side numbers 50-58 Bridge Street is the most dominant, being a grand three storey late Georgian-style structure.



Fig. 21: A good Victorian shop front surround, Bridge Street



Fig. 22: 1938-9 signal box and level crossing

The post-war police station to the east of the Church is one of the few buildings less sympathetic to the pattern of building on the street; it is set back behind the building line and is single-storey.

The narrower back streets of Square Street, Lodge Street and Silver Street run south of Bridge Street and edge the lower ground once filled with mills, and now occupied by supermarkets. These densely developed streets retain good groups of terraced houses, some with setted back yards, as well as workshop buildings such as those on the southern part of Square Street (towards the Cobden Mill) and Atlas Works, the former Bentex engineering works at the south end of Prince Street. Lodge Street retains a setted surface. The former Cobden Mill is prominent at the junction with Kay Brow and was built in the second half of the 19th century; part of the spinning mill is now flats and the blind weaving shed wall survives, although the sheds behind have been demolished. Opposite Cobden Mill on Kay Brow there is a single-storey stone workshop, originally built as a bleach works possibly in the late 18th century,

which is in need of repair. Post-war flats behind the mill on Kay Brow occupy the site of the former John Gray's Lodge, built by the Grants to supply water to their Square Mill. These do not contribute to the character of the area. In comparison, new stone-built houses on Square Street, on the site of a former mill, are a good example of infill development which broadly respects the scale and character of the area (Fig. 23). To the east of Silver Street is an area of car parking for the town, either associated with the supermarkets or freestanding immediately to the rear of Bridge Street. This is also the site of the outdoor market. The area is outside the conservation area but does have an impact on its character, with the open space being at odds with the tighter character elsewhere and the containers for the market being an eyesore.



Fig. 23: Well-designed infill on Square Street

Bury New Road and Peel Brow

Bury New Road was constructed in c.1835 by the Grants, Ashtons and Duckworths to provide an easier gradient from the town up to the turnpike road, and is still the principal route into the town from the east. The building of the road prompted the eastward expansion of the town in the mid to late 19th century. On the 1848 Ordnance Survey map (Fig. 24), Peel Brow is shown as Field Brow, a private road, leading to Fletcher Bank Quarry. The only buildings on Bury New Road at that time were the United Free Methodist Chapel and School (the demolished building now replaced by Peel Court) at the junction with Field Brow, and Park Cottage, now Number

43 Bury New Road. This house carries a 1846 datestone, and was built for the minister for Park Chapel, on Walmersley Road, further up the hill. The Porritt family, members of Park Chapel, were an influential family in area who owned Irwell Mount on Bury New Road, and leased land in this area for building.



Fig. 24: Ordnance Survey Map, 1848, showing Park Cottage and Field Brow

Numbers 23 to 41a Bury New Road include some good groups of 1860s substantial stone villas, still with original sash windows, and set in spacious gardens behind stone walls with gate piers and evergreen hedges (Fig.26). Numbers 3 to 19 Bury New Road are a terrace of 1860s housing built in water-shot masonry, with good details such as a coved stone cornice to the box gutter.

Later 19th century development was built to a higher density to provide good quality terraced housing; the housing on Field Brow, now named Peel Brow, extended east across the line of the present M66, together with Derby Street, Every Street and Fir Street. The builders and masons were Thomas and James Foster. They used features such as bay windows to denote the status of the better houses. The terraces on Eliza Street and Fern Street were developed in the early 20th century, in a similar form, and like the houses on Peel Brow have small front gardens. Some of the houses retain their original sash windows and front doors, for example numbers 49, 88 and 89 Peel Brow (Fig. 25). Corner shops were provided

as part of the development, for example at Number 100, but also at numbers 48 and 78, which are no longer shops but retain evidence of the large windows. Setted rear lanes provide access to stone outhouses and former earth closets, the buildings for which still survive in many cases, for example to the rear of Peel Brow.

The rising ground provides wide views to the west across the town, particularly from Peel Brow itself, but also from the back lanes. Large retaining walls mark changes in levels, for example behind Numbers 3-17 Every Street.



Fig. 25: Terraced house on Peel Brow with original sash windows and panelled door



Fig. 26: Larger gardens on Bury New Road enhance the character of the area

Dundee Lane and Nuttall Lane

Before the development of the turnpike network after 1789, Dundee and Nuttall lane was a main route up to Holcombe from the River Irwell at Nuttall. The lower section of Dundee Lane is lined with 19th century stone cottages, notably Numbers 10-38 on the north east side, which are of varying design. Although these cottages have been altered and front porches added to some, the terrace is an interesting group. Ramsbottom's 19th century local historian, Rev Hume Elliot, suggests that some of these, known as Chapel Houses (Fig 27), date back to the early 19th century. They are set behind front gardens, shortened significantly when the road was widened in the 1930s. The School House at

85 Dundee Lane (Fig 28) was originally part of the school and manor house in Holcombe churchyard, carrying a 1664 datestone, demolished, transported to this site, and rebuilt c1864, incorporating older, salvaged architectural features. The United Reformed Chapel on the south side of the road dates from 1885 and was built as the Dundee Independent School, as recorded on a stone plaque. On the south side of Nuttall Lane there are good stone terraces of mid to late 19th century date, and a group of back-to-back houses around Winifred Street, are examples of this once common house-type in Ramsbottom. Bolton Road West was laid out as a turnpike in 1801 and the earliest terraced houses near the Dundee Lane junction appear on the 1842 tithe map. On the north west side of the road, these are set behind short front gardens with stone front walls. Framed by terraces on both sides, this section of the main road forms an important gateway to the conservation area from the south west.



Fig. 27: Dundee Lane.



Fig. 28: School House

Garnett Street and Spring Street

Set in the angle between Bolton Street and the north east of Dundee Lane is a grid of streets densely developed with stone terraced workers' housing, dating from the 1880s and 1890s. The streets are named after the Garnett family of builders, who worked for the Grants, constructing many of the town's public buildings. The houses are either built up to the back of the pavement, or set behind very narrow gardens defined by low stone walls (Fig. 29); the size of house and amount of space at the front is an indication of the original social standing of the occupants. Rear lanes are surfaced with stone setts and kerbs, and outhouses are often retained in rear yards. The bowling green provides an open space in this otherwise densely built-up area.



Fig. 29: Terraced houses with narrow front gardens

Grants Lane

This area is south of Kay Brow. The late-18th century Barwood House (Fig. 30), listed Grade II, and its former stables (Fig. 31), originally built for Henry Kay, still retain the character of an early mill owner's residence, close to the site of The Square calico printing works. The house and former stable buildings have both been subdivided for residential use. Kay Brow lodge (Fig. 32) served as the reservoir for works lower down the slope, and is now the focus of a small public park. As the 19th century progressed, Lancashire industrialists tended to move further out of the mill towns, and after Barwood House had been acquired by the Grant brothers, it was used as St Andrew's manse, and later as the works manager's house. Although close to the town centre and the busy Bolton Street, there is a calm, rural feel to the area, overlooking the adjoining open space which extends south to St Andrew's Church, with good views across the valley.



