



Design, Access & Heritage Statement 14 Higher Summerseat, Bury, BL0 9UG

Author
Date

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Executive Summary

SKY Design & Consulting Limited have been appointed as project agents by Mr Simon Bourne to undertake all architectural works and application management for the intended works at his dwelling at 14 Higher Summerseat, Bury, BL0 9UG

The proposed construction works are contained to the rear of the dwelling, comprising of a single storey ground floor extension and the incorporation of a Juliet balcony at first floor. It is also proposed to change the colour of the existing window and door frames to the entire property.

This document is to supplement the planning application and provide support and context to the proposed development located in both Green Belt and Summerseat Conservation areas.

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I.0 Location, Site & Surroundings

I.1 The site address is 14 Higher Summerseat, BL0 9UG.

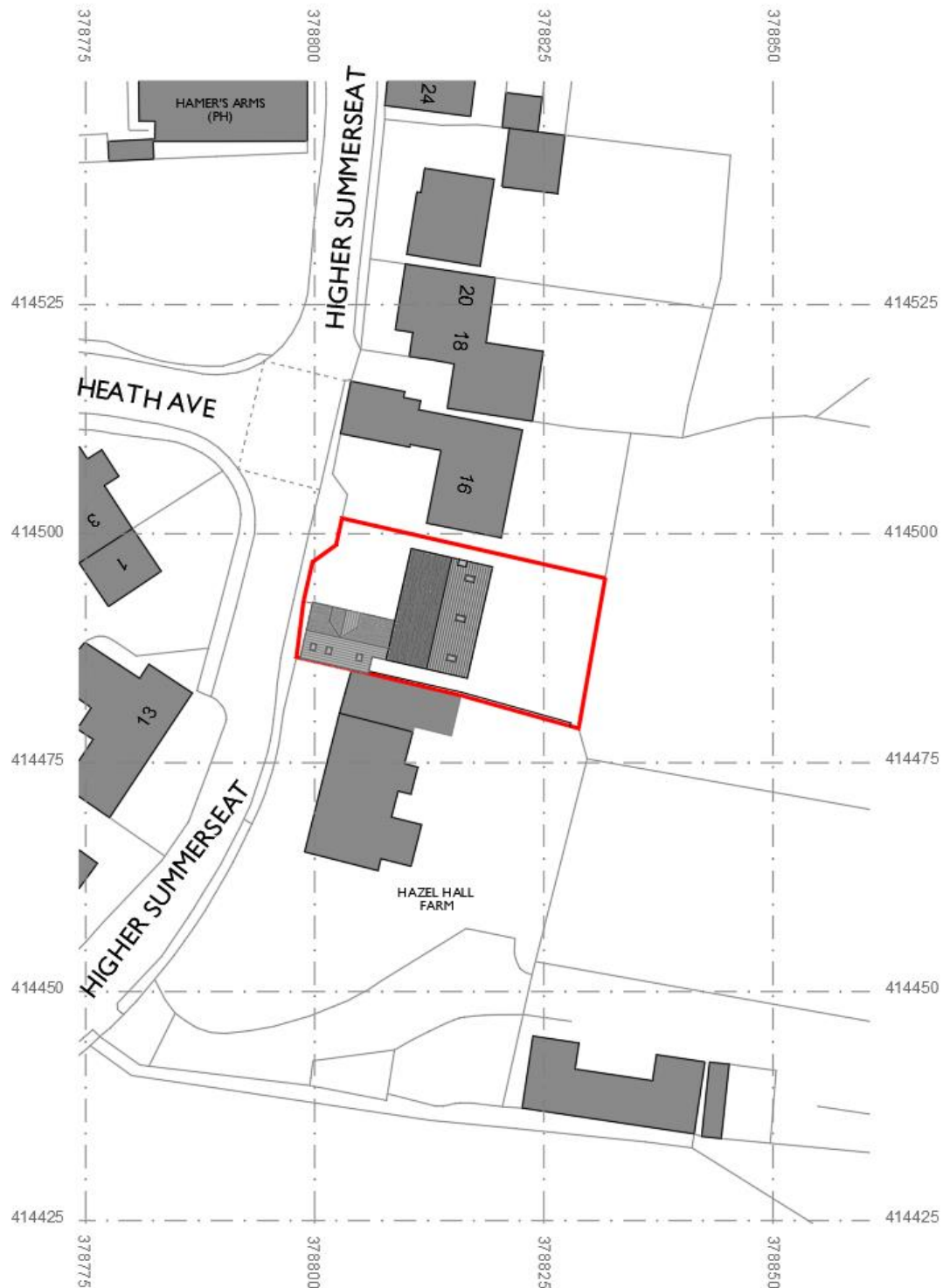


Figure I | Location Plan – site edged red | not to scale

- I.2 The site is located on the border of the Green Belt boundary, fronting on to Higher Summerseat highway to the west. The surrounding land to the east comprises of agricultural land.

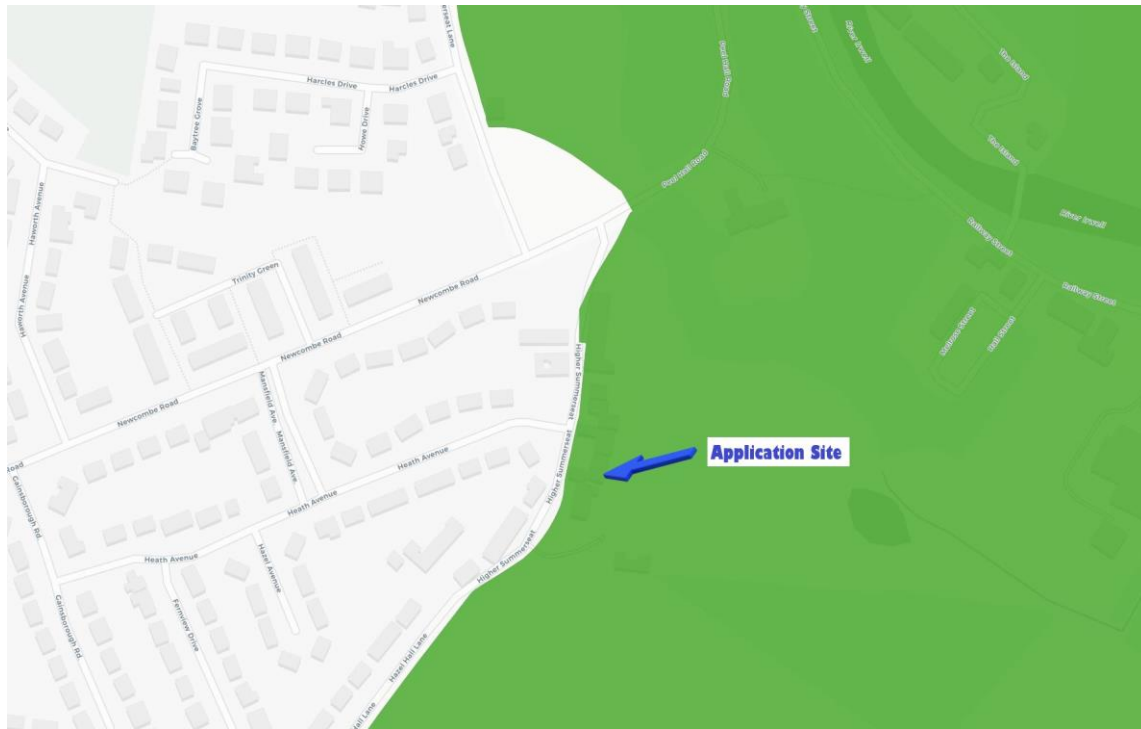


Figure 2 | Green Belt Boundary – arrow denotes site | not to scale

- I.3 There have been significant developments in the immediate vicinity, despite being located within the Green Belt.
- I.4 Although the residential development in highlighted in 'Figure 3' commenced some time ago, it only completed in recent past, and it is suggested that the nature and scale of the development is certainly more detrimental and have a larger impact upon the openness of the Green Belt compared to the proposals outlined in this application.

