



Design, Access & Heritage Statement

15 Bolton Road West, Ramsbottom, Bury, BL0 9NA

Author
Date

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January 2024

Executive Summary

SKY Design & Consulting Limited have been appointed as project agents by Victory Property Limited to undertake all architectural works and application management for the intended works at their property at 15 Bolton Road West, Ramsbottom, BL0 9NA

The proposed construction works comprise of the demolition of existing out-building structures in lieu of a new fit-for-purpose structure.

This document is to supplement the planning application and provide support and context to the proposed development located in The Ramsbottom Conservation area.

Contents

[1.0](#) Location, Site & Surroundings

[2.0](#) The Property

[3.0](#) Historical Development of Summerseat

[4.0](#) Planning Policies

[5.0](#) The Proposed Works

[6.0](#) Green Belt Development Justification

[7.0](#) Development Justification Summary

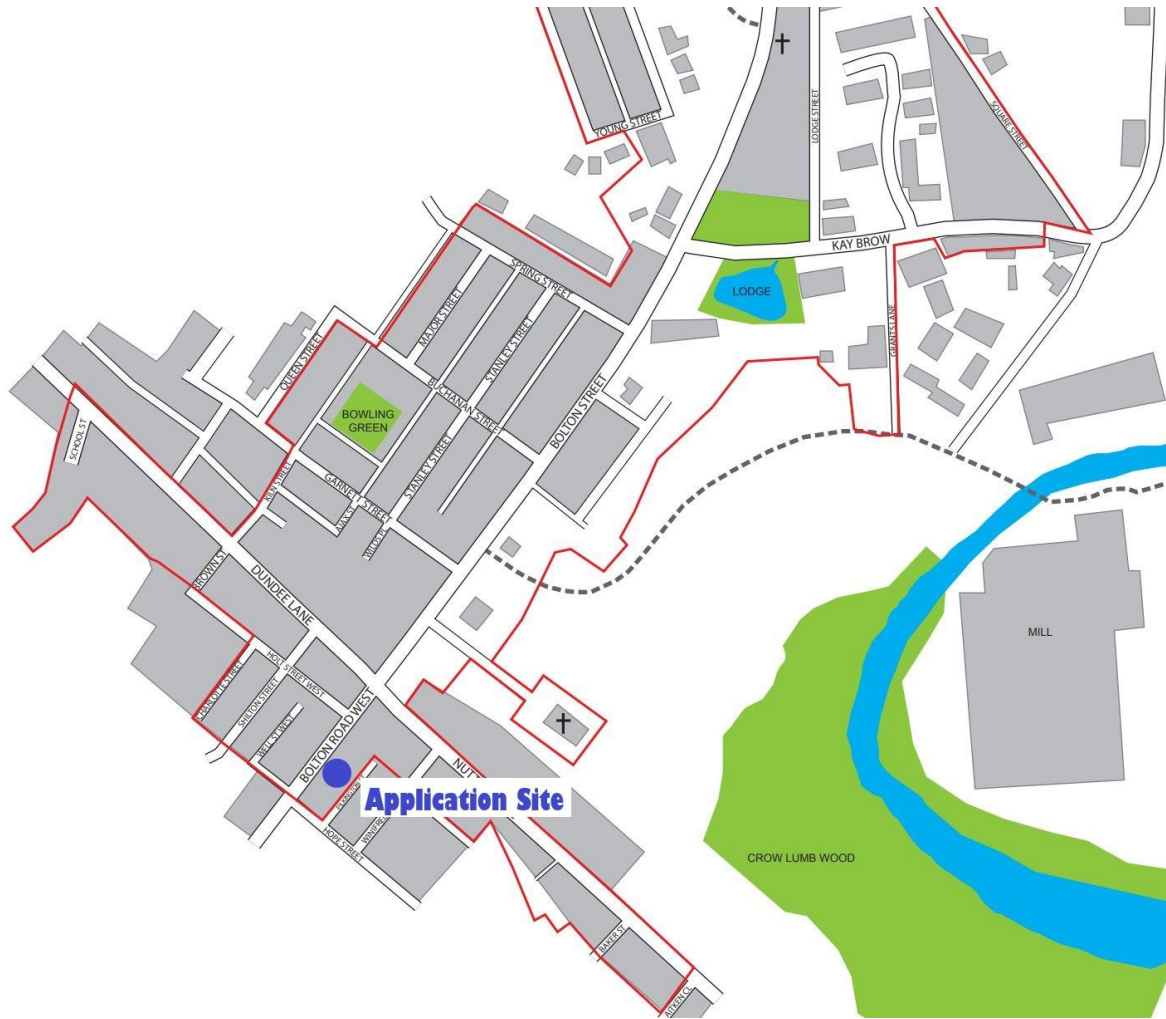
I.0 Location, Site & Surroundings

I.1 The site address is 15 Bolton Road West, Ramsbottom, BL0 9NA.



Figure I | Location Plan – site edged red | not to scale

I.2 The site is located just within the fringes of the Ramsbottom Conservation Area boundary, but densely surrounded by residential properties.



- I.3 There is significant historic development in close proximity, with densely compacted residential dwellings making up the majority of the buildings.
- I.4 There are retail and commercial units that occupy the ground floor units of the adjoining properties between No. 9 - 21 Bolton Road West.



Figure 3 | 3D image providing context of developed surroundings | Google Images | not to scale

- I.5 The most recent development of note in relatively recent past has been the residential housing development of Whittingham Drive and Ripon Hall Avenue, inclusive of the cul-de-sacs feeding from them. The housing development sits to the south-east of the application site – refer to ‘Figure 4’



Figure 4 | Application site in context of surrounding built environment | not to scale

2.0 The Property

- 2.1 The principal building is a mid-terraced property with coursed natural stone façade, natural stone heads, cills and gutters and grey slate roof.
- 2.2 The principal property that will remain unchanged is 2 storeys high, comprising of a retail unit at ground floor and residential accommodation at first floor. The first floor accommodation could have independent access via a personnel door to the front of the property, however there is currently open access to the stairwell from the retail unit.
- 2.3 This property is finished with uPVC window and door fittings, including a recessed bay window construction at ground floor facing Bolton Road West.