Fig. 30: Barwood House



Figs. 31 and 32, Barwood Lea Mill (left), former stables to Barwood House, and Kay Brow Lodge

Irwell Bridge Area

Part of the Conservation Area since 2004, this area includes the lower end of Bridge Street and a section of railway and river. The twin-arched Peel Bridge was built in the 1789 by Peel and Yates to connect their calico printing works with the Bury turnpike, and widened in the 20th century. It is the eastern entrance point to the town centre. The area is important to the industrial character and history of the town; attractive views across the river encompass the late 19th century Irwell Bridge Mills, an important but derelict surviving mill within the Conservation Area, and the river frontages of mills to the north. Irwell Bridge Mill retains the skeleton of a spinning mill and weaving sheds with their blind east wall, a feature on Kenyon Street. The building is currently (2010) in poor condition. The weir appears on the 1850 Ordnance Survey map and was built to provide water power to mills on the west bank, including Holcombe Mill, whose brick chimney is an important feature in the townscape. The head race has been partly remodelled as part of Bridge Street Riverside, a park laid out in 1994, which features an aluminium sculpture by Kate Allerton and Hetty Chapman, called *The River*. Upstream from the park, there are important views of surviving mills outside the Conservation Area. The meeting of road, river and greenery provides openness to the valley bottom between two tightly developed areas.

Market Place and Bolton Street (north)

The open space of Market Place is the focus of the conservation area and, at a busy crossroads, is the historic centre of Ramsbottom. The Market Place was once the garden of the Grant Arms and up until the 1950s it was on one slope, rather than on the present two levels. Buildings, such as The Grant Arms, overlooking the top of the space, are built using fine ashlar stone. The high concentration of listed historic buildings, some 3-storey, reflects the historic and architectural importance of this area. Carr Bank Lodge to the north of the Market Place is all that remains of Carr Bank House, a large villa built in the 1850s for John Grant, and demolished in the 1940s. Nos 10 to 18 Market Place, once called Ballantyne Place were built in 1829-30 and had cellar dwellings accessed from the rear. The bowling green adjacent to the Civic Hall is an important green open space, and is shown on the 1842 tithe map, and a valued recreational asset. This contrasts with the adjacent car park which is not currently a positive part of the area's character. Street furniture includes the Grade II listed K6 phone box adjacent to Market Chambers (Fig. 69). Tilted Vase, a 1998 sculpture by Edward Allington, is an attractive feature on the lower level and is part of the Irwell Valley Sculpture Trail.

Much of the north section of Bolton Street (south to Lever Street) was developed by individual tradesmen and by the Grants in the mid 1820s and 1830s. Like Bridge Street, it is now lined with small, local businesses, many still using 19th century shop fronts, which contribute to the distinctiveness of the town (Fig. 33). The fine former Co-operative Building is partly vacant and the upper floors need a new use.



Fig. 33: Intact butchers' shop window at Number 11 Bolton Street, with sliding sash, halved door and transom ventilator

The 1833 Clarence Inn, until recently known as Callenders, is a good example of a former town centre pub, altered in 2011. Bolton Street has a lively atmosphere and is a busy through road; highways signage is intrusive close to the junction. The street's special interest derives particularly from the completeness of the groups of two-storey 19th century buildings and shopfronts, and the uneven roofline, indicative of piecemeal construction. The most prominent individual buildings are the former Baptist Chapel, the Catholic Church and the tall former Co-operative Buildings.

Behind the west side of Bolton Street, Central Street still functions as a back lane, providing service access to commercial properties. Above the Royal British Legion, formerly part of the Industrial and Provident Society's buildings, the land rises steeply to terraced housing on Rothwell Street and Callender Street. Steps provide the pedestrian routes up the slope; those at the end of Callender Street are marked by a 19th century lamp standard on a stone plinth. The current vet's surgery once housed for the town's ambulance and fire engine.

Paradise Street and Crow Lane

Back Bridge Street is to the north of Bridge Street and is an interesting example of a communal yard behind the shops which front the main street. Entered by way of Low Street, or along the passage by the side of the Royal Oak Public House, it leads to Paradise Street, a short thoroughfare where a few small engineering and craft businesses still trade from late-19th century workshops and warehouses (Fig. 34). Number 8 was run as "model" social housing from 1888, and retains its sash windows. Unlike the retail character of Bridge Street, this small enclave has a gritty, practical feel about it and the departure of the remaining craftsmen would change its robust character. The conversion of the former Wesleyan Methodist Chapel into flats is a sign of changing uses. The stone setted road surfaces and kerbs, although damaged, are particularly important to the character of the area.

Crow Lane once led to the important 1802 Ramsbottom Mill, developed by the Ashton family as the town's first spinning and weaving mill. Although much has been lost, a long single-storey range with the gable facing Crow Lane, a 2-storey warehouse and a two storey north-light weaving mill survive; all are on the 1842 tithe map, together with Ramsbottom Mill cottages, built for the mill workers. The dense grid of streets between Crow Lane and Garden Street is a good example of mill workers' housing, developed between 1874 and 1882, complete with setted rear lanes giving access to rear yards and stone outhouses (Fig. 35). Front gardens on Crow Lane are defined by low stone walls. Garden Mill was built in the 1870s, and although a 20th century portal frame shed occupies most of the site, the weaving shed wall still dominates the street. Good historic public or community buildings include the 1896 drill hall and the former St Paul's church school, recently converted to residential use. Parts of this building dates to the 1840s.



Fig. 34: Little altered workshops on Paradise Street



Fig. 35: Intact rear lane with setted surface and stone outhouses behind Crow Lane

Tanners and Carr

Tanners and Carr climb the steep hillside on the western edge of Ramsbottom, to the north and west of Holcombe. To the west is a wooded area known since the mid 19th century as Grant's Nursery which is shown on the 1848 O.S. map. Late 18th century buildings on the 1842 tithe map include The Rose and Crown, whilst the house at 90° to it, 2 Tanner Street and 1 Manor Street, formerly the Rising Sun beerhouse, dates back to a 1794 lease. 286 Dundee Lane is the earliest house to survive

from Foot O'th Rake. The area around Tanners was open countryside until the early 19th century and retains a semi-rural atmosphere, with good access to footpaths. By the date of the 1893 O.S. map (Fig. 38), the area's pattern of narrow streets of stone houses, mostly grouped in short terraces interspersed with gardens, had been established. For example, the Ducie Street terrace has a 1863 datestone, and Cliff Mount, above it, dates from 1882.

The workers' housing was probably occupied by people who worked at the water-powered textile mills in Kib o' th' Crew and Carr. The cottages at 31 to 37 Springwood Street were associated with Springwood Mill, now demolished except for the retaining wall next to Number 37. The attractive Devil Hole Lodge once supplied water to the Carr Mill, the site of the now demolished mill being immediately below.

The distinctive character of this area derives from the steep topography, which has led to the building of some delightful flights of steps and steep alleyways linking the terraces and gardens. The houses range from two to four storeys, built on steeply rising ground. The area is tightly-knit with a predominately dense, intimate feel, interspersed with a few larger gardens that provide the setting for larger villas, such as the 1870s Prospect House, and Ash Mount.



Fig. 36: Steps and railings on Tanners Street



Fig. 37: Changing levels on Milton Street

Stone setted surfaces still provide the back-drop to buildings on several side streets, on Manor Street and Taper Street, and there are good examples of historic street features such as a water trough (set in the garden wall to Ash Mount), a wall post box on Tanners Street and a privately owned cast-iron lamp post on Milton Street. (Fig. 60).

Substantial retaining walls mark dramatic changes in level, and provide excellent viewpoints over the valley and wider countryside, for example from the terraced footway along the front of Numbers 26 to 54 Tanners Street. There are particularly good views from the 19th century bowling green behind the Rose and Crown public house (Fig. 73). The topography also creates a layered effect; on Douglas Street, for example, the four-storey houses overlook lower houses on Eccles Street and near to Tanners Street (Fig. 37).

Domestic gardens contribute significantly to the character of the area, in front of Numbers 26 to 54 Tanners Street, at Prospect House and at Ash Mount. Front gardens of terraced cottages are important as they are seen at close quarters by pedestrians and are typically bounded by low stone walls with finely tooled coping stones and gate piers. Some original iron railings and wrought iron gates have survived, for example at Ash Mount and on the terrace in front of Numbers 26 to 54 Tanners. The allotments off the north side of Carr Street and off Eccles Street provide important green open space and are also of social history interest; workers' housing was rarely provided with more than back yards and allotments enabled people on low incomes to grow their own food.



