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PLANNING + DEVELOPMENT

Supporting Statement

Application for Permission in Principle for the erection of up to 9no. Zero Carbon Dwellings

Land at Bury New Road, Ramsbottom

For Hodson Homes Ltd

July 2026

Job Number: 18-233

Contents

1.0 Introduction and Approach 3
2.0 The Site and Surroundings 5
3.0 Planning History 8
4.0 The Proposed Development 12
5.0 Policy Considerations 14
6.0 Technical Matters 17
7.0 Planning Case 19
8.0 Conclusion 26

Appendices:

Appendix 1: Conservation Area Appraisal

Appendix 2: Application 73182 Submission

Appendix 3: Application 73182 Heritage Statement

Appendix 4: CO Response

Appendix 5: Appeal decision 6002561

Appendix 6: Bentley Lane appeal decision

Appendix 7: Response to CO and PPO comments

Appendix 8: Decision Notice - 73182

Appendix 9: Officer Report - 73182

1.0 Introduction and Approach

1.1 This Supporting Statement (SS) has been prepared by Maybern Planning and Development ('Maybern') on behalf of Hodson Homes Ltd (herein referred to as 'Hodson Homes' or the 'applicant') in support of an application for Stage 1 Permission in Principle (PiP) for the erection of up to 9No. dwellings on land at Bury New Road, Ramsbottom.

1.2 The proposals are compliant with the development plan. Furthermore, there are no adverse impacts that would significantly and demonstrably outweigh the benefits. As such, permission should be forthcoming.

Planning history

1.3 An application (no. 73182) for PiP for up to 9no. dwellings on land on the west side of Bury New Road/Peel Brow, Ramsbottom was refused on 18th June 2026. The site differed from that now put forward, in terms of size and location. The illustrative layout also differs.

1.4 Application 73182 was supported, in principle, by the Council's Conservation Officer. The Council's Planning Policy Officers also confirmed in-principle support, but sought a higher density scheme. The application was refused for three reasons relating to density, land stability/contamination and tree removal/heritage.

1.5 The revised proposals and supporting plans/documents address the reasons for refusal.

Perimission in Principle

1.6 A PiP application represents an alternative way in which to obtain planning permission for residential development, whereby the matters of principle are separated from the technical details. There are two stages to obtaining this type of consent:

- Stage 1: establishes whether a site is suitable in principle for housing-led development; and,
- Stage 2: concerns the consent of technical details and assessment of the detailed development proposals.

1.7 PiP applications are considered in much the same way as standard planning applications in that they are determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act, considering the relevant policies in the Development Plan and any other material considerations. However, the scope for assessment of Stage 1 applications of this type is limited to its location, land use and the amount of development proposed. As such, a suite of technical reports is not required at this initial stage.

1.8 This SS provides a description of the site, its setting and the development proposals alongside an appraisal of the planning merits of the scheme. The following plans and documents should be considered alongside the SS:

A. Application Form;

B. Location Plan;

C. Illustrative Layout;

D. Heritage Statement;

E. Phase 1 Geoenvironmental Desk Study; and,

F. Remediation Strategy.

1.9 Items C – F are not required for a Stage 1 PiP application, but are provided for illustrative purposes and to respond to the reasons for refusal of application 73182.

2.0 The Site and Surroundings

2.1 The application site is 0.49ha in extent and is currently disused, unkempt land which fronts onto Bury New Road. Figure 1 below shows an aerial view of the site within its wider built and natural environment context (the approximate site area indicated in red).

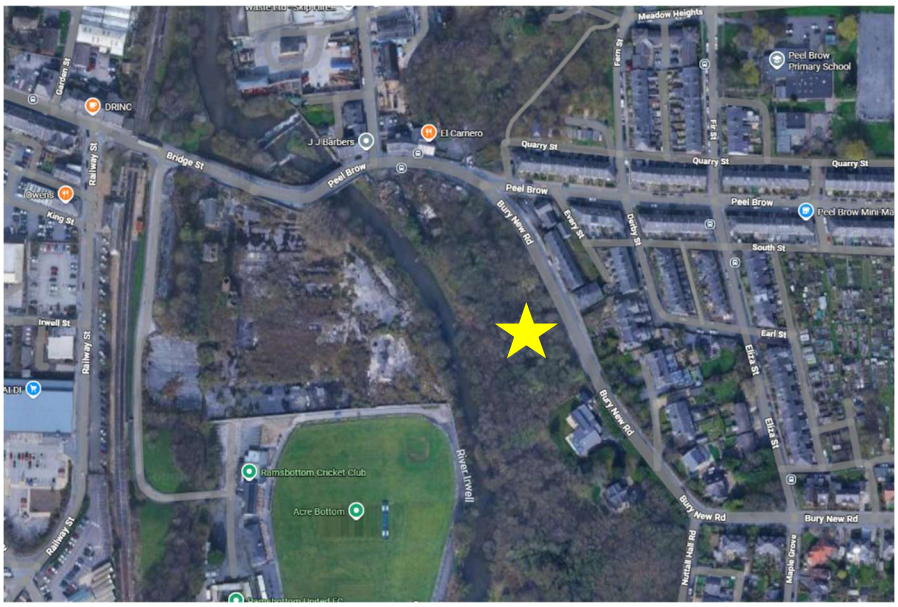


Figure 1: Aerial view of the approximate application site (yellow star) and its wider setting

2.2 An attractive knee-high stone wall runs along the site frontage, beyond which, existing trees and vegetation are prominent. However, these are evidently unmanaged. Fallen trees and invasive species can be seen across the site, which have an adverse impact on the character and appearance of the area and this principal route into town from the east.

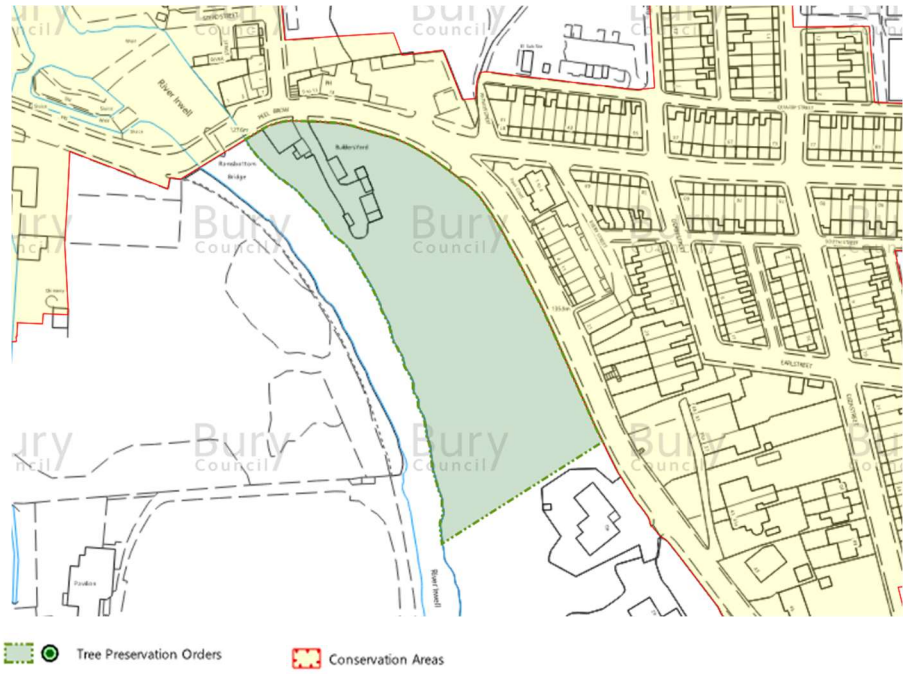


Figure 2: Extract from Bury Online Mapping

2.3 The tree cover visible above is protected by a group Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the site area to the north, west and south.