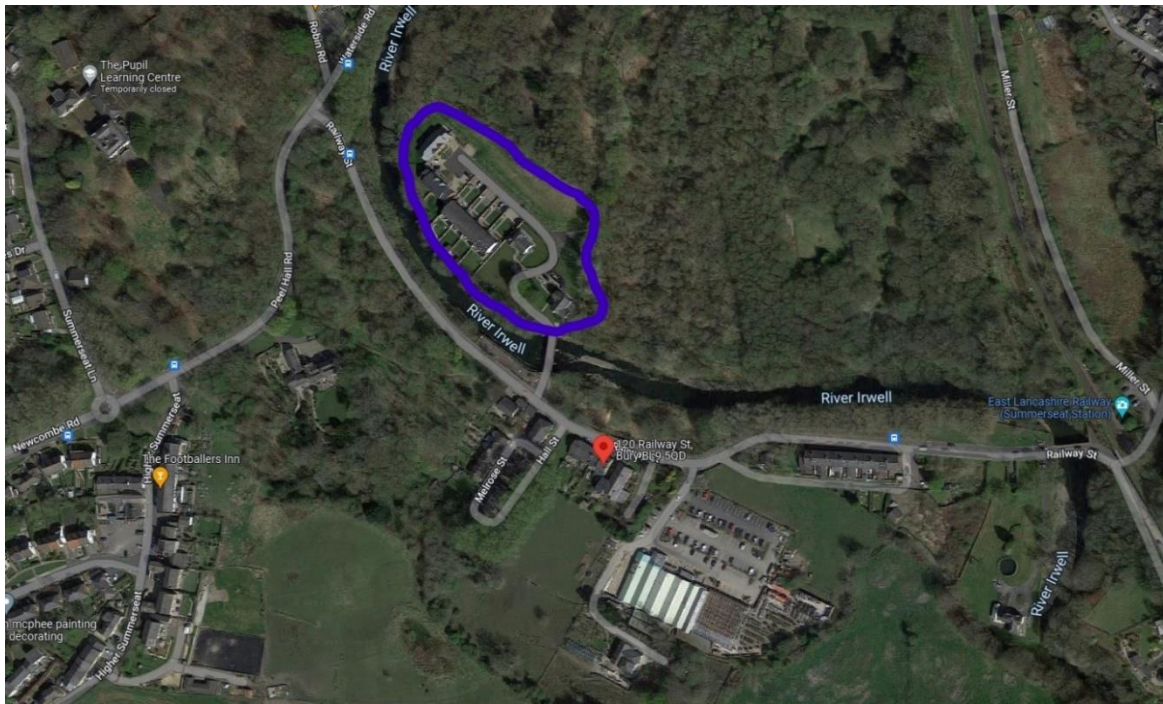


Figure 3 | Local development site on Railway | not to scale

- 1.5 There is substantial urban sprawl to the west of the application site, predominantly comprising of residential dwellings, as well as small scale retail and 2No public houses within close proximity.



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

I.6 The site sits within the bottom end of the Higher Summerseat conservation area.