Fig. 38: Ordnance Survey, 1893

The quality of stonework in Tanners is high; some of the terraces are constructed from massive blocks of sandstone, which can be easily seen on the gable ends of cottages on Tanners Street. The elevations of houses include details such as raised quoins, string courses and moulded stone cornices (Fig. 78). The 19th century terraced cottages on Springwood Street have some interesting stone details, such as plat bands and raised lozenges.

5.3 Significant Buildings

5.3.1 Listed buildings:

All the listed buildings/structures are significant and contribute to the special character of the area. No other structures in the area currently being considered (2010) for statutory protection. The listed buildings are: -

Bolton Street

Church of St Andrew, Grade II: 1832, early Gothic Revival. Originally built as a Presbyterian Church by the Grant Brothers, its donation in 1871 to the Anglican Church by William Grant, nephew of the 'Cheeryble Brothers', was strongly but peaceably resisted by the Presbyterian congregation. The striking west tower has Scottish characteristics and is a local landmark. The church contains memorials to the Grant family.

Bridge Street

Numbers 50-58 (even), Grade II: a three-storey ashlar Georgian-style terrace between Prince Street and Silver Street probably dates back to around 1850. (Fig. 39)

Bridge Street/Crow Lane

Church of St Paul, Grade II: built in 1847-50, Early English style designed by I & J P Holden, with north aisle added in 1866 at the expense of William Grant. The land was donated by the Ashton brothers, owners of Ramsbottom Mill.

Dundee Lane

Number 85, School House, Grade II: built c.1864 using architectural features salvaged from the courthouse at Holcombe, including the 1664 datestone (Fig. 28).

Grants Lane

Barwood House, Grade II: a Georgian 2-storey house built c.1780 for Henry Kay, now divided into three dwellings (Fig. 30).

Market Place

Numbers 10-18 (even), Grade II: an 1830 terrace with classical door surrounds and sash windows. The cellars accessed from the rear were once cellar dwellings.

Numbers 2-8 (even) including 59 Bridge Street, Grade II: c. 1840 terrace of shops.

Numbers 7 and 9 (odd), Grade II: 2-storey terrace was built between 1842 and 1847.

Grant Arms Hotel, Grade II. The rear part of the building dated c.1780 as Top o' th' Brow, was later occupied by William Grant and called Grant Lodge. A hotel since 1828, when the front 'T' shape extension was added (Fig. 40).

Ramsbottom Lane

Adderstone Mansions, former Wesleyan Methodist Chapel, Grade II: 1874 classical design by Garnett, now flats. (Fig. 41).

Market Chambers, Grade II: c.1850, imposing 3-storey building with sash windows. (Fig. 42).

A fuller description of each building is included within the formal record on the statutory list of buildings of special architectural or historic interest.



Fig. 39



Fig. 40



Fig. 41



Fig. 42

5.3.2 Other significant buildings that make a positive contribution to the character of the Conservation Area:

Bolton Street

Numbers 2, 4 and 6, built 1825 as 'dwelling houses and shop'. Numbers 2 & 4 were later converted into beerhouses, The Commercial Inn and the New Market Inn. The block became council offices in 1965. (Fig 43)
Number 11, butcher's shop (Fig. 33) with little altered frontage, c1830. Rare example of an unspoilt 19th century butchers shop front. Known to have had continuous use as such since late 19th century.

Callenders, formerly The Clarence Inn, 1830s pub with good frontage.

Number 23, shop, built 1833 with smithy beneath, and accessible from Smithy Street. (Fig. 44).

Number 26, The Grey Mare, Typical beerhouse. Built by John Hamer in 1883, the frontage was rebuilt sometime before 1891.

Numbers 45-55 former Industrial and Provident Society Stores, with massive 121 feet 9 inch frontage, classical gable in the two storey section (45-49). In the taller section there are remains of the town's theatre on top floor. (Fig. 45).

Baptist Chapel, 1861, fine example of mid-19th century nonconformist neo-classical architecture, now converted to flats.

St Joseph's Roman Catholic Church, 1880. Part of an interesting complex which includes adjoining Presbytery.

Presbytery (1862) belonging to St Joseph's Roman Catholic Church and c1860s school (on Lodge Street, to rear). Also, boundary walls with finely carved gate posts at site of demolished St Andrew's (Dundee) Presbyterian Church. The congregation was displaced from St Andrews. Rev William Hume Elliot was a minister. Demolished 1926 through dry rot, the spire is now a part of the English Martyrs Catholic Church at Whalley Range, Manchester.

Rose Hill, *Numbers 2 to 12 and 161 Bolton Street*, fine mid 19th century

random stone-built cottages, part of an interesting complex set back and rendered, lower than Bolton Street following an easing of its gradient (Fig. 46).

The Major Hotel 1853 Commemorates Major John S W Grant, founder of the Ramsbottom Rifle Volunteer company, who lived at Spring Cottage (132 Bolton St). Typical beerhouse.

Barwood Lodge, early-19th century classical lodge built to serve the drive to Barwood House. Now with 2010 extension (Fig. 19).

Barwood Mount, 1860-87, currently numbered 179-187, high quality symmetrical gothic-style gabled terrace with good front walls, railings and gate piers (Fig. 20).

Hope House, number 177, 1890 villa with gothic details, associated with the Stead family of textile manufacturers.

Number 188, Bank House, home of Lawrence Stead, owner of Garden, Hope, Nuttall Lane, Irwell Bridge and Railway Mills.

The older part of St Andrew's School (1872) and the former Vicarage (1883), both gothic in style. (Fig. 47).

Numbers 176-178a, a terrace of two early 19th century houses, formerly Spring Terrace.

Old Dun Horse, 210 Bolton St, brick built typical 1930s public house, now flats.

Numbers 188 - 196 Bolton St - the quality 'West End' of the town, detached/semi-detached stone built houses with extra detail.

Bridge Street

Holcombe Mill (Mondi), late 19th century stone-built mill offices and tall brick chimney, built for Ramsbottom Paper Mill which opened in 1857. Closed 2008.

Peel Bridge, 1780s twin-arched stone bridge, a toll bridge until 1900, widened in 1950s.

Number 7. Station Temperance Bar retains much of the original 19thC frontage.

Number 11, retains features of the former The Station Hotel, but now a bookmakers.

Numbers 12-20, 3-storey, ashlar-built 1849 terrace of shops. Number 20 was formerly the Swan Inn, It is very narrow being only 8 ft wide.

Numbers 22-26, 3-storey Odd Fellows Hall on first floor dated 1849, shops below. (Fig. 48)

Numbers 28-48, built 1820s/1830s, good 2-storey block of shops, formerly known as Dungeon Row, and includes 46 Bridge Street, with a 19th century style shop front.

Royal Bank of Scotland, arts and crafts style bank, once Williams Deacon's Bank, c.1900.

London, Midland & Scottish Railway *mechanical signal box* next to level crossing, 1939. Unique as a surviving wheel-operated crossing on a trunk road.

Memories, Currently numbered no. 37. Striking late 19th century gabled shop, built 1862 as a primitive Methodist chapel, later a co-op store, and employment exchange. (Fig. 49)

Royal Oak Public House, rebuilt c1897, a former beerhouse The Dyers' Arms and built by the Bury Brewery Company.

78 Bridge St, former beerhouse, the Shoulder of Mutton. with evidence of blocked up side window in Back Square St. Built in the mid 1830s.