2.4 Despite the presence of existing vegetation, it should however be noted that the site has an industrial past. It is understood that it was previously used as a storage area for the former Paper Mill site to the west. Historical imagery also shows that it may have previously been used as a refuse tip. Indeed, the access to the former tip remains *in situ*, opposite the junction between Peel Brow and Bury New Road.

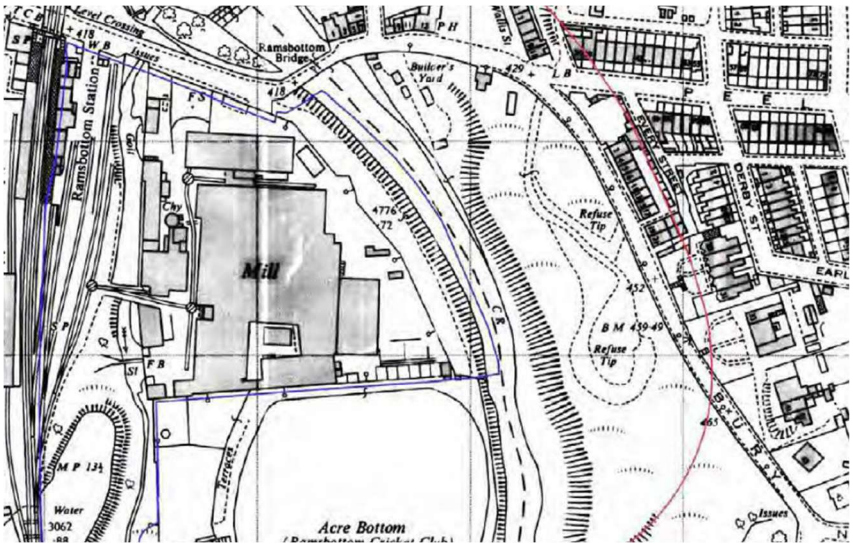


Figure 3: Historical 1964 image

2.5 Bury New Road forms the boundary to the Ramsbottom Conservation Area (RCA) (see figure 2 above) and the Bury New Road and Peel Brow character area. The Conservation Area Appraisal (CAA)[1] makes no direct reference to the application site when discussing the character of the area. It confirms that "*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*" (CAA, page 24). The CAA continues to reference the mix of terraced housing and substantial stone villas along Bury New Road, which had extensive garden areas. The CAA states that the "*lower building densities … on Bury New Road … ensure that domestic gardens make a significant contribution to the character of these areas*" (CAA, page 17).

2.6 As a result of the site location within the urban area, the site is very well contained:

- To the north, the site is bound by tree cover, beyond which is a builder's yard. As shown in figure 3, the yard has been in existence for a significant period time. It is a remnant of the industrial past of this part of Ramsbottom.

- To the east, the site is bound by Bury New Road with existing residential development beyond comprising of a mix of house types, including terraced, semi-detached and detached homes.

- To the south, a steep gradient leads to 40 and 42 Bury New Road which are large, detached homes set behind mature leylandii.

- A wooded embankment separates the site from the River Irwell to the west. The river runs through Ramsbottom at a significantly lower ground level than the site. Beyond the river, the Eccleston Homes Willow Bank development is currently under construction.

[1] Appendix 1: Conservation Area Appraisal

2.7 Willow Bank is a development of 57 no. dwellings which is progressing quickly and will enhance the gateway into the town when travelling from the east along Bury New Road. It is being built at a density of 35.4 dwellings per hectare (dph), with a gross density of c. 19.8 dph, which the Council deemed appropriate for the character of the area, taking into account the proximity to the town centre, the RCA and site constraints limiting the developable area.

Locational Sustainability

2.8 The site is situated within easy walking distance of Ramsbottom town centre. There are bus stops within close proximity to the site along Peel Brow/Bridge Street, offering regular services to the wider area as well as Bury, Rawtenstall and Manchester.

2.9 Education provision and health services are also present within close proximity to the site.

2.10 It is evident that the site is locationally sustainable.

3.0 Planning History

3.1 An application (no. 73182) for PiP for up to 9no. dwellings on land on the west side of Bury New Road/Peel Brow, Ramsbottom was submitted on 7th May 2026 and validated on 14th May 2026. The initial submission comprised of:

- Location plan;
- Indicative Layout; and,
- Supporting Statement[2].

Application timeline

3.2 On 2nd June 2026, the Applicant emailed a Heritage Statement[3] (HS) to the LPA. However, on 5th June 2026, the LPA refused to accept the HS, stating that it was too late in the application process to submit additional supporting information. The Conservation Officer (CO) did not provide a consultee response until 10th June 2026, but confirmed "*there is no objection to the proposed development in principle with regard heritage conservation*". The CO response[4] acknowledged that the detailed design would be considered at Stage 2 of the PiP process.

3.3 The Applicant also provided the Council with an appeal decision[5] (reference 6002561) on 2nd June 2026, which related to a PiP proposal in Poynton, Cheshire. The inspector stated, "*the presence of a TPO is not a reason to withhold permission in principle*" (para. 25, appeal 6002561). It is not known whether this was accepted or considered by the LPA.

3.4 On 11th June 2026, the Council's Planning Policy Officers (PPO) provided a detailed response, confirming in-principle support for the residential development of the site. The PPO confirmed that:

- Bury only has a deliverable land supply of 4.3 years, resulting in the so-called tilted balance being engaged;
- the Housing Delivery Test (HDT) indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years, which is another reason for the tilted balance to be engaged;
- Biodiversity Net Gain would be considered at Stage 2 of the PiP process;
- The proposals should be viewed as limited infilling within an established settlement and so would comply policy OL5/2 of the Bury Unitary Development Plan (UDP);
- Compliance with policy EN6/4, relating to wildlife corridors, would be considered at Stage 2 of the PiP process;
- Housing standards would be considered at Stage 2 of the PiP process;
- The interface with the surrounding landscape in such transitional areas would require well-considered and sensitive treatment and is to be considered at Stage 2 of the PiP process.

[2] Appendix 2: Application 73182 Submission
[3] Appendix 3: Application 73182 Heritage Statement
[4] Appendix 4: CO Response
[5] Appendix 5: Appeal decision 6002561

- Policy RT3/2/1 is no longer relevant as it is not being implemented.

3.5 However, the PPO also stated that the proposed gross density of 22 dwellings per hectare (dph) (prior to constraints being taken into account) would not be consistent with policy JP-H4 of the PfE. No acknowledgment was made of the impact of constraints on the net density. At the time, this approach to the requirements of policy JP-H4 was consistently being applied by the LPA. However, it is anticipated that the LPA will now adopt a more nuanced approach following a recent appeal decision relating to land off Bentley Lane, Bury (appeal ref: 6006965[6]). This is discussed in more detail in Section 7 of this SS.

3.6 On 15th June 2026, the applicant provided a written response to the CO and PPO comments[7]. However, the LPA refused to accept the response stating that the 5-week timeframe afforded to LPAs for the determination of PiP applications does not allow for the submission of additional information.

3.7 On 18th June 2026, the Council refused the application for the following reasons[8]:

1. *The proposed development for up to 9 dwellings on a 0.4ha site would not make optimal use of the potential of the site. Therefore, the proposed development would conflict with Policy JP-H4 of the Places for Everyone Joint Development Plan and Chapter 11, particularly paragraph 130 of the National Planning Policy Framework.*

2. *The application and submitted plans contain insufficient information in relation to land stability and contamination to assess whether the proposed development would be acceptable in principle. Therefore, the proposed development would conflict with Paragraph 196 of Section 15 of the National Planning Policy Framework.*

3. *The proposed development is likely to require significant tree removal on a site, which has significant tree cover and are protected by a Tree Preservation Order. The removal of trees would have a harmful impact upon the visual character of the town centre and Ramsbottom Conservation Area. Therefore, the location of the proposed development would be unacceptable in principle and would conflict with the following Policies of the Bury Unitary Development Plan:*

   Policy EN1/2 - Townscape and Built Design

   Policy EN2/1 - Character of Conservation Areas

   Policy EN2/2 - Conservation Area Control

3.8 The Officer's Report (OR) was also issued on 18th June 2026[9].

Reason for Refusal 1

3.9 The OR refers to the PPO comments with regard density. The LPA applies the policy requirement of 70 dph to the entire site area of 0.4ha, and points to the site needing to deliver 28 dwellings. The assessment does not appear to take any account of the site-specific constraints, such as trees and topography.