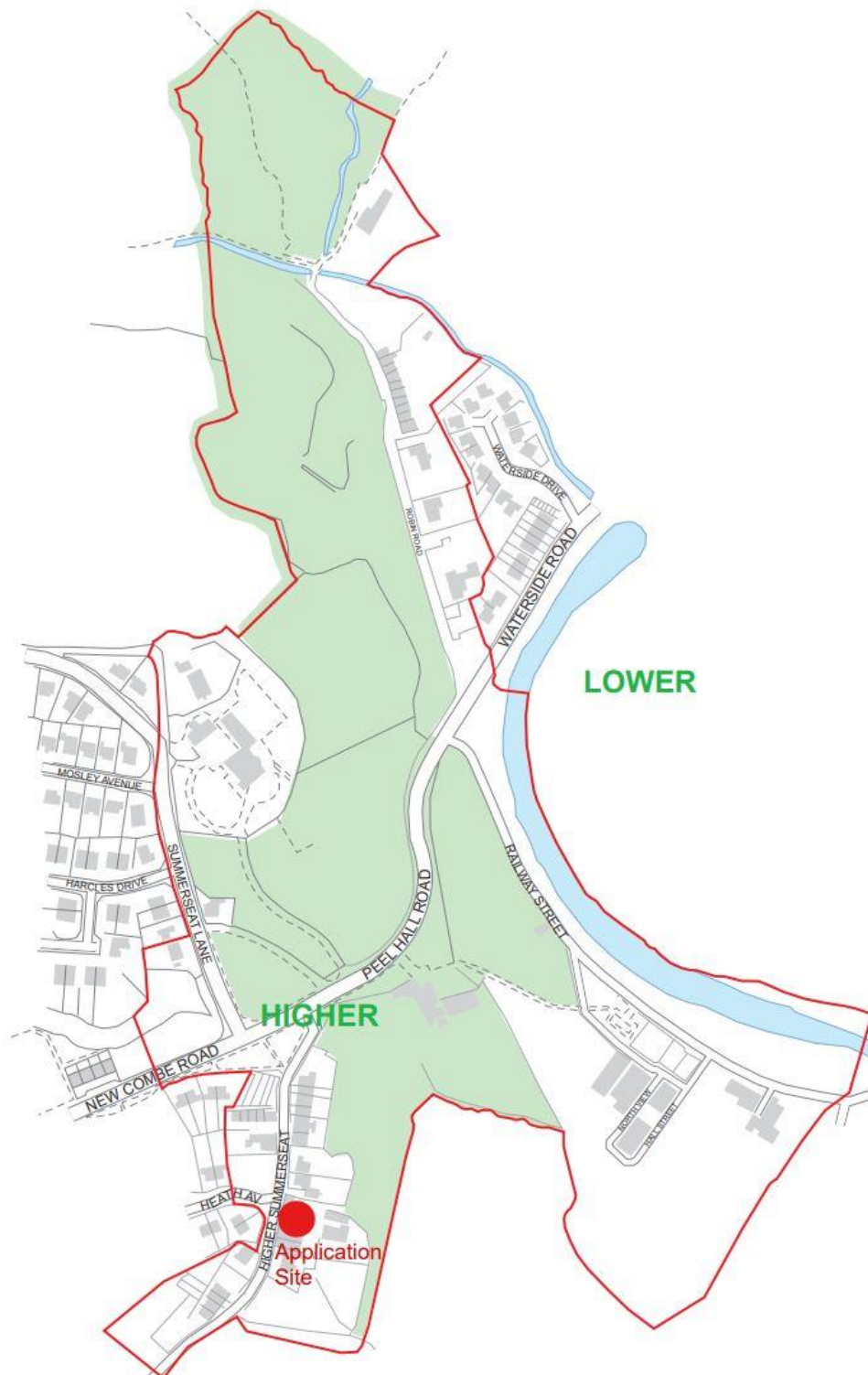


Figure 5 | Higher Summerseat conservation area boundary – red dot denotes site | not to scale

2.0 The Property

- 2.1 The building is a substantial executive dwelling, finished in reconstituted artstone façade, with feature stone quoins to external corners and window/door surrounds. The roof has a grey slate finish. All windows and doors to the property are light brown uPVC framed fittings.
- 2.2 The dwelling is 2.5 storeys high.
- 2.3 The application property and neighbouring property, No. 16, were constructed as part of the same bespoke development and are near replicas, both mirroring each other from the street scene and they share driveway access from Higher Summerseat highway.
- 2.4 The shared access to the west leads to the open car parking arrangements where 4No cars are able to be parked to each dwelling respectively, with both properties benefitting from an integral double garage.
- 2.5 Both properties were constructed in relatively close past, offering traditional barn-style features whilst offering modern construction, which ultimately provide a better performing dwelling as a result.
- 2.5 There have been no additions or alterations to the property since its construction.
- 2.6 The sizable private garden to the rear of the dwelling comprises of patio areas and lawned amenity with a dense boundary hedgerow. The garden offers views over the agricultural land and across the valley towards Walmersley to the east.
- 2.7 There are no overlooking issues from neighbouring dwellings.