Buchanan Street

Number 2, Sablesbury House, dated 1884, quality gothic-style house.

Buchanan Sports and Social Club, Built as Liberal Club, c.1878, large multifunctional building, originally built as a political party base in the town.

Carr Street

The Rose and Crown public house, similar design to 1794 sister beerhouse, the Rising Sun, at right angles, 2 Tanner Street.

Rose and Crown has Victorian etched glass and windows.

Bowling green behind the pub, perimeter retaining wall approximately 18ft high at it's highest corner. The style of the wall would suggest a mid 19th century origin.

Central Street

Former Ramsbottom Industrial Provident Society buildings (1879), now The British Legion.

Number 19, late 19th century, built to house a fire engine, ambulance and stabling for horses, the town's mortuary in the mid-20th century, now a vet's surgery.



Fig. 43



Fig. 44



Fig. 45



Fig. 46



Fig. 47



Fig. 48



Fig. 49



Fig. 50



Fig. 51



Fig. 52



Fig. 53



Fig. 54

Crow Lane

Number 11 a quality house with gothic details, set back behind a front garden. St Paul's Court, former primary school, built 1840s, extended 1868 and 1872. Converted to housing, 2003-4.

No 27 originally built 1841 as a school by the Ashtons of Ramsbottom Mill. now only the ashlar stone frontage of the original building exists.

Numbers 33-43, 1861 terraced housing originally fronting onto the public right of way, but now with walled front gardens, Number 43 retains a former shop window.

Drill Hall, built 1896, stone gabled frontage with prominent incised lettering, "DEFENCE NOT DEFIANCE", built for the 40th Lancashire Rifle Volunteer Corps (3rd Manchester).

Numbers 40-44, probably built as the apprentice house for Ramsbottom Mill in 1802 (Fig. 50).

Ramsbottom Mill, long single-storey range of early 19th century workshops and a 2-storey warehouse, remnants of the Ashton's cotton mill.

Dundee Lane

United Reformed Chapel, built as the Dundee Independent School, dated 1885 on gable end plaque (Fig. 51).

Number 100, The former manse for the Presbyterian Chapel a fine detached house.

12 gravestones at number 100, originally belonging to the United Reformed Chapel.

Garden Street

Garden Mill, early 19th century, used as an engineering foundry by John Wood. The front wall of the weaving shed still dominates the street, although largely rebuilt.

Ramsbottom Mill, early 19th century 2-storey former weaving shed with north-lights, close to the railway; the most intact remnant of the Ashtons' mill.

Grants Lane

Barwood Lea Mill, built in 1825 by Charles Grant, as stables for Barwood House (Fig. 31).

Kay Brow

Early Stone building, Former bleach works at the bottom of Kay Brow, opposite Cobden Mill,

Kenyon Street

Irwell Bridge Mills, 1860s complex of cotton spinning mill and weaving sheds, managed by Lawrence Stead and Son from the 1870s.

Market Place

The Civic Hall, 1896, formerly the Conservative and Unionist Club. The bowling green behind the Civic Hall is on the 1842 tithe map.

Carr Bank Lodge and stone gate piers, c.1850 former lodge for the demolished Carr Bank House.

Nuttall Lane

Back-to-back cottages at 2 to 8 Spencer Street and 1 to 7 Winifred Street, and terraced cottages at 18 to 30 Nuttall Lane and 2 to 14 Edgar Street West, a tight group of former workers housing around a shared yard dating before 1842.

Paradise Street

Number 8, formerly known as "The Model", 3-storey 1879 house run as welfare housing from 1888.

Numbers 10 and 12, 1880 workshops with attached houses. Electricity Substation, early 20th century, red brick dated 1910.

Peel Brow

Good Samaritan, 19 Peel Brow, mid to late 19 Ct. Good frontage with original chimney pots.

Railway Street

Railway Station, rebuilt 1989 and Signal Box, 1939.

Cast-iron footbridge over the railway.

Railway Hotel, built 1848 shortly after the coming of railway in 1846.

Station Garage, 1930s garage, still in use for car repairs.

Numbers 10 & 12, formerly Wellington Hotel now Buddha Lounge. Good surviving hotel frontage with corner entrances.

Square Street

No 19 Old Ground Inn, 19th cent beerhouse with fine surviving public house features including evidence of cellar opening and corner entrance.

Square St Working Men's Club – late 19th century originated by the old town band.

Scotland Place formerly Scotch Row old drying house from the Old Ground (Fig. 52).

Atlas Works, former Bentex Engineering, late 19th Cent. workshop, dated 1888 on steel lintel. Converted to Brewery in 2011.

Cobden Mill, mid to late 19th Cent cotton spinning mill, with weaving shed wall facing Kay Brow, now partly flats (Fig. 53).

Smithy Street

Theatre Royal, red brick, built as cinema in 1912.

Tanners Street

Number 2, and 1 Manor Street, early 19th century double-fronted house, formerly Sunrise Cottage built 1794, later Rising Sun Beerhouse.

Ash Mount, mid 19th century detached villa.

Prospect House, mid 19th century villa with spacious semi-formal gardens (Fig. 54).

Numbers 28-54, terrace on raised bank with front gardens and railings.

Verna Street

Numbers 1-13, 1877, terraced houses with storage vaults below a railed terrace.

5.4 The Public Highway/Public Realm

Main roads have tarmac surfaces, although many of the back streets, alleys and side roads retain their historic sandstone setted surfaces, and stone kerbs and gulleys; Lodge Road, Paradise Street and South Street behind Peel Brow are good examples (Fig. 55). However, many sett roadways have been damaged by inappropriate repair and trench re-instatement, some examples being recent work (Fig. 59).

Historic materials have not survived on principal footways; pavements are mainly paved with modern concrete paving in the town centre, with new non-traditional materials such as clay paving on radii. Kerbs are generally concrete. Concrete setts have been used on some new developments, although these are more appropriate for road surfaces than for footways (Fig. 56).



Fig. 55: Sandstone setts and paving on South Street to the rear of Peel Brow



Fig. 56: Recently laid concrete setts and kerbs on Cross Street with obtrusive yellow lining



Fig. 57: Traditional setts contribute to the character of the street scene, but need careful repair - Paradise Street



Fig. 58: Well-laid historic setts on Vesta Street



Fig. 59: The effect of trenches on the setted street Joy Street

Some original historic setts and kerbs remain, mostly on back streets; these should be retained and kept in good repair. Modern surfacing materials, such as concrete paving on the main street footways can erode the character of the area. An uncoordinated approach to maintenance can detract from the character of the area, as much as the introduction of new materials.

Generally, the treatment, design and maintenance of the public realm are not too harmful and do not detract significantly from the historic character of the town centre. In the 1990s and early 2000's, the town centre benefited from publicly-funded schemes of enhancement work to the public realm and to individual properties, part-funded by English Heritage. There is scope for further, focussed work. For example, co-ordination of new street furniture and the retention of traditional pieces will help to protect the attractiveness of the streets.

Parking in the town centre is generally provided in designated car parks located behind main frontages. There is limited on-street parking. The extent of parking in the Market Place detracts from the openness and attractiveness of this historic space. Other areas of on-street parking, for example along Bolton Street, are also visually intrusive but are also important for the passing trade of shops. On-street parking is the norm on residential streets, and so far there has been only limited encroachment into front gardens. Garden parking should be discouraged. There has been some obtrusive yellow line marking in the area, which has not followed the required narrow primrose coloured detail. This has affected most parts of the town centre over a sustained period.