3.10 The OR also refers to the density of existing terraced dwellings that lie north east of the site, stating that this must be reflected in the development proposals. However, the wider context does not appear

[6] Appendix 6: Bentley Lane appeal decision
[7] Appendix 7: Response to CO and PPO comments
[8] Appendix 8: Decision Notice - 73182
[9] Appendix 9: Officer Report - 73182

to have been taken into consideration, including the lower density development within the RCA. As stated, the CAA references the mix of terraced housing and substantial stone villas along Bury New Road, which had extensive garden areas. The CAA states that the "*lower building densities … on Bury New Road … ensure that domestic gardens make a significant contribution to the character of these areas*" (CAA, page 17).

3.11 The OR also states that the Eccleston Homes Willow Bank development does not set a precedent for lower density development on the application site. The applicant had pointed to the density of the Willow Bank scheme when assessing the character of the area. The PPO had stated the following:

> *In the context of the surrounding area, including the ongoing Willow Bank development (planning ref: 70222) comprising 57 dwellings, the site is well contained by existing built form. It is now effectively enclosed by development, forming a self-contained parcel of land within the wider settlement.*

3.12 It is evident that the PPO also considered that the Willow Bank scheme forms part of the context of the application site. It does not set a precedent for lower density, but does form part of the context of the site when considering density and character .

3.13 The OR also confirms that the Council was concerned that a scheme for 1 dwelling might be submitted at Stage 2 of the PiP process and this this would result in a density of only 2 dph. Of course, this was possible as the proposals were for up to 9 dwellings. However, flexibility in the amount of development was required so that technical details could be fully considered at Stage 2. As stated in the decision for the Bentley Lane appeal:

> *In considering the technical details at stage 2, it would be for the determination of the Council if any number less than 9 dwellings would be appropriate, when the technical details of the scheme are before them* (para. 11, appeal decision 6006965)

Reason for Refusal 2

3.14 The OR confirms that the Council's Environmental Health Officer (EHO) commented on the application proposals (the comments had not been uploaded onto the application webpage). The EHO stated:

> *Should this application be approved, to avoid pre-commencement conditions sufficient information must be submitted at Stage 2, Technical Details Consent stage, to demonstrate that no remedial measures are required or to agree such measures. Further information regarding Land Contamination and the planning process can be found in Bury Council's Developers Guide and on the Planning Portal. Given the site history, substantial site investigation works and assessment would be expected as a minimum.*

3.15 The EHO had acknowledged that remedial measures would need to be set out as part of the Stage 2 PiP application. However, the Council decided to refuse the application due to insufficient information having been submitted with regard land contamination/stability.

3.16 The OR states the following:

> *Furthermore, the Council is aware that a recent appeal relating to the refusal of a PiP application on land subject to waste disposal was dismissed.*

3.17 However, the Council did not provide the applicant with a copy of the appeal decision, nor confirm its reference in the OR. The LPA was asked to provide a copy of the appeal decision prior to the submission of this application, but at the time of writing this SS, it has not been provided. The Applicant reasonably reserves the right to respond to the findings of the appeal decision during the application process, once the LPA has confirmed its reference number.

Reason for Refusal 3

3.18 The RfR states that the proposals are "*likely to require significant tree removal*". Of course, this was not known at Stage 1 of the PiP process.

3.19 It may have been that a Tree Survey showed the majority of trees across the site to be in good health and of good amenity value, thereby providing a potential reason to limit tree removal at Stage 2. Perhaps, for example, only 1 or 2 houses would be appropriate when trees are fully considered at Stage 2. Perhaps, 9 dwellings could be appropriately designed in a manner that limits/avoids the removal of trees that are healthy and deemed to be Category A, while complying with heritage-related policies. It was unknown at Stage 1. It is acknowledged that the site is subject to a TPO, but as stated, a TPO is not a reason to withhold PiP.

3.20 The Council does not need to follow the advice provided by the CO when determining an application, but it is noted that the CO did not object to the proposals in-principle.

Other matters

3.21 The OR states that consultation responses were also received from the highways, drainage and ecology officers[10]:

- The Highways Officer (HO) objected to the proposals, but the OR evidently accepts that highways is a technical matter that would be considered at Stage 2 of the PiP process.
- The Drainage Officer (DO) confirmed no objections subject to drainage details being provided.
- The Ecology Officer (EO) stated that there are potential ecological reasons to object and/or could prevent the development being unviable. The OR evidently accepts that ecology is a technical matter that would be considered at Stage 2 of the PiP process.

3.22 The OR demonstrates that an inconsistent approach was adopted by the Council when considering whether technical matters should be considered at Stage 1 or Stage 2 of the PiP process. Whereas it was considered that design, land contamination/stability and trees must be considered at Stage 1, ecology, drainage, housing standards and highways were considered to be Stage 2 matters.

Reason for Resubmission

3.23 Following the refusal of application 73182, the Applicant carefully reviewed the OR and the reasons for refusal. It became apparent that a number of matters relied upon by the Council either related to information which the Applicant had previously sought to submit during the determination of the application but which was not accepted for consideration by the LPA, or to technical matters ordinarily addressed at Stage 2 of the PiP process. Rather than pursuing an immediate appeal, the Applicant has sought to respond positively by submitting a revised application supported by additional technical information, together with information previously submitted but not accepted for consideration, notwithstanding that such information is not ordinarily required at Stage 1. This application has therefore been made in an effort to address the Council's concerns and avoid the additional time and expense associated with appeal proceedings.

[10] these were not uploaded onto the application webpage

4.0 The Proposed Development

4.1 This Permission in Principle application seeks consent for the erection of up to 9 no. dwellings.

4.2 At Stage 1 of the PiP process, Article 5D of the Town and Country Planning (Permission in Principle) (Amendment) Order 2017, confirms that the application only needs to be supported by a plan identifying the land to which the application relates. The extent of the application site is identified on the accompanying Location Plan, but a layout plan has also been provided for illustrative purposes.

4.3 The illustrative material demonstrates that the proposals could achieve good design, securing improvements to the street scene and responding positively to the character of the area.

Illustrative layout



Figure 4: Illustrative layout

Access

4.4 Access will of course be considered at Stage 2 of the PiP process. However, as shown on the illustrative layout, appropriate access could be secured off Bury New Road. Visibility is good at the proposed access points, which will require minimal loss of the existing knee-high stone wall. It may also be possible to continue the wall across the point of the former refuse tip access while also reinstating the footway in this location.

4.5 The illustrative layout shows that the dwellings could be accessed via private drives and rear parking areas, ensuring vehicles can enter and exit the site in forward gear. The parking to the rear also responds positively to the comments made by the CO with regard application 73182/PIP.

Layout

4.6 The red edge and developable area avoids the steeper land adjacent to 42 Bury New Road on the embankment to the River Irwell to the west. The extent of the red edge also takes account of the need to give consideration to the TPO trees at Stage 2 of the PiP process.

4.7 The illustrative layout demonstrates how the site could accommodate up to 9 terraced, semi-detached and detached dwellings. It is proposed that the dwellings are set back from the road frontage, behind the stone wall and enhanced landscaping, which would form native species screening to similar effect as the leylandii in front of 40 – 42 Bury New Road.