Figure 6 | Front Elevation



Figure 7 | Rear Elevation

3.0 Historical Development of Summerseat

- 3.1 The history of the Summerseat can be closely associated with that of Brooksbottoms/Rowlands.
- 3.2 During the 1600s and 1700s the area of Brooksbottoms and Summerseat was scarcely populated with only a small number of farms and hand-loom weavers' cottages. The earliest reference to Summerseat is from 1556 when it was known as 'summersett', meaning a hut or shelter used in summertime.
- 3.3 In 1699, Edward Hamer, a fustian manufacturer from Tonge-within Bolton purchased the estate of Higher and Lower Summerseat, soon commissioning the construction of Peel Hall which lies on elevated ground to the west of the application site. The construction of Peel Hall was completed in 1706. Peel Hall originally had a Pele tower, or a fortified house with two to four storeys, attached. The estate passed to his son, Richard, who enlarged it and then to Samuel who again added to Peel Hall in 1759.
- 3.4 The River Irwell winds through Summerseat village and due to its established nature and flat land bounding the river in this location, the development of mills to serve the cotton industry began in the late eighteenth century, with the being built built in around 1773. Steam only replaced water power in the 1840s, although some of the mills retained water power until the early twentieth century and the Hoyle Mill at Brooksbottoms used hydroelectricity as a supplement to steam.
- 3.5 In 1787 Robert Peel and William Yates bought the lower part of the estate and an existing three-bay mill at Brooksbottoms. They were already successful calico printers and owners of spinning mills at Bury and Ramsbottom and employed hundreds of handloom weavers in surrounding villages and hamlets. Richard Hamer was employed as the factory supervisor. Peel, Yates & Company began to develop Summerseat and Brooksbottoms and by 1803 they had five spinning mills: Brooksbottoms, Robin Road, Upper Mill, Lower Mill and Wood Road. The company built rows of terraced cottages for their workers, such as those on Robin Road and Hall Street. Peel, Yates & Company employed a large number of children aged between 10 and 12, some of whom were pauper apprentices from as far afield as London, and Long Row on Railway Street was built to house them. Apprentices worked a 12 hour shift with an hour off for meals and recreation, sharing beds with children on the alternate shift. They were not paid and worked for food, clothing and lodging only.

- 3.6 In order to ensure an adequate water supply, Peel channelled the Irwell to create a reservoir in the river bend and constructed an aqueduct over the river to Upper Mill. Peel went on to develop a very large business, became Member of Parliament for Tamworth in Staffordshire and promoted the Health and Morals of Apprentices Act, effectively the first British factory legislation. He was created a Baronet in 1800 and his heir, Sir Robert Peel, was Prime Minister on two occasions.
- 3.7 Peel and Yates sold their mills in 1812 to a consortium of Edward Hamer Howarth, Richard Hamer, Thomas Norris and William Hardman and Hamer added to the site at Brooksbottoms. Norris and Hardman had been employed by Peel & Yates as supervisors of the other two Irwell valley mills. The introduction of power looms to the Robin Road mill led to riots and the destruction of 38 looms. In 1824 Hamer bought out his partners' interests in the estate and became sole owner. In 1829 Thomas and John Robinson Kay, both Methodists, arrived in Summerseat from Rawtenstall and bought Brooksbottoms Mill from Richard Hamer, adding further buildings to the site. By this time, each mill had a cluster of employees' cottages and there were areas of older cottages and farms on the higher ground to the east and west. A year later a Wesleyan Methodist chapel was built which later became known as Rowlands Methodist chapel. In 1836 Hamer built the large mansion, Summerseat House, for his son, Daniel. He himself lived outside the village at Bury Lane. Three years later John Robinson Kay married Hamer's daughter, Mary, who later inherited the Wood Road Mill and who also came from a Methodist family.
- 3.8 During the mid-nineteenth century Summerseat and Brooksbottoms developed into a village settlement. The census returns show a steadily developing population, although with a large proportion of young women, many of whom had come from the surrounding area and other parts of the UK to work in the mills. In 1840 the first school was built on Hill Street and was educating 95 pupils seven years later. Kay set up a fund to train teachers and provide books and equipment. He went on to help set up the Westminster Training College and was treasurer to the Wesleyan Committee for Education.
- 3.9 The Wood Road Mill was re-built and later owned by James Ashworth. The East Lancashire Railway line opened in 1846, linking the Manchester to Bolton line with Radcliffe, and Summerseat was provided with a station and goods platform, probably to serve Twist Mill on the other side of the river.
- 3.10 The Wesleyan Methodist Society grew rapidly and a new chapel opened in 1847, largely financed by John Robinson Kay and designed by James Simpson in the Perpendicular Gothic style. He was a leading non-conformist in the North West of

England and the chapel at Summerseat was the most notable of his few Gothic chapels. The old chapel remained empty until its demolition in 1869.