The design of street lighting varies throughout the Conservation Area. Along Bolton Street, most of the lamps are of a standard highways design, mounted on poles. More sensitive designs have been installed at the north end of the street, on the Market Place and on Paradise Street and Crow Lane. On Bridge Street, lamps have been mounted on buildings, which are unobtrusive and reduces street clutter. Historic lamps rarely survive in the conservation area; these, like the cast-iron example in Milton St, (Fig. 60) below, should be retained in good repair. Other examples requiring restoration are on Ducie Street, Carr Street, Back Callender Street and Rose Hill. Most of these have swan neck electric lights which would benefit from replacement with a traditional style lantern.



*Fig. 60 (left): historic cast iron lamp in Milton St;
Fig. 61 (centre): wall-mounted lamp Bridge Street;
Fig. 62 (right): standard and traditional designs Bolton Street*

Highway signage is essential, but an issue in the conservation area because of the narrowness of the pavements and impact on historic character (see Fig. 64). Badly sited signs can cause visual clutter and block views of buildings, and may present an additional obstacle to pedestrians. Careful siting of new signage is essential. There is a need to rationalise arrangements and reduce clutter. Some redundant signs are still in place, many sign posts sit close together in groups of two and three, and others block views of priority signs. Ramsbottom could be a good trial for improved conservation area signage for the Borough.



Fig. 63: directions mounted on a lamp post, Market Place



Fig. 64: highway signage spanning the footway on Bolton Street

Pedestrian signs using simple finger posts, in a traditional design, have been used throughout the town. They are least unobtrusive when mounted on existing lamp or signage poles or on buildings.

Commercial and shop signs generally are sympathetic to the character of the town. Hanging and fascia signs are, in most cases, traditional in form and complement the buildings; there are good examples on Bridge Street and Bolton Street. There are a few examples of less sympathetic signage, generally where there are large fascias with modern plastic or metal finishes.



Fig. 65: hanging signs and traditional shop fronts on Bridge Street

Well-designed interpretation boards make the town more accessible to visitors, and reinforces local distinctiveness and identity, provided design and siting is well considered. There are good examples next to the Railway Station and in Market Place. It is understood that the Ramsbottom Heritage Society has proposals to add to information boards at specific sites around the town.

Wheeled domestic and commercial refuse bins cause visual clutter and can present obstacles to pedestrians and wheel chair users (Fig. 67); the use of bins needs to be designed into new development and sensitively located on existing sites. The bright green polypropylene bins are more intrusive than the black 'heritage' style bins which have been installed in prominent locations such as Market Place. Bins with a lid or cover are preferable as birds remove the rubbish from open bins. A co-ordinated approach would benefit the appearance of the area, and ensure that footways are kept clear of obstacles.



Fig. 66: well co-ordinated seating, bin and lighting, Market Place



Fig. 67: refuse bins can cause an obstacle, on Central Street

A number of historic post boxes remain; for example, the wall boxes at the junction of Spring Street and Bolton Street. There is also a replica Victorian pillar box on Bridge Street. These add to the historic character of the town. A single K6 telephone box remains opposite the former Methodist Chapel on Ramsbottom Lane (Fig. 69). This is listed and should be retained in situ.



Fig. 68: traditional Victorian post box design on Bridge Street



Fig. 69: listed K6 telephone box on Ramsbottom Lane

Bollards should only be used for specific purposes as they can present obstacles to pedestrians; traditional-style modern examples are used on Bolton Street to prevent pavement parking, without visual detriment to the area. Colour schemes should be co-ordinated.

Given the narrowness of the pavements, planters are not a common feature in the town. Where appropriate, these should co-ordinate with other items of street furniture and not cause an obstacle. The planters at Market Place and the corner of Factory St and Ramsbottom Lane are not co-ordinated with the traditional-style street furniture, such as lamps, bins and finger posts in the same area.

There appears to be some conflict between the wish to conserve and enhance the conservation area and the current design and implementation standards applied by the highway authority. Due to budgetary constraints, the highway authority find it difficult to fund works in conservation areas to a higher standard in terms of materials, equipment, reinstatement and design than generally in the Borough. However, there are works of rectification and rationalisation that can be undertaken at minimum cost, and these should be investigated. The Ramsbottom Heritage Society has already identified sites of sign clutter, sett highway reinstatement, and inappropriate yellow lining, where improvements can be made.

5.5 Landscape, Trees and Green Spaces

The hilly topography provides dramatic views into and out of the conservation area, visually connecting the town to the moorland beyond. For example, from St Andrew's Church north-east across the town and valley, and from many of the terraced streets, there are fine views out of the town. From the Riverside Park, there are attractive views upriver along the Irwell (Fig. 15). Good views into the town from outside are possible from Peel Monument on the moors to the west. To the east of the Conservation Area, the A56 and M66 motorway run north to south along the valley side and provide glimpses of Ramsbottom from above. Views of the hills to the east are affected by the significant stone quarrying still active in Fletcher Bank Quarry. Peel Brow provides an excellent viewpoint across the conservation area from the east (Fig. 11).

Views into and across the town are punctuated by key landmarks; particularly St Paul's Church, the Holcombe Mill chimney, Kay's Soap Works chimney and St Andrew's Church.

Key visual gateways into the town are Peel Brow, Bury New Road and the Irwell Bridge from the east, Stubbins Lane, Ramsbottom Lane and Market Place from the west and Bolton Road West from the south, where the principal gateway is the junction with Dundee Lane.

Although Ramsbottom town centre is densely built-up, there are significant green spaces and areas of mature planting which soften the otherwise hard urban form and provide an important amenity for residents and visitors.

Formal and informal open spaces located by the main highways are: -

1. The memorial garden and churchyard of St Paul's Church, Bridge Street.
2. The churchyard of Saint Andrew's Church off Bolton Street.
3. The site of the demolished St Andrew's (Dundee) Church on the corner of Kay Brow is now a public park.
4. The open green area around Kay Brow Lodge.
5. Devil Hole Lodge off Carr Street, now serves a local angling club and is an attractive amenity for local residents
6. Land fronting Prospect House on Tanners
7. The green space between Ramsbottom Lane and Factory Street
8. The open land north and south of Barwood Lodge known as Church Fields.
9. The green space between Bolton Street, Callender Street, and Albert Street.

In the Conservation Area, green spaces tend to increase in size and number towards the edges, and reach into the town, as along the upper part of Dundee Lane, at Barwood Lodge, or by the river at Peel Bridge. The steeply sloping ground above Callender Street is a valuable informal grassed area. Hidden from the Market Place, the bowling green behind the Civic Hall is an important formal recreation space. The bowling green behind the Rose and Crown on Carr Street is built on impressive retaining walls 18ft tall at the highest corner. There is also a bowling green behind the Buchanan Club on Buchanan Street. Allotment gardens on the edge of the town, in Tanners and Carrs and at the back of Peel Brow provide valuable green amenity space that complement the terraced housing, and are part of the town's development.

The private gardens in the lower density suburbs of Bury New Road, Bolton Street and Tanners make an important contribution to the attractive character of these areas, where mature trees, evergreen hedges and shrubs enhance the street scene. Private gardens between the public highway and domestic buildings provide an attractive setting for historic houses, whether detached or in terraces. Railings, walls and gate piers, in a great variety of historic designs, are also important features of domestic



Fig. 70: Stone walls and hedges on Bury New Road



Fig. 71: Ornate railings on Garnett Street

gardens in the conservation area, used to mark the boundary between private and public space (Fig. 70 and 71).

Due to the local topography, views are dramatic both into and out of town. Wide views of the town from approach roads and public footpaths enable the viewer to appreciate the valley setting of Ramsbottom, against the backdrop of the moors.

Views out of the town are punctuated by eye catchers such as the Peel Monument and Holcombe Emmanuel Church, standing out against the skyline. These views add drama to the setting of the town, and are important in linking the town to the countryside beyond. Views into the area are important in understanding the town's valley context.