4.8 The housing is shown in two developable areas, separated by a green finger, which again would consist of existing trees worthy of retention and enhanced native species planting. The location of the green finger, if taken forward, would be informed at Stage 2 of the PiP process, once tree survey work has been undertaken.

4.9 It is of course acknowledged that there may be scope to retain trees worthy of retention in an entirely different manner to that shown illustratively on the layout plan. The applicant would seek to agree a tree retention strategy with the Council during Stage 2 of the PiP process.

4.10 The provision of detached homes would continue the detached built form on this side of Bury New Road. The proposed dwellings will however have smaller footprints than the existing large, detached homes at 40 – 42 Bury New Road and the villas referenced in the CAA. The scheme could then deliver semi-detached and terraced properties opposite the existing terraced housing, referenced by the Council when assessing application 73182/PIP. This will form an effective transition from the large, detached villas and homes along Bury New Road to the terraced homes at the junction of Bury New Road and Peel Brow.

4.11 Furthermore, the proposed dwellings would have similar footprints and square footage to the approved Eccleston Homes housetypes at The Willows development. This will also create a development density that is reflective of The Willows and enables the domestic gardens and surrounding landscaping to contribute to the character of the area, as referenced in the CAA.

4.12 The elevational treatment is to be agreed at Stage 2. It is envisaged that the dwellings can take inspiration from the attractive elements of the RCA and The Willows development.

4.13 At Stage 2, the applicant and Council can work collaboratively to deliver a scheme that enhances this gateway into Ramsbottom via the delivery of well-designed houses which are sited to take full account of the topographical constraints and any trees worthy of retention.

Zero Carbon Homes

4.14 Hodson Homes will deliver up to 9 Zero Carbon Homes. The homes will achieve net zero operational carbon performance. They will generate as much energy on site as they consume over the course of a year through a fabric-first approach, fully electric systems and renewables.

5.0 Policy Considerations

5.1 Planning Policy is set out within the development plan, which comprises the Bury Unitary Development Plan (UDP) and Places for Everyone (PfE).

Development plan

Proposals map

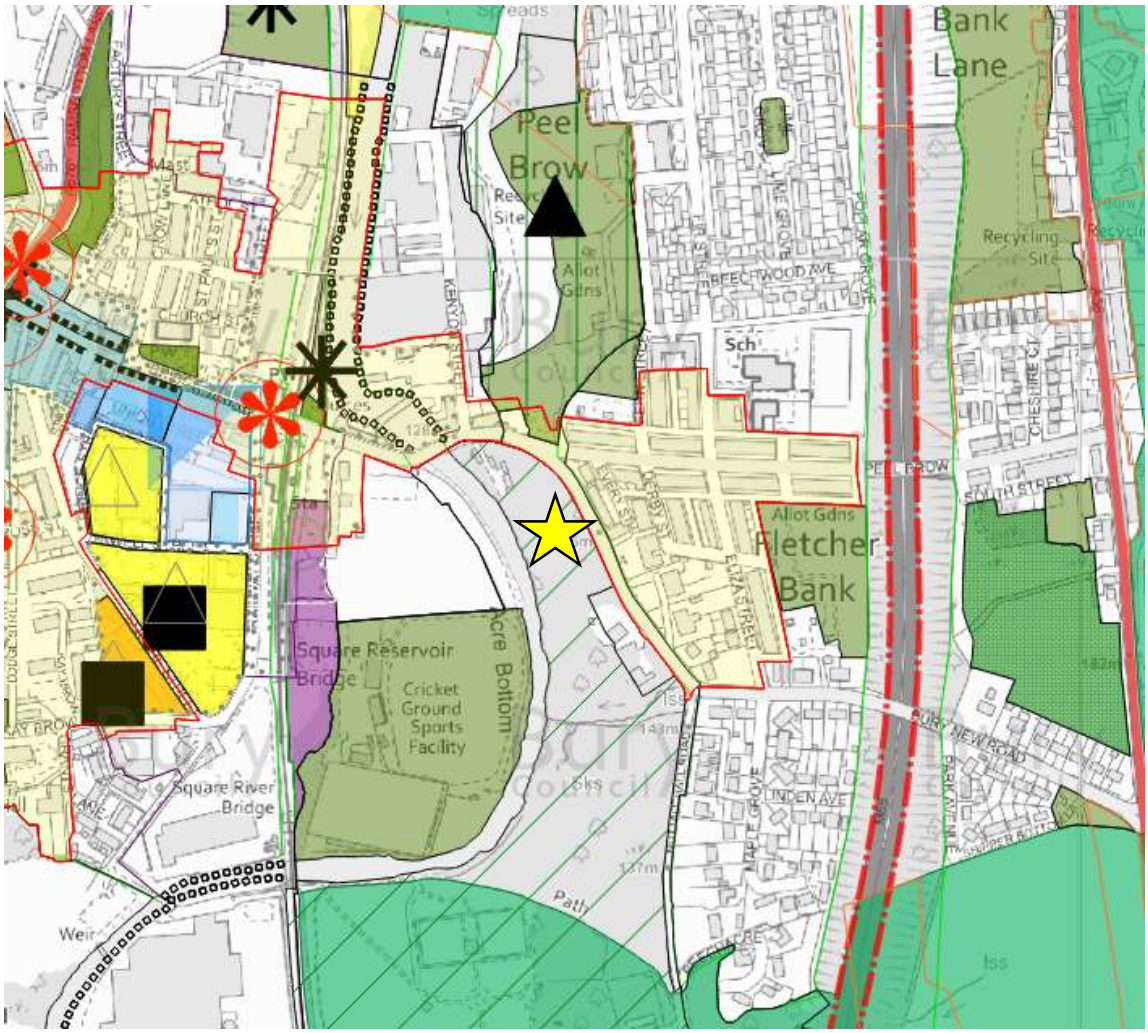


Figure 5: Extract from Bury Local Plan and Places for Everyone Proposals Map (site location denoted by yellow star).

Bury Unitary Development Plan

5.2 The UDP was adopted in 1997, and policies were saved in 2007. However, the majority of UDP policies have now been superseded by PfE. The following policies are considered relevant to the proposals:

Policies considered most important to the principle of residential development:

- H1/2: Further housing development
- EN6/4 - Wildlife Links and Corridors

- OL5/2: Development in River Valleys
- RT3/2/1 - Informal Recreation Areas - Nuttall, Ramsbottom

Other Policies:

- EN1/2: Townscape and built design
- EN1/5: Crime prevention
- EN2/1 Character of Conservation Areas
- EN6/3: Features of ecological value
- HT2/4: Car parking and new development
- HT6/1: Pedestrian cyclist movement

Places for Everyone

5.3 The PfE is a long-term plan of nine Greater Manchester districts, including Bury for new jobs, homes and sustainable growth. It was adopted by Bury Council on 21/03/2024.

5.4 The following policies are considered relevant to the residential development of the site:

Policies considered most important to the principle of residential development:

- JP-H1: Scale, Distribution and Phasing of New Development
- JP-H4: Density of new housing
- JP-P2: Heritage

Other Policies:

- JP-S1: Sustainable development
- JP-S2: Carbon and Energy
- JP-S4: Flood Risk and the water environment
- JP-S5: Clean Air
- JP-H2: Affordability of New Housing
- JP-H3: Type, Size and Design of New Housing
- JP-G1: Landscape Character
- JP- G3: River Valleys and Waterways
- JP-G7: Trees and Woodlands
- JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- JP-P1: Sustainable Places

- JP-P6: Health
- JP-C5: Streets for All
- JP-C6: Walking and Cycling
- JP-C8: Transport requirements of new development

Emerging Bury Local Plan

5.5 The emerging Local Plan (eLP) will form part of the development plan, alongside the PfE. It will provide a more detailed set of locally specific policies. The eLP is in the early stages of preparation and is to be afforded limited weight in the decision-making process.