- 2.4 The area that relates to this application is to the rear (south east) of the principal property and is accessible from Pilkington Street.
- 2.5 There are currently 2 No structures to the rear that are internally linked, but have been constructed at different periods of time. One comprises of a red smooth brick walled structure with mono-pitched roof and the other comprises of a faux-stone facing to the highway façade, and concrete post and panel walls to the remaining walls. Both have profiled fibre sheet roofing.
- 2.5 These structures sit independently of the principal property and can be accessed via a linking yard from the ground floor retail unit.
- 2.6 There is a substantial stone boundary wall between the rear yards of the application property and No. 13 Bolton Road West. There is no physical boundary delineation between the application property and No. 17 Bolton Road West.



Figure 5 | Front Elevation



Figure 6 | Rear Elevation Images



Figure 7 | Out-building elevation facing internal yard



Figure 8 | Out-building elevation facing Pilkington Street



Figure 9 | Street Scene along Pilkington Street | Google Image

3.0 Historical Development of Ramsbottom

- 3.1 Ramsbottom developed during the 19th century as a manufacturing and mill town on the road from Bury to Haslingden by the River Irwell, its suburbs stretched south to Hazelhurst and north to Stubbins. Mills were built for spinning, weaving and printing.
- 3.2 However, evidence of prehistoric human activity has been discovered in the hills surrounding the town before Ramsbottom became established. Early records show that in Norman times Ramsbottom was part of the Forest of Rossendale. There are a number of Bronze Age burial sites around the town, the most notable of which is Whitelow Cairn
- 3.3 The early Anglo-Saxons who gave Ramsbottom its name progressively felled the woodland during the Middle Ages. Ramsbottom became an area of scattered woods, farmsteads, moorland and swamp with a small community of families until the late 18th century.
- 3.4 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.
- 3.5 The Grant Arms Hotel in Market Place was the home of William and Daniel Grant, 19th century industrialists closely associated with the rise of the town. The building itself dates back to the 1780s and was originally named Top o'th' Brow. Its name was changed to Grant Lodge when it was purchased by the Grant family after their arrival in Ramsbottom in 1807. In 1828, it was turned into a pub, The Grant Arms, and the building's present frontage was added.
- 3.6 The Grants came to the Manchester area from Scotland in 1783 and were apprentices to a Bury calico printer. 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.