In contrast to these broad views, narrow views are framed between buildings, allowing intriguing glimpses of the intimate scale, density and layering of the town's character.



Figs. 72 and 73: Views across the town: to the Peel Monument and from Ducie Street



Figs. 74 and 75: Glimpsed views between buildings in Market Place and Tanners

5.6 Features and Materials

Due to the topography of the town, stone steps are often used to link levels. These provide intrigue and the opportunity to view the town at different levels, and many retain their original handrails. Good examples are in Tanners, opposite Number 67 Bolton Street and between Callender Street and Albert Street.



Fig.76: Steps opposite Number 67 Bolton Street



Fig.77: Stone lamp base at steps on Central Street

Chimneys, particularly mill chimneys such as the former Ramsbottom paper mill and Kay's soap works, punctuate the town's roofscape. Generally built of coursed stone, with projecting weathering courses, domestic chimneys are important in the conservation area. Some clay pots still exist on some domestic properties, but both stacks and pots are sometimes missing where flues are no longer in use.

Historic buildings within the Conservation Area are mostly constructed from the local sandstone - a fine-to-medium grained buff-grey sandstone. The stone gives the town its distinctive colour and is fundamental to its relationship with the wider landscape. Fletcher Bank Quarry to the east of the town probably supplied the stone for many buildings in the town, and is still an active quarry.

Good quality masonry is a feature of Ramsbottom. Building stone is generally laid in regular courses, most distinctively in water-shot masonry, for example on Numbers 3 to 17 Bury New Road (Fig. 79), but more usually laid flush, either roughly dressed, finely tooled ashlar, or rock-faced. The town is rich in good stone details, used to provide decorative door cases, quoins, string courses, and coved and moulded stone cornices supporting concealed box gutters (Fig. 78).



Fig.78: Chamfered quoins and door detail on a Tanners house



Fig.79 Watershot masonry and stone gutter on Bury New Road

Railings are a feature used for steps and to protect the top of retaining walls and steep drops, as on Derby Street and many railings in these situations are original. Garden wall railings are rare in a town where many houses have no front gardens. However, some original ornamental examples are to be found fronting the larger residential properties on the edge of town, for example 194 and 196 Bolton Street and the rear of St Paul's Church. Their presence often reflects the higher status of the historic building. Gates with decorative details also enhance the street scene, but are now relatively rare (Fig. 80). The heritage society has undertaken detailed assessment of railings and gates in the area, and their protection and restoration, and the retention of walls and boundary features, is extremely important to the area's character.



Fig.80: Wrought iron gate on Tanners Street



Fig.81: Spearhead railings on Peel Brow



Fig.82 Flag Fencing, Dundee Lane



Fig.83. Single-slab stone wall, Major Street

The small front gardens of workers' housing are sometimes defined by dressed, single-slab walls such as found separating gardens on Major Street (Fig. 83), flag-fencing, as on Dundee Lane (Fig. 82) and Bolton Road West, and low coursed walls with copings as on Crow Lane and Tanners Street.

Good examples of stone walls with gate piers for larger houses are found in the southern section of Bolton Street (Fig. 85) and on Bury New Road (Fig. 84); the gate piers are often carved from a single piece of stone and

inscribed with the original name of the house. The former churchyard walls on the east side of Bolton Street are all that is left of the St Andrew's (Dundee) Church, demolished in 1926, and the original walls and railings to the demolished Bury New Road Chapel have been retained as part of the current residential development.



Fig.84: Bury New Road



Fig.85: Range of Gate piers on Bolton Street

BUILDING MATERIALS

The local sandstone is a durable building stone that does not suffer adversely from erosion. Some buildings still carry the darkening from previous industrial processes, and the blackness of weathered sandstone can attract a negative image of the northern mill town, prompting some owners to either clean, paint or render stone facades. Fortunately there are few instances of damaging alterations or repair, as this can be detrimental to the overall character of the area, resulting in loss of unity in the street scene, particularly where the change occurs mid-terrace. Porches have sometimes been added and these are often of modern materials.

A few elevations have been re-pointed using 'strap-pointing', where a hard cement mortar is finished proud of the joint and face of the stone (Fig. 86).

Not only is this visually unattractive and detrimental to the appearance of the building, but it is also physically harmful to the sandstone. It can cause moisture and salts to be trapped, resulting, over time, in the erosion of the face of the sandstone.



Fig.86: poor quality pointing

DOORS, WINDOWS, AND JOINERY

There are some good examples of historic windows and door joinery in the conservation area, but these are increasingly rare. Timber sash windows and original doors have been retained on some of the larger houses on Bolton Road and Bury New Road, but are rare on terraced housing, although some good examples remain on Peel Brow. There are examples of coloured/stained glass windows. The replacement of historic windows is an issue throughout the town. On most terraced houses, traditional timber sliding-sashes have been replaced by a variety of different window styles which damage the unity and regularity of terraced streets. However, window openings have rarely been altered, preserving the historic proportions and helping to retain some unity. In the last 10 years there has been some success in securing new traditional timber window frames in the commercial/shopping area where permission is required.

To retain surviving historic windows and encourage the reinstatement of traditional windows, an audit is required, to record the conservation area's traditional window patterns. This should be used to inform guidance for householders.



Figs.87 and 88: A modern replacement window on the left. On the right are historic sash windows, on Eliza Street

CHIMNEYS, ROOFS, ROOF-LIGHTS AND RAINWATER GOODS

Chimney stacks have largely been retained, even on the commercial properties on Bolton and Bridge Streets, although many pots have been removed. These are particularly important as they are reminders of former uses and living patterns, when open fire places were the only form of heating, or when shop-keepers lived above their shops. Chimneys contribute to the liveliness of the roof-scape, and to the domestic scale of the area and should be retained.

Dark grey stone slate or Welsh slate roofs have generally survived throughout the Conservation Area without major alteration. Historic roof materials are most vulnerable in residential streets, where current Permitted Development Rights allow home-owners to re-roof properties without planning consent.

Loft conversions and dormer windows have had an adverse impact on the appearance of some properties along Bridge Street, Bolton Street and other streets, particularly where these are on front elevations and involve box structures of significant size. Roof-lights are common in residential areas, where they may sometimes be carried out under Permitted Development rights. Standard roof-lights stand proud of the roof finish; these, unlike conservation-style roof-lights, can be noticeable, especially on front-facing or visible roof pitches.

Rainwater Goods are traditionally of cast-iron, although replacement in plastic is widespread. This is particularly damaging where the plastic is grey and of the incorrect dimensions and profile.

Fig. 89, right, shows an example of a modern plastic downpipe (left) and a traditional cast-iron rainwater pipe (to the right).



SATELLITE DISHES, TV AERIALS AND ALARM BOXES

Satellite dishes and security boxes have been installed on many properties, commercial and domestic, throughout the Conservation Area. Unless on rear elevations or in screened locations, they harm the appearance of street frontages and the accumulated effect can be visually intrusive, detracting from the character of the area. Figures 90 and 91 show smaller dishes but on prominent elevations.



Fig.90:



Fig.91:



Fig.92: Crow Lane, parking space on a front garden

Parking on front gardens is not yet a serious issue within the conservation area, but where front walls have been removed and gardens paved over, this detracts from the character of the street. The loss of stone boundary walls and domestic gardens disrupts the unity of terraces and breaks the enclosure of the street scene. Front gardens and garden walls should be retained wherever possible, using additional planning powers where appropriate, and car parking on front gardens resisted (Fig. 92).