Evidence and Monitoring

Bury Five Year Supply of Deliverable Housing Land 1 April 2025 – 31 March 2030 (November 2025)

5.6 This Monitoring document confirms that the latest Housing Delivery Test (HDT) measurements demonstrate that Bury Council only delivered 64% of the homes required over the period from 2020 – 2023. It also states that Bury Council has a deliverable land supply of only 4.1 years.

National Planning Policy Framework (NPPF) (2024)

5.7 The NPPF is a material consideration in planning decisions. The following sections of the NPPF are considered relevant to this application:

- Achieving sustainable development;
- Decision-making;
- Delivering a sufficient supply of homes;
- Building a strong, competitive economy;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed and beautiful places;
- Meeting the challenge of climate change, flooding and coastal change;
- Conserving and enhancing the natural environment; and,
- Conserving and enhancing the historic environment.

6.0 Technical Matters

6.0 The scope of consideration for Stage 1 PiP applications is limited to location, land use and amount of development. Any future Stage 2 application will enable the consideration of other, technical matters. However, in light of the Council's decision to refuse application 73182/PIP on technical grounds, the following reports have been submitted in support of this application:

- Heritage Statement;
- Phase 1 Geoenvironmental Desk Study; and,
- Remediation Strategy.

Heritage Statement

6.1 The Heritage Statement (HS) assesses the impact of the proposed works on the significance and setting of the RCA and concludes as follows:

> *The impact of the proposed development on the setting of the Conservation Area has been assessed using Historic England guidance on the setting of heritage assets and the heritage impact assessment methodology, see Appendix 2. The heritage impact assessment methodology first assesses the value of the heritage asset, and then the magnitude of impact is assessed. These two values are set in a matrix to finally assess the significance of impact.*
>
> *As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology. The proposed new development constitutes a negligible change to the setting and significance of the entire Conservation Area. As the proposed development constitutes 'slight' changes to historic building elements or setting that hardly affect it', the magnitude of the impact is assessed as a negligible magnitude of change.*
>
> *Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral or slight impact, i.e. having little or no impact. The proposed development will not have an impact on significant views or setting of the Conservation Area.*
>
> *The impact of the proposed works on the significance of the Ramsbottom Conservation Area has been assessed as neutral the proposed residential use will provide significantly improved woodland, with improved management and Japanese Knotweed removal. The dwellings proposed are appropriate for the setting of the Conservation Area.*
>
> *As the proposed development is assessed as having a neutral and slight beneficial impact on the setting and significance of the Conservation Area, there is no harm to the affected heritage asset. Therefore paras 213 to 216 of the NPPF, which discuss substantial harm or less than substantial harm, do not apply here.*
>
> *It has been assessed that the proposed development will not cause harm to the setting of the Ramsbottom Conservation Area. This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in Palmer v Herefordshire Council & Anr [2016] EWCA Cov 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm"'.*

6.2 The HS would of course be updated in support of a Stage 2 PiP application and the impact on the RCA would be reassessed by the LPA.

Phase 1 Geoenvironmental Desk Study

6.3 The Phase 1 Study found that the most likely potential sources of contamination include soil contaminants and ground gas generating material associated with the recorded historical on-site refuse tips.

6.4 The following recommendations are made:

- *A Phase 2 ground investigation is recommended for contamination testing to assess the risk from soil contamination to future end users, adjacent site users and construction works at this site from the historical uses on site. Ground gas monitoring regime would also be required, given the gas risk on site.*

- *As part of a Phase 2 investigation, it would be prudent to obtain soil samples for geotechnical analysis and to ascertain geotechnical parameters of the site, subject to proposed structural requirements. It may also be necessary to conduct a slope stability assessment, subject to the final proposed design.*

6.5 A Phase 2 Report could of course be submitted alongside the Stage 2 PiP application, when detailed design is being applied for. This is common practice for PiP applications and, for example, applications for Reserved Matters approval following the grant of outline permission.

Remediation Strategy

6.6 This sets out a potential remediation strategy in the event that intrusive ground investigation finds that the site is to be determined as contaminated. The strategy would include some or all of the following mitigation measures:

- Removal of any contaminated soil to a designated waste disposal site and emplacement of a suitably engineered granular fill.

- Emplacement of a 600mm thick, clean cover system in all private garden and soft landscaping areas. This would include sufficient topsoil (circa 150mm) for a growing medium, with a clean natural subsoil (circa 450mm) beneath and a 'no dig' barrier at the base comprising a geotextile membrane.

- Installation of CS3 ground gas protection measures to achieve 4.5 points in accordance with BS8485:2015 + A1:2019. As a minimum, a reinforced subfloor, passive ventilation measures and a Visqueen gas resistant membrane should be installed.

- Verification of the above remedial measures should be confirmed on site independently and documented within an independent validation report.

6.7 The following conclusion is reached:

The above remediation measures should resolve the site's anticipated contamination issues, which include soil contamination and ground gas generation associated with the historical refuse tips recorded on site. Validation of these measures would prove the protection of human and environmental receptors, rendering the site suitable for its proposed residential end use and satisfy the requirements of the Local Planning Authority and Building Control

7.0 Planning Case

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

7.2 The scope of consideration for Stage 1 Permission in Principle applications is limited to location, land use and amount of development. Any future Stage 2 application will enable the consideration of other, technical matters.

7.3 It is demonstrable that the proposals comply with the development plan as a whole. However, it is important to note that the most important policies are out of date as a result of the significant shortfall of deliverable housing land and the failure of the HDT.

7.4 Lord Gill stated the following in the case of *Hopkins Homes Ltd v SSCLG and other [2017] 1 WLR 186517*:

> *If a planning authority that was in default of the requirement of a five years' supply were to continue to apply its environmental and amenity policies with full rigour, the objective of the Framework could be frustrated.* (para. 83)

7.5 This applies to the PiP proposals. Policies that would frustrate the Council's ability to meet its housing needs must not be applied with full rigour.

Principle of Development: location and land use

Bury UDP policy H1/2: Further housing development

7.6 The policy states that the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the proposals map:

- the need to direct development towards the urban area;
- the availability of infrastructure;
- the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
- the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
- other policies and proposals in the plan.

7.7 The application site lies within the urban area of Ramsbottom and, as is to be expected, benefits from the extensive infrastructure available in the town. Bury Council has a significant shortfall of housing land and the HDT result demonstrates a failure to build sufficient housing. There is a need to release peripheral open land as a result, but the application site will reduce the reliance on land within the open countryside.

7.8 The site is suitable for housing. The illustrative scheme demonstrates how the proposals can enhance visual amenity along Bury New Road and there will be no adverse impact on the amenities of existing residents.

7.9 It is demonstrable that the proposals do comply with other development plan policies at this in-principle stage and can comply with other relevant policies at Stage 2.

Bury UDP policy EN6/4: Wildlife links and corridors

7.10 The proposals map identifies the site as forming part of a wildlife link/corridor. Of course, it is out of date. However, it is of note that the proposals could accord with EN6/4.

7.11 The policy seeks to ensure that new development contributes to the effectiveness of the corridors through design, landscaping and siting of development proposals and mitigation works. At Stage 2, the applicant and LPA can work collaboratively to deliver a scheme that enhances biodiversity. This was confirmed by the Council when assessing application 73182/PIP.

7.12 At this stage, it is of note that the proposals would result in the eradication of invasive species, which are prominent within the site. Trees of value could be retained and new native species landscaping will be secured.

Bury UDP policy OL5/2: Development in River Valleys

7.13 This policy states that new buildings in the river valleys will not be permitted but a number of exceptions do apply. The policy states that if a site is not in the Green Belt, development can be permitted when the development represents limited infilling to an established valley settlement or industrial area. The site lies within Ramsbottom and represents limited infilling in the context of this settlement. This was confirmed by the Council when assessing application 73182/PIP.