- 3.11 Richard Hamer died in 1850 and his property was divided amongst his three surviving daughters, all of whom married mill owners. Ann married William Hampson and lived at Peel Hall.
- 3.12 There was further development of the village during the 1860s. The station was re-built by the railway company's resident engineer John Perring. The goods warehouse building was probably constructed over the earlier platform at the same time. The Summerseat and Brooksbottoms Industrial Co-operative Society opened on Railway Street (closed 1963) and the present Methodist Primary School was built, again financed by John Robinson Kay, in the old sandstone quarry next to the chapel. The school had to close temporarily in 1879 and again in 1895 for outbreaks of highly contagious and dangerous diseases. In 1899 the school was extended to provide another classroom, work this time financed by the mill owner, Isaac Hoyle.
- 3.13 In 1872 John Robinson Kay died and was buried in the chapel he helped to build. Brooksbottoms Mill was taken over by Joshua Hoyle & Sons which closed and re-built it in sandstone from the Wild's Delph Quarry at nearby Edenfield. Joshua's son, Isaac, married Mary Hamer Kay the same year and the new mill started operation in 1876, intended to employ 900 workers. However, Upper Mill and the Twist Mill closed in 1880, followed by the Robin Road Mill in 1888, probably superseded by the large mills at Brooksbottoms. In the mid-1880s, 10 rows of brick houses were built at Brooksbottoms, followed by larger houses at Queens Place for managers and overseers. Isaac Hoyle set up trusts for a medical fund to pay workers' hospital bills and provide for their convalescence, a fund for the support of a nurse and a fund for local boys to study at technical schools. A gas works was built by mill owners Hoyle and Hampson and provided street lighting. A Mission was also built on Waterside Road as a meeting place for workers. This later became St Wilfrid's Church of England Church. The 1893 map shows the Liberal Club on Robin Road, although it is not marked as such and may originally have been built as a private house. It also shows the Co-operative stores at the northern end of Railway Street. At the turn of the twentieth century members bought land next to the stores and built a small chapel and Sunday school below. These buildings were demolished, probably in the early 1960s.
- 3.14 By the beginning of the 1900s there were only two mills trading in Summerseat and Brooksbottoms. The fluctuating fortunes of the cotton industry led to workers becoming hungry and unfit for work. In 1908 up to 38 children were given a hot

meal at lunchtime and again in 1913. However, around this time public utilities were improved, with mains water being installed in 1911 (people having previously collected water from the mills or wells) and mains sewers in 1914, thereby making a major contribution to the eradication of infectious diseases. The gas lamps were replaced by electric street lights in 1915 and mains electricity became available to residents. In 1911 Summerseat House was sold for use as a convalescent home for girls. It is now empty awaiting sale.

- 3.15 On the 14th July 1912 the King and Queen visited Bury and a special train was provided to take local children to see them. After the First World War families were encouraged to move into the area and people immigrated from Scarborough, Wigan, the Isle of Man and Ireland. In the late 1930s there was development of the housing and infrastructure in the area. Newcombe Road was constructed, improving access from the west, some cottages at Higher Summerseat and part of Kay Street, Irwell Street and Hall Street were demolished and 44 council houses built to re-house local families. By this time there were around 690 people working at Brooksbottoms Mill, some of whom were three generations of the same family, and Hoyles provided many facilities for its workers. The mill later became part of the Illingworth-Morris Group and by 1969 only employed around 200 workers.
- 3.16 There was further development in the area during the early 1960s. Long Row on Railway Street and cottages next to Peel Hall were demolished. New development also took place around Newcombe Road. However, the railway line stopped carrying passengers in 1972 and goods traffic also declined because of competition from road transport.
- 3.17 Brooksbottoms Mill closed and most families had to travel out of the area to work. The Wesleyan Methodist Chapel closed in 1973 and was demolished shortly afterwards as it was in very poor condition and the funds to restore it were lacking. In the 1980s the Council improved the area by carrying out major refurbishment of the brick houses at Brooksbottoms. Although the front spinning section of Brooksbottoms Mill was statutorily listed, the weaving sheds, other parts of the spinning section and the chimney were demolished.
- 3.18 In 1987 the East Lancashire Railway Company began running a steam service on four miles of the disused line, with financial assistance from Bury and Rossendale Councils. It now runs from Heywood to Bury and Rawtenstall and carries an average of 120,000 passengers every year. The development of the railway has been a major agent in the regeneration of the Irwell valley, leading to an improvement in the area's image and attracting inward investment. The environmental improvements and

reclamation of derelict land associated with the railway has won national and European recognition. In 2005 the new Methodist Church was built next to the school. The former Hillside Farm that sits immediately to the south-east of the application site is now the Waterside Garden Centre.