5.7 Shop Fronts, Signs and Banners.

Small shop character is a key ingredient in what makes the area special. Bolton Street and Bridge Street, and some of the streets in between, are characterised by small units occupied by independent traders. Some units retain their 19th century details, with timber pilasters, decorated capitals, stone or timber stall risers, doors and window frames. Others show details from later periods, and record the story of architectural styles in the town for over 150 years. It is important that these frontages and details are retained, and where possible restored when the opportunity arises.

During the second half of the 20th century some alterations were made to frontages and to signage, not always in the best interest of the area's character. Modern materials and designs were introduced and shops expanded in size, with large areas of glass windows. The designation of the conservation area has helped to stem such changes, and in recent years some frontages have been returned to something of their earlier character. This latter trend should continue when opportunities arise. Since 2004 the Council has implemented specific guidance in this area through its published Shop Fronts and Signs guide.

The opening of new businesses and holding of special events have frequently led to the appearance of large banners throughout the area. These normally require planning permission. Too many and too large banners act against the protection of the area's character. Yet, carefully designed banners in appropriate locations and for limited periods can be acceptable. A clear policy for banners needs to be developed.



Figs.93 and 94: Examples of visually intrusive air-handling units and flues at the rear of properties on Central Street

Whilst secondary to the main frontages, back streets play an important part in contributing to the character of the area, offering intrigue, views, layers of history and often enclosed spaces.

Due the layered character of the town, side and rear elevations can be as prominent as front elevations. Rear elevations face some important back streets such as Back Bridge Street, where their appearance is significant and can be easily compromised by poor alterations, parking areas and poorly sited services. Side elevations are also important where these frame views and are visible from main streets (Fig. 95 and 96).



Figs.95 and 96: Back of Bolton Street and Market Place, side and rear elevations can be as important as front elevations.

6.0 Development and Regeneration

The residential areas within the conservation area appear to be stable and prosperous, and with few empty properties and house prices being maintained. Over the last 25 years a range of buildings in the conservation area have been converted to residential use. The retail centre appears to be generally successful, with an increase in the number of medium size supermarkets within the wider town centre area. However, there does appear to be a significant turnover in tenancies on some shop units, suggesting a marginal trading position. Manufacturing and employment generating activity appear to have declined around the town centre, though there has been increased business activity in support of tourism and leisure. There has been little opportunity for new development or redevelopment within the conservation area due to prevailing planning policies. Most activity has been, and will be, centred on the use of vacant buildings and floorspace. There are some concerns over vacancy levels in the upper floors of buildings and the move away from pure retail use of the main shopping streets. The Council, through staff and other resources, continues to support businesses in the town centre and to promote and co-ordinate events and street markets. This should also look to support the re-use of vacant floor space.

Between 1999 and 2006 Bury MBC and English Heritage jointly funded a Heritage Economic Regeneration Scheme (HERS) for the conservation area. This concentrated on the restoration and repair of mainly commercial properties on Bridge Street and Bolton Street. The aim of the grant support was to bring buildings into sound economic use whilst undertaking works to enhance their architectural value.

It is anticipated that areas within the wider town centre will be studied in the near future to assess what might be done to improve its operation and appearance and increase the prosperity of the area.

7.1 Introduction

The character of Ramsbottom Conservation Area has been described in the earlier sections of this appraisal. 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 appraisal and the management proposals were prepared for circulation to and discussion with area residents as part of a consultation process during 2007. There is broad support from the local community for the policies and actions, which form the management strategy. The management plan booklet was prepared with the help of the Ramsbottom Heritage Society and issued in Autumn 2011.

Ramsbottom Conservation Area is a generally well preserved area which has suffered relatively little recent large-scale and dramatic change within its boundaries. There has been some loss of character due to the removal of mills during the 20th century, to individual changes to shop fronts during the 1960s/1970s, and to the increase in street clutter and from the results of increased commercial activity. Though there has also been conversion and restoration of buildings that have added greatly to the area's character and success. Changes to the external appearance of dwellings have occurred. The changes, which have taken place to individual properties, however, could easily 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. Alterations to, and the deterioration of, properties have begun to have a damaging effect. The area has altered over recent times due to both natural and man-made change to its landscape, trees and spaces. Drawing attention to the special features of the place and setting this in an historic framework is seen as a way of highlighting what is best about the area to help inform both public authorities and individual owners so they can avoid works which might erode the special qualities of the area.

Erosion of detail has taken place with the removal of chimneys and the introduction of metal flues and satellite dishes; the replacement of original doors and windows; changes to roofing materials; and the introduction of porches and of unsympathetic fencing and replacement garden walls.

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 that the traditional character of the area is preserved.

It is intended that design guidance will be prepared to guide residents in altering or extending their homes in the area. This will be produced as general advice and will also cover other Conservation Areas. Some basic interim guidance is given in this booklet.

The appraisal has also highlighted opportunities to make positive changes in the area, to remove blight and deterioration and to reinforce and restore the area's special character.

As indicated above, this section sets out a management plan for the Ramsbottom Conservation Area. These proposals should be read in conjunction with the appraisal of the designated area, set out in pages 6 to 66, and with the Council's booklet Conservation Areas of Bury which provides general advice. The proposed policies and recommendations are intended to preserve the character and appearance of the Conservation Area, to assist in managing change without compromising the historic environment, and to put forward proposals for its enhancement.

The plan 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 plan contains proposals for the various specific sites that have been identified as opportunities for development or enhancement.

There is currently no time scale 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 actions resulting from all of the plans. Actions will follow as resources permit.

7.2 Policies to Protect the Area's Character

Policy 1

All proposals for demolition, re-development, re-building, change of use or other alteration of land and premises in the conservation have to be considered in the light of the statutory duty to preserve and enhance the conservation area. With this duty in mind, there will be a presumption against the demolition of all listed buildings and those referred to within the management plan as significant or making a positive contribution to the area's character.

Policy 2

Proposals for the change of use of residential property, for the development of open land, for the over-development of land and garden areas, and for the unnecessary removal of trees, will be resisted.

Policy 3

Where planning permission or conservation area consent is required, the following proposals should be resisted - over-large, prominent, or out of character extensions and porches; out of character dormer windows; non-traditional materials; the external cladding and rendering of walls, out of character building alterations; loss of historic building fabric; removal of outbuildings; inappropriate shop/office frontages, shutters and non-traditional signage, the building of out-of-character gates and walls, the provision of car parking in front gardens, and the location of satellite dishes in prominent locations.

Policy 4

The development or redevelopment of land outside but on the boundary or affecting the setting of the conservation area should be carefully controlled to ensure that its character is protected. Some sites that are affected in this way include the Health Centre, Carr Sreet. and the main site of the former Mondi works.

Policy 5

Boundary walls, gates and railings are particularly important to the character of the area and should not be removed or altered.

Policy 6

The small shop use and character of the town centre shall be protected and the Council's policy 'Shop Fronts and Signs 2004' shall be strictly enforced. Traditional shop fronts shall not be altered other than to enhance their character.

Policy 7

Planning and conservation area consent applications will only be acceptable if the submitted information is clear, complete and comprehensive and includes full drawings of the proposals and a thorough design and access statement. The Council will expect any proposal for a development within the Conservation Area to include an analysis of the surrounding area and justification of why the proposals are appropriate in the context of the area's character. Proposals should respond to the surrounding development in terms of scale, height, massing, detail and materials. All proposals should protect or enhance the character and appearance of the Conservation Area.

Policy 8

Large, intrusive and prominent flues, extract and ventilation systems, and air conditioning fittings shall be resisted where they will be harmful to the area's character and appearance. Systems should be masked or hidden within traditional architectural features.