- 3.7 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.
- 3.8 Since the development of the earlier ordnance survey map in 1850, 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. 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.
- 3.9 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. It is assumed that it is around this date that the application property was constructed.
- 3.10 There was a significant increase in the number of cotton mills and industrial sites in the town between 1850 and 1895. 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.
- 3.11 However, 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.
- 3.12 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.

Ramsbottom had been fortunate in retaining industrial activity in other mills until recent past, such as Mondi paper mill at Holcombe Mill. However, the textile industry has now disappeared.

- 3.13 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.
- 3.14 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.

4.0 Planning Policies

This application will be assessed against the following planning policies:

- Core Strategy Development Plan Document (Core Strategy)
- National Planning Policy Framework (NPPF)
- Homes and Neighbourhoods: A Guide to Designing in Bradford Supplementary Planning Document (SPD)

The National Planning Policy Framework (NPPF) as revised on 20th July 2021 has been considered within this application. The relevant sections of the NPPF are considered below.

The NPPF includes a presumption in favour of sustainable development which is recognised as having three mutually dependent dimensions: economic, social and environmental. The NPPF advises that these should be sought simultaneously through the planning system in conjunction with high quality design. The NPPF also advises that the presumption in favour of sustainable development means in practice that development which accords with the Development plan should be approved without delay and that where a Development Plan is out of date or silent, permission should be granted unless any adverse impacts from the proposal would significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate that the development should be restricted.

Core Principles

The NPPF sets out 12 Core Planning Principles. These are that Planning should:

- Not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which people live;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, and coastal change, and to encourage the reuse of existing resources including conversion of existing buildings;
- Reduce pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies within the Framework;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value;

Design, Access & Heritage Statement

15 Bolton Road West, Ramsbottom, Bury, BL0 9NA



- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

5.0 The Proposed Works

- 5.1 The proposed development comprises of 2No separate elements:
- a) Demolition of existing dilapidated structures to rear, and;
 - b) Construction of replacement purpose-built storage structure to serve as stock building for the retail element of the property.

6.0 Development Justification Summary

- 6.1 It is proposed that the intended development can be justified despite the application site being located within the Ramsbottom conservation area for the following reasons:
- 6.1.1 The existing structures to the rear of the application property are not fit for purpose and in a dilapidated, removing the opportunity to use the space for storage of retail goods.
 - 6.1.2 The proposed structure sits within the footprints of the existing structures, therefore not increasing and previous developed area.
 - 6.1.3 The height of the proposed building has been determined from a practical approach, being dictated by standard roller-shutter door opening sizes and roof joist depths required to suit the span.
 - 6.1.4 The choice of flat roof was considered to minimise massing. Due to the large spans over the building, a pitched roof would present quite a substantial massing and could become over-bearing along the street scene. The flat roof sits comfortably within the street scene and does not compromise the amenity of the neighbouring properties to the south-east along Winifred Street.
 - 6.1.5 There will be no additional drainage connections created by the proposed structure. All surface water will discharge and connect in to the existing drainage gulleys.
 - 6.1.6 The street scene along Pilkington Street offer varied building scales, styles and facing materials – refer to ‘Figure 9’.
 - 6.1.7 The proposed building sits comfortably within the street scene, especially in comparison to the overbearing massing of the existing adjacent façade serving No. 13 Bolton Road West – refer to ‘Figure 8’.
 - 6.1.8 There will be no detrimental impact following the construction of the proposed structure, but it will provide much needed storage to the retail unit and futureproof the usage of the building.