7.14 The policy also states that development can be permitted if it would be appropriate within the Green Belt. The application site would be considered as Grey Belt land if it were included in the Green Belt; it certainly would not contribute strongly to any of the relevant purposes of the Green Belt. Furthermore, there is an unmet demonstrable need for the housing being proposed and the site is locationally sustainable. As such, the proposals would be appropriate within the Green Belt.

Bury UDP policy RT3/2/1: Informal recreations areas – Nuttall, Ramsbottom

7.15 The policy seeks to encourage the improvement of areas adjoining Nuttall Park. The application site is on one of the walking routes to the park from the town centre. The proposals would not open the application site up for additional informal recreation but would result in an enhancement to the character of the pedestrian route through design and landscaping.

7.16 The proposals would not conflict with policy RT3/2/1 and would enhance the character and appearance of the pedestrian route the Park. However, it should be noted that the LPA confirmed that policy RT3/2/1 has not been implemented when considering application 73182/PIP.

Places for Everyone policy JP-H1: Scale, distribution and phasing of new development

7.17 This policy sets out the annual average housing requirement for Bury. The Council has a poor HDT result and a significant shortfall of deliverable housing land. The proposals would assist with the delivery of the amount of housing required by policy JP-H1.

7.18 The policy also states that "*new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets*". The proposals are for homes within close proximity to Ramsbottom town centre and as such, will reduce the need to travel. The Council acknowledged that the site is locationally sustainable when assessing application 73182/PIP. The Stage 2 proposals will secure good quality and design, as demonstrated via the illustrative scheme.

7.19 The proposals would comply with the PfE strategy to deliver housing in locations that reduce the need to travel. Furthermore, the deliverable housing will contribute towards the 5-year housing land supply; it is intended that it will be built out quickly following Stage 2 approval.

Places for Everyone policy JP-P2: Heritage; Bury UDP policies EN2/1: Character of Conservation Areas;

7.20 The application site is located adjacent to the RCA boundary and therefore lies within its setting.

7.21 Policy EN2/1 seeks to preserve or enhance the character of conservation areas[11]. Policy JP-P2 states that "*development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy*". The NPPF requires consideration to be given to the level of harm that would arise from development proposals.

7.22 At Stage 1, it is evident that the proposals result in no harm to the RCA. This is confirmed in the accompanying HS and it is to be noted that the CO did not object to application 73182/PP, acknowledging that the heritage impact will need to be considered in detail at Stage 2 of the PiP process.

7.23 It is of note that the third RfR for application 73182/PIP states that the proposals would have had a harmful impact on the visual character of the town centre. The reasoning for this was not explained in the OR. The site benefits from being in close proximity to the town centre, with regard access to services and facilities. However, it is sufficiently detached from the town centre to ensure that any tree removal and residential development permitted at Stage 2 would not be so extensive as to have an impact on its visual character.

EN2/2 Conservation Area Control

7.24 The third RfR for application 73182/PIP stated that the proposals were contrary to policy EN2/2. However, the policy only relates to development in a Conservation Area. The site does not lie within the RCA and as such, the policy is not applicable and should not have been referenced in the RfR.

Land stability and contamination

7.25 The second RfR for application 73182/PIP stated that insufficient information was submitted in relation to land stability and contamination. The submission of such information should not be required for a PiP Stage 1 application as it is a technical detail matter, as acknowledged by the Council's EHO.

7.26 However, the Phase 1 Study referenced in Section 6 of this SS, acknowledges that there is a potential ground condition risk, as would be the case for a lot of sites (greenfield or previously developed land). A potential Remediation Strategy is then set out in the Remediation Statement, which would render the site suitable for its proposed residential end use (of 1 – 9 dwellings) and satisfy the requirements of the LPA, para. 196 of the NPPF and Building Control.

7.27 Sufficient information has been submitted in response to the RfR.

Summary

7.28 The proposals comply with the in-principle development plan policies that relate to location and land-use. The site is locationally sustainable within the residential area of Ramsbottom and residential

[11] This wording differs from that set out in the NPPF, which refers to the desirability of sustaining and enhancing the significance of heritage assets. The Bury UDP is nearly 30 years old; it is not surprising that it is not entirely consistent with the NPPF.

development is an appropriate use for this site. This was acknowledged by the PPO and CO at Bury Council.

Principle of Development: Amount

Places for Everyone policy JP-H4: Density of new housing

7.29 This policy states that new housing development should be delivered at a density appropriate to the location. As the site is within 400m of Ramsbottom town centre, the policy states that a minimum net residential density of 70 dwellings per hectare (dph) should apply. The policy continues to state that lower densities may be acceptable where they can be clearly justified by site specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure.

7.30 As set out in Section 3 of this Statement, the proposed density is appropriate to the character of the area. It will form an effective transition between the older villas within RCA, the large, detached dwellings at 40 – 42 Bury New Road and the terraced housing closer to the town centre at the junction between Peel Brow and Bury New Road. It will also be reflective of The Willows development, the density of which was deemed appropriate against policy JP-H4. Furthermore, the amount of development (1 – 9 dwellings) takes account of the constraints within the site, particularly the protection of TPO trees and the ground levels to the south and west.

7.31 As stated in Section 3 of this SS, Bury had consistently applied the density requirements of policy JP-H4 to gross site areas for PiP applications. No acknowledgment was made of the impact of constraints on the net density. This was the case for application 73182/PIP with the OR stating that a (gross) density of 22 dph would not be consistent with JP-H4.

7.32 However, a recent appeal decision relating to land off Bentley Lane, Bury (appeal ref: 6006965) confirms that the LPA must adopt a more nuanced approach and should take account of the potential impact of constraints together with their ability to control amount at Stage 2. As demonstrated at para. 6 – 8 of the decision, the Inspector gave consideration to constraints including motorway noise, topography and trees. The Inspector also considered the local character (see para. 10 of appeal decision).

7.33 Para. 11 of the decision states:

> *Together, these site constraints indicate that the physical characteristics of the appeal site would constrain the buildable area of the appeal site, and would therefore necessitate a lower dwelling density. Furthermore, a higher density scheme would risk appearing incongruous and uncharacteristically intensive within the local context.*

7.34 The physical characteristics of the Bury New Road, Ramsbottom site would also constrain the buildable area of the appeal site, particularly the trees and ground levels. Likewise, a high density scheme for development would appear incongruous and uncharacteristically intensive within the local context and setting of the RCA.

7.35 It should also be noted that a density of 70 dph would require the erection of a significant apartment block within the developable area. The scale and massing of such a block would be inappropriate for the character of the surrounding area, which does not include any large apartment blocks.

7.36 The proposed development, taking into account the specific site constraints and surrounding design context, would be at an appropriate density for its location. There is no conflict with policy JP-H4. There would also be no conflict with para. 130 of the NPPF which seeks to ensure that development makes efficient use of land, while taking into account, among other things, the identified need for different types of housing, and the desirability of maintaining an area's prevailing character and setting.

Summary

7.37 The proposals comply with the relevant in-principle development plan policies relating to location, land use and amount of development. As such, in accordance with the NPPF, the proposals should be approved without delay.

Tilted balance

7.38 The Council has a significant shortfall of housing land and the delivery of housing was substantially below the housing requirement when considered for the HDT. As a result, the policies which are most important for determining the application are out of date.

7.39 The NPPF confirms that permission should be granted unless:

i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*

ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination*

7.40 There are no areas or assets of particular importance, as listed in footnote 7 of the NPPF, applicable to the proposed development that would provide a strong reason for refusing the development proposed.

7.41 The proposals comply with the development plan. The development of a greenfield site may be viewed as an adverse impact. However, in this case, it is to be given very limited, if any, weight. This was acknowledged by the LPA when considering application 73182/PIP as the site was found to represent limited infilling. The site lies within the urban area of Ramsbottom and there is also a need to secure residential development on greenfield land across the borough.