Policy 9

The Council has approved additional planning controls covering dwellings in one conservation area within the Borough as a pilot study. This is currently being monitored. There is no current approval to introduce additional planning controls in Ramsbottom. However, there are some particularly sensitive areas in the town where the alteration of dwellings could damage the quality of the area. The area will be monitored and further control will be sought if changes begin to further damage area character. If approved, additional controls would normally cover;

- Replacement of windows and doors
- Removal or concealment of architectural detail
- The enlargement or creation of new exterior openings

- Demolition or lowering of chimney stacks
- Alterations to roof shapes and changes to roofing materials
- The rendering or cladding of external walls, and the painting of brick and stone
- The erection of satellite dishes
- The demolition or erection of boundary walls, railings, fences and gates
- The creation of hardstandings
- The addition of extensions, porches or outbuildings.

Policy 10

Important views, vistas, and glimpses of the area between buildings, and controlled by important features, should be protected from damage by development.

Policy 11

Trees make a significant contribution to the character of this conservation area. They are protected from removal by both the conservation area status and particular tree preservation orders. The Council will generally resist proposals to cut down, top or lop trees that contribute in this way. When trees are removed or die they should be replaced with new trees of appropriate species and size.

Policy 12

The detail of street lighting, signage and highway surfaces and details are all important to the area's character. Changes to these elements can have a significant positive or negative impact on the historic environment. The presumption to preserve or enhance the character of the area should apply to works on the highway, and full and appropriate consultation should take place prior to any such works being undertaken.

7.3 Policies and Actions for Enhancement

Policy 13

Opportunities should be taken to restore, rectify and rationalise elements of the public realm, the highway, street lighting and to enhance the character of the area. Street clutter can be rationalised, highway surfaces can be restored and unauthorised changes rectified, and street lighting can be replaced. This can be done through a long term programme that requires limited budget commitment each year, or through externally funded one-off projects.

Policy 14

Opportunities should be taken to achieve shop front and signage restoration and replacement. This can be done when private development proposals are put forward or through available grant schemes.

Policy 15

Schemes for the masking and replacement of existing extract and ventilation flues, and air conditioning units should be developed and implemented.

Policy 16

Large open areas of car parking should be enhanced in a manner to reduce their intrusion into the area's character.

Policy 17

A scheme for grant aid for the repair and restoration of buildings in conservation areas has been approved in line with the Council's procedures. The scheme is aimed at reducing the burden of additional costs, though not at making large contributions to normal maintenance requirements. Rates of grant will reflect the nature of the work and the level of funding available. Subject to availability and a number of conditions and thresholds, grants may be available for the following works –

- Essential repairs to stone and brick external walls and roof coverings, including chimney stacks
- Repair and restoration of gutters and downpipes
- Structural repairs

- Re-pointing
- Repair and replacement of window frames and external doors
- Reinstatement of architectural elements
- Repair, restoration and extension of boundary walls, gates and railings
- Fees associated with grant-aided works.

Applications for grant aid will be made on a standard form and must be accompanied by a clear description of the work, possibly including detailed drawings etc, together with itemised competitive prices/estimates.

Policy 18

In support of both the additional controls and the approved grant system, written advice is to be prepared and issued to assist the area residents in their proposals to extend, alter and repair their properties. Interim guidance is included within this published management plan document, and the Conservation Officer can be contacted to discuss requests for design advice.

Until such time as comprehensive guidance is prepared, the Council supports the following broad interim guidance:

- (a) Repair of traditional and decorative external woodwork is preferable to replacement. Window sills/details which require repair 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 to replace them with modern standardised alternatives. Replacement windows and doors should be in timber, which should be painted. External joinery should be painted rather than stripped or stained. Stained glass windows should be preserved and supplemented with secondary double glazing.
- (b) Where possible new alarm box and satellite dish fittings should be mounted just 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.

- (c) If re-roofing is required, salvageable slates/tiles should be reused where possible, the balance being made up of reclaimed material. The use of concrete tiles or synthetic 'slates' can be inappropriate. Where possible semi-detached houses and terraces should be re-roofed as a whole to preserve a unified appearance.
- (d) Chimney stacks should be retained although the flues may not be in use and pots retained or replaced. Steel flues located in roofs are out of character with the area.
- (e) 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, less expensive and are easy to maintain. The installation of additional and new pipe work on the front or primary elevations should be avoided.
- (f) External stone or brickwork should not be painted or rendered and, if they are to be cleaned, an appropriate non-abrasive method should be used.
- (g) Careless and dominant re-pointing of stonework can seriously affect the appearance and weathering of the property, and the work should only be entrusted to an experienced contractor using a weak to medium lime mortar mix, and traditional pointing methods.
- (h) Existing boundary walls, fences and gateposts should be retained and protected from removal and relocation. In some streets, proposals to create car hardstandings by removing walls and gates should be resisted. In others, designs should take great care not to lose this part of the area's heritage.

Policy 19

When considering planning applications and development proposals the duty to enhance the conservation area may be addressed through the achievement of the following – the planting of trees and hedges where appropriate; the provision or reinstatement of walls and railings, reinstatement of doors and windows and other original architectural detail.

Policy 20

The Ramsbottom Heritage Society and the Greater Manchester Archaeological Unit have in the past undertaken archaeological investigations and excavations in the conservation area. It is proposed that a programme of priority work is researched and established and supported by the Council from existing resources. This may assist in investigations to identify the origins of Ramsbottom and support proposals for interpretation.

Policy 21

The Council will seek financial support from grant giving bodies for Conservation Area enhancement where the proposals meet the grant criteria.

Policy 22

The Council will consider the nature and character of Ramsbottom Conservation Area when considering proposal for the repair and upgrading of the highways and street furniture.

Policy 23

The history of the town is partly explained by information boards, blue plaques, trails and booklets, and the Heritage Society has proposals for further boards at important sites. The Council should work with the local community to implement a programme of interpretation within the town.

7.4 Site Specific Proposals

Policy 24

Specific buildings within the area cause concern due to their condition, appearance or under-use. Proposals should be brought forward to re-use, protect, repair or replace such buildings, including the following:

Irwell Bridge Mills, Kenyon Street

Former Co-op upper floors, 51-53 Bolton Street

Former Mondi Buildings within conservation area

Former bleach works, opposite Cobden Mill, Kay Brow

Cobden Mill (part), Square Street

Civic Hall, upper floor

Police Station, Bridge Street

Policy 25

The cabins/containers located on the car park, the site of the market, are visually intrusive and their replacement/relocation should be investigated.

8.0 Appendices, Further Information and Acknowledgements

COUNCIL CONTACTS

If you need to contact the Council in connection with the conservation area in general, or about changes to land and individual buildings, please use the Conservation Officer and Development Control telephone numbers.

Planning, Engineering and Transportation Services
Bury Council, Planning Division
3 Knowsley Place, Duke Street, 1st Floor, Bury, BL9 0EJ

Conservation Officer

Tel: 0161 253 5317

Email: implementation@bury.gov.uk

Development Control

Tel: 0161 253 5432

Email: planning@bury.gov.uk

USEFUL CONTACTS

English Heritage

North West Region, Suites 3.3 & 3.4
Canada House, 3 Chepstow Street
Manchester, M1 5FW

Tel: 0161 242 1400

Email: customers@english-heritage.org.uk

Greater Manchester Archaeological Unit

University of Salford

Bury Archives Service

Bury Art Gallery, Museum and Archive, Moss Street, Bury, BL9 0DR

Tel: 0161 253 6782

Email: archives@bury.gov.uk

REFERENCES

Report of the Architectural History Practice Ltd 2006

Reports to the Local Area Board and Planning Control Committee in March 2007

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Please note:

Conservation Area boundaries may be adjusted and updated. The need for planning permission, conservation area consent, and advertisement consent, is also subject to change. Always check with the Council's Conservation Officer to be sure of current boundaries and the need for permission.