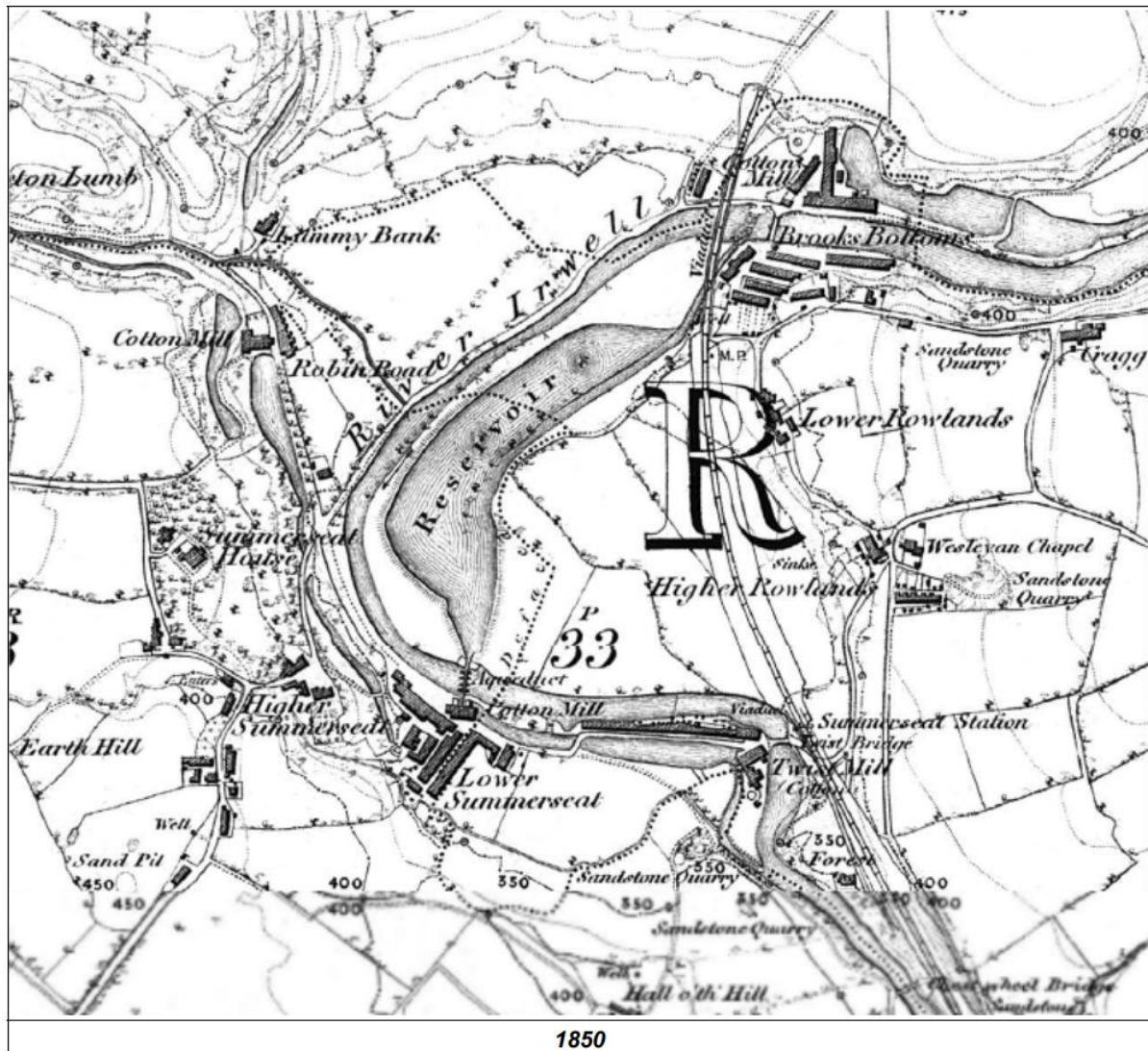


Figure 8 | Earliest recorded map with the application property shown | Source unknown