7.42 The potential loss of TPO trees may be seen as an adverse impact, as it was for application 73182/PIP, but this will be considered at Stage 2 and the applicant has confirmed that a collaborative approach will be adopted towards appropriate tree retention. The presence of a TPO is not a reason to withhold PiP.

7.43 Any adverse impact must be weighed against the significant package of benefits. The development would:

A. Provide employment opportunities for the construction industry and benefit the wider construction industry supply chain;

B. Result in spending in local shops and businesses in Ramsbottom;

C. Contribute up to 9 deliverable homes to boost supply and delivery;

D. Enable the delivery of a site by a Small and Medium Enterprise housebuilder;

E. Deliver biodiversity enhancement, including the eradication of invasive species;

F. Secure the management of the site and the TPO area in perpetuity;

G. Deliver Zero Carbon homes; and,

H. Provide locationally sustainable development.

A: Employment opportunities for the construction industry and wider supply chain

7.44 The Government recognises that smaller housebuilding firms "*provide local jobs and train eight out of 10 construction apprentices*" (Government backs SME builders to get Britain building - GOV.UK). The site would be built out by a SME housebuilder within a year, providing for 12 months of economic benefits for the construction industry.

7.45 This represents a benefit to be weighed in favour of the application.

B: Increased spending in local shops and businesses

7.46 The permanent economic benefits would accrue to the local shops and businesses in Ramsbottom and the surrounding area. The addition of 9 dwellings would help to maintain and possibly enhance local services and facilities, through the additional spending power of the new residents.

7.47 This represents a benefit to be weighed in favour of the application.

C: Contribution of up to 9 deliverable homes to boost the supply

7.48 The Council is failing to provide the required amount of housing and will continue to do so for some time. As stated in the NPPF, small sites "*can make an important contribution to meeting the housing requirement of an area … and are often built out relatively quickly*" (para. 73). This site will come forward for housing quickly, following Stage 2 PiP approval.

7.49 The weight to be afforded to this benefit is significant.

D: Delivery of a site by a SME housebuilder

7.50 The NPPF confirms that the Government supports the delivery of housing by SME housebuilders. The Written Ministerial Statement (WMS) on the next phase of the Planning Reform (dated 16/12/25) also confirmed this, stating "*the Government is acting to support small and medium-sized housebuilders*", "*announcing a series of policy and regulatory easements to help them thrive and grow*". The Government sees SME housebuilders as integral to the diversification of the housebuilding market and ramping up housing delivery.

7.51 The delivery of a site by Hodson Homes, an SME housebuilder, is another benefit to be weighed in favour of the application.

E: Biodiversity enhancement

7.52 The biodiversity enhancement will be secured at Stage 2 of the PiP process, with a 10% on-site biodiversity net gain considered feasible. Furthermore, the proposals will result in the eradication of invasive species.

F: Management of site and TPO trees

7.53 As stated in Section 2 of this Statement, the site appears unkempt at present and this has an adverse impact on the street scene. The proposals would result in the site, including the TPO trees, being managed via a Management Company in perpetuity. This will benefit the visual appearance of the area and the setting of the RCA.

G: Delivery of Zero Carbon Homes

7.54 Hodson Homes will deliver up to 9 Zero Carbon Homes. The homes will achieve net zero operational carbon performance. They will generate as much energy on site as they consume over the course of a year through a fabric-first approach, fully electric systems and renewables.

7.55 This environmental benefit weighs in favour of granting permission.

H: Locationally sustainable development

7.56 The site is within easy walking distance of Ramsbottom town centre and the plethora of services and facilities on offer in the town. If there is a requirement for residents to travel further afield, the site is within easy walking distance of a number of bus stops which offer regular services to higher tier settlements including Bury and Manchester.

7.57 The delivery of housing in a highly sustainable location is another benefit to be weighed in favour of the application.

Summary

7.58 There are no adverse impacts that would significantly and demonstrably outweigh this package of benefits. As such, in accordance with the NPPF, the PiP should be granted.

8.0 Conclusion

8.1 As a Stage 1 application, the proposals should only be assessed on the basis of the acceptability of the site's location, land use and the amount of development. Any technical matters beyond this are to be considered under any future Stage 2 submission.

8.2 It has been demonstrated that the development is acceptable in respect of its location, land use and the amount of development proposed. The proposals are in accordance with the development plan. Additionally, there are no adverse impacts that would significantly and demonstrably outweigh the benefits.

8.3 As such, Permission in Principle should be granted.

MAYBERN

PLANNING + DEVELOPMENT

Appendix 1

Ramsbottom

Conservation Area Appraisal & Management Plan









Bury Council

Page

PREFACE

1.0 Purpose: Implementing Good Practice *3*

2.0 Context within North Manchester *4*

3.0 Conservation Area Boundary *4*

4.0 Origins and Growth of the Area *6*

4.1 Early Ramsbottom
4.2 The industrial Development of Ramsbottom
4.3 The End of the 20th Century

5.0 Architecture and Environment *16*

5.1 General Character and Setting
5.2 Character Areas
5.3 Significant Buildings
5.4 The Public Highway/Public Realm
5.5 Landscape, Trees and Green Spaces
5.6 Features and Materials
5.7 Shop Fronts, Signs and Banners
5.8 Negative and Damaging Features

6.0 Development and Regeneration *67*

7.0 Management Plan *68*

7.1 Introduction
7.2 Policies to Protect the Area's Character
7.3 Policies and Actions for Enhancement
7.4 Site Specific Proposals

8.0 Appendices, Further Information & Acknowledgement *78*

PREFACE

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.

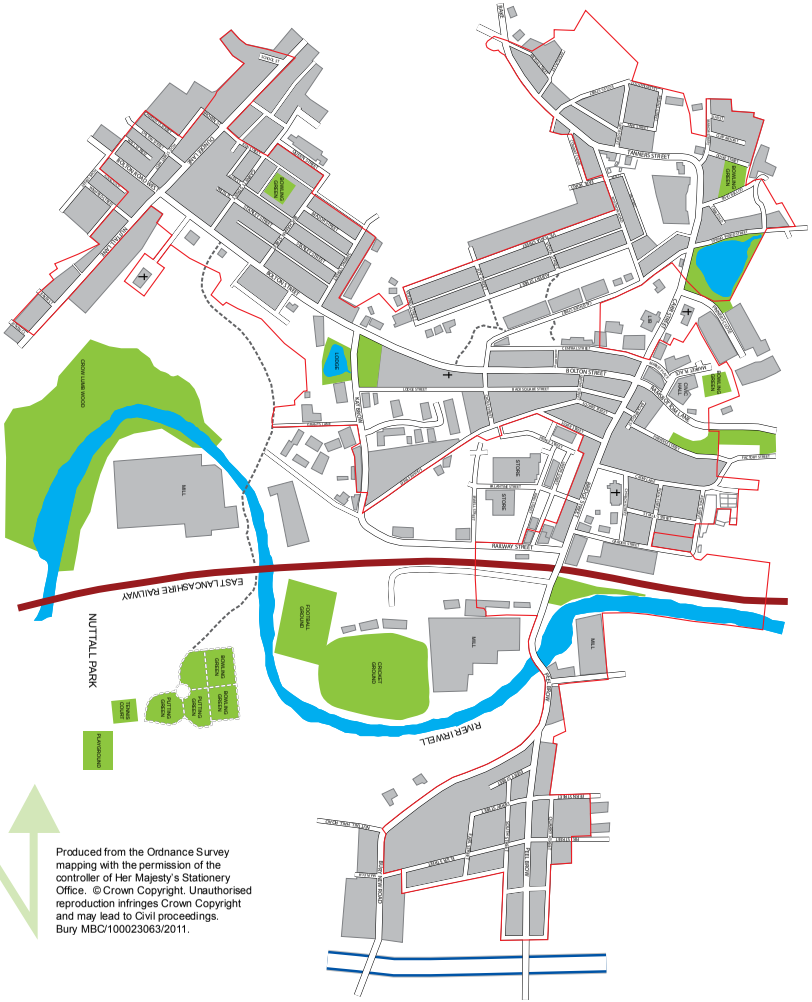


Fig. 2. Conservation Area Boundary

K E Y

Conservation Area Boundary

Buildings

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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: Nutall 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 in1783 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.