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;
- 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 3No separate elements:
- a) Construction of single storey extension to rear;
 - b) Juliet balcony incorporated to first floor bedroom within the width of existing window aperture;
 - c) Changing the colour of all existing window and door frames from light brown to anthracite grey.

a) The Single Storey Extension

- i. The need for the single storey extension is derived from need desire for my clients to modernise the function of the existing rooms across the rear of the property.
- ii. The dwelling is afforded a comfortable lounge that is separate from the other reception space, however this is more suitable as evening accommodation as it is detached from the main hub of the home.
- iii. Whilst the current kitchen and dining room offer a decent space, it does not offer an incorporated family living area that would be expected of a property of this size.
- iv. The extension would provide a proportionate kitchen/living/dining space that would compliment family living and offer a better ratio of reception and bedroom space.



Figure 9 | Proposed rear elevation with single storey element highlighted | not to scale

- v. The extension would be finished in randomly sized, coursed artstone to match and run consistently with the existing façade. There will be smooth, regularly coursed stone quoins to match existing to the external corners. A flat roof construction will have a flat glazed roof light and abut a parapet wall upstand, finished with aluminium cappings in anthracite grey to match to new door and window frames. Large expanses of glazing are incorporated within the design to benefit the views to the garden and vistas over the adjacent agricultural land. The window and door openings will receive a smooth finished stone surround to match the existing.

- vi. As the property is of generally recent construction, there will not be a problem sourcing materials to match the existing finishes to ensure that the new works look original and authentic.

b) The Juliet Balcony

- i. The intent for the proposed Juliet balcony stems from the wish to take full advantage of the views over the valley, especially from the upper floors of the dwelling.
- ii. The neighbouring property has incorporated a Juliet balcony and the benefits gained in doing so want to be realised by the applicants.
- iii. The door and window set fitted would be accommodated within the existing bedroom window aperture width, with the existing masonry below removed to floor to house the new fittings. The existing structural lintel and stone head would not be impacted.
- iv. A toughened glazed balustrade would be installed in accordance with AD Part K and QI of the Building Regulations and satisfy BS6206.



Figure 10 | Proposed rear elevation with Juliet balcony element highlighted | not to scale

c) The Window and Door colours

- i. The existing window and door colours are traditional, assuming the intent to appear as timber rather than uPVC. It is evident that this has not been achieved.
- ii. The applicants have a wish to modernise the aesthetic of the property and changing the window and door colour is the only viable route in doing so.
- iii. The frames to all openings would be sprayed to receive a matt finish in anthracite grey colour.
- iv. The pairing of buff stone with dark grey accent fittings is a common combination and this will not cause any detrimental visual impact to the property or its surroundings.

6.0 Green Belt Development Justification

6.1 The scheme has been developed to ensure that the proposed works fall considerably within the 33% volume increase curtilage under general Green Belt restrictions.

6.2 Volume Calculations

6.2.1 The volume calculations provide reassurance that the proposed works within this application are not disproportionate compared with the existing dwelling:

6.2.2 Existing dwelling = 940.9m³

6.2.3 Proposed extension = 38.4m³

6.2.4 New total volume = 979.3m³

6.2.4 Increase in volume = 4%

7.0 Development Justification Summary

- 7.1 It is proposed that the intended development can be justified despite the application site being located within the Green Belt and a conservation area for the following reasons:
- 7.1.1 All extension works are located to the rear of the dwelling and will not be visible from Railway Street, subsequently negating any adverse effect on the existing street scene.
 - 7.1.2 The scale of the development will not have an impact on the openness of the Green Belt.
 - 7.1.3 The proposed works are negligible in scale in comparison to the construction works being carried out in the local area.
 - 7.1.4 The design is in keeping with the existing rear façade and look original.
 - 7.1.5 All materials will match the existing dwelling in colour and type.
 - 7.1.6 There will be no impact upon the neighbouring properties or the openness of the Green Belt.
 - 7.1.7 The change in frame colour will not detrimentally affect the visual amenity of the local conservation area.
 - 7.1.8 The new additions to the property would not detract away from the existing dwelling, only enhance the aesthetics.
 - 7.1.9 The additions and alterations will offer a modern way of living, the likes of which are expected of a family house of this size and provide long-term appeal and saleability.