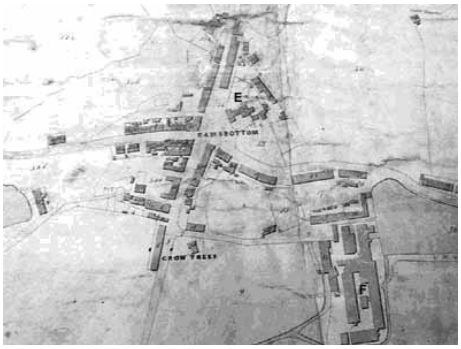


Fig.6: Tithe Map, 1842, showing the town centre and Ramsbottom Mill.

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 approximately1850 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.

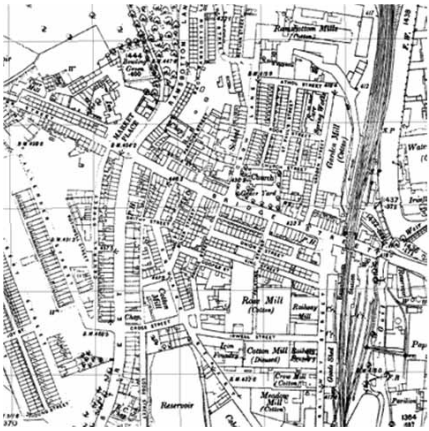


Fig.8: Ordnance Survey Map, 1893

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

5.1 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 attractivness (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 in-fill 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 to19 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 late19th 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 architechtural 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 the1893 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.

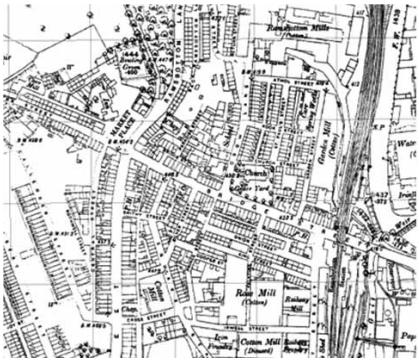


Fig. 38: Ordnance Survey, 1893

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, Samlesbury 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 Roya*l, red brick, built as cinema in 1912.

Tanners Street
Number 2, and 1 Manor Street, early 19th century double-fronted house, formely 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 railing 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 instance 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 sometime 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 widedspread. 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 to 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.

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 Archaelogical 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

The Council thanks the Ramsbottom Heritage Society for its contribution and support in producing both the appraisal and the management plan. In particular, we thank Kate Slingsby, Andrew Todd, Graham Twidale, Brenda Richards, Ingrid Gouldsborough, Jenny Johnson, and Anne Mortimer in the writing of this document. The Society also has a wealth of information on the area's history.

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.

Bury Council
November 2011
www.bury.gov.uk

MAYBERN

PLANNING + DEVELOPMENT

Appendix 2

MAYBERN

PLANNING + DEVELOPMENT

Supporting Statement

Application for Permission in Principle for the erection of up to 9no. Zero Carbon Dwellings

Land at Bury New Road, Ramsbottom

For Hodson Homes Ltd

May 2026

Job Number: 18-233

Contents

1.0 Introduction and Approach 3
2.0 The Site and Surroundings 4
3.0 The Proposed Development 7
4.0 Policy Considerations 9
5.0 Planning Case 12
6.0 Conclusion 17

1.0 Introduction and Approach

1.1 This Supporting Statement (SS) has been prepared by Maybern Planning and Development ('Maybern') on behalf of Hodson Homes Ltd (herein referred to as 'Hodson Homes' or the 'applicant') in support of an application for Stage 1 Permission in Principle (PiP) for the erection of up to 9No. Zero Carbon dwellings on land at Bury New Road, Ramsbottom.

1.2 The proposals are compliant with the development plan. Furthermore, there are no adverse impacts that would significantly and demonstrably outweigh the benefits. As such, permission should be forthcoming.

Perimission in Principle

1.3 A PiP application represents an alternative way in which to obtain planning permission for residential development, whereby the matters of principle are separated from the technical details. There are two stages to obtaining this type of consent:

- Stage 1: establishes whether a site is suitable in principle for housing-led development; and,
- Stage 2: concerns the consent of technical details and assessment of the detailed development proposals.

1.4 PiP applications are considered in much the same way as standard planning applications in that they are determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act, considering the relevant policies in the Development Plan and any other material considerations. However, the scope for assessment of Stage 1 applications of this type is limited to its location, land use and the amount of development proposed. As such, a technical suite of reports is not required at this initial stage. Should Stage 1 approval be granted, technical details consent would then be applied for under a future Stage 2 application.

1.5 This SS therefore seeks to provide a description of the site's context and the development proposals, alongside an appraisal of the planning merits of the scheme as part of an assessment of the relevant planning policies. The conclusion is then reached that Stage 1 PiP should be granted.

1.6 In order to allow an assessment of the proposals and to satisfy the requirements for validation of an application of this type, the following documentation is included with this submission:

- Application Form;
- Location Plan; and,
- Illustrative Layout.

2.0 The Site and Surroundings

2.1 The application site is 0.4ha in extent and is currently disused, unkempt land which fronts onto Bury New Road. Figure 1 below shows an aerial view of the site within its wider built and natural environment context (the approximate site area indicated in red).

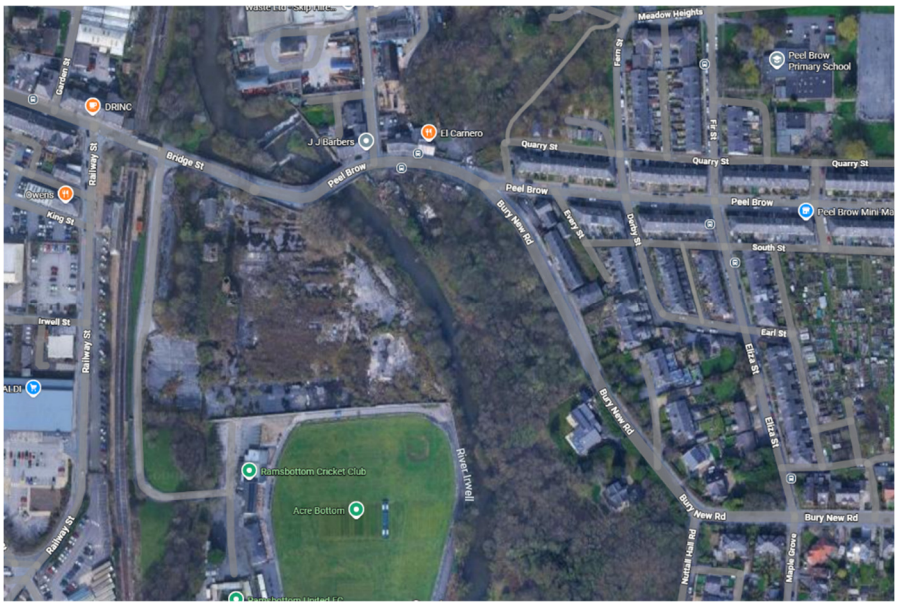


Figure 1: Aerial view of the approximate application site (edged red) and its wider setting

2.2 An attractive knee-high stone wall runs along the site frontage, beyond which, existing trees and vegetation are prominent. However, these are evidently unmanaged. Fallen trees and invasive species can be seen across the site, which have an adverse impact on the character and appearance of the area and this principal route into town from the east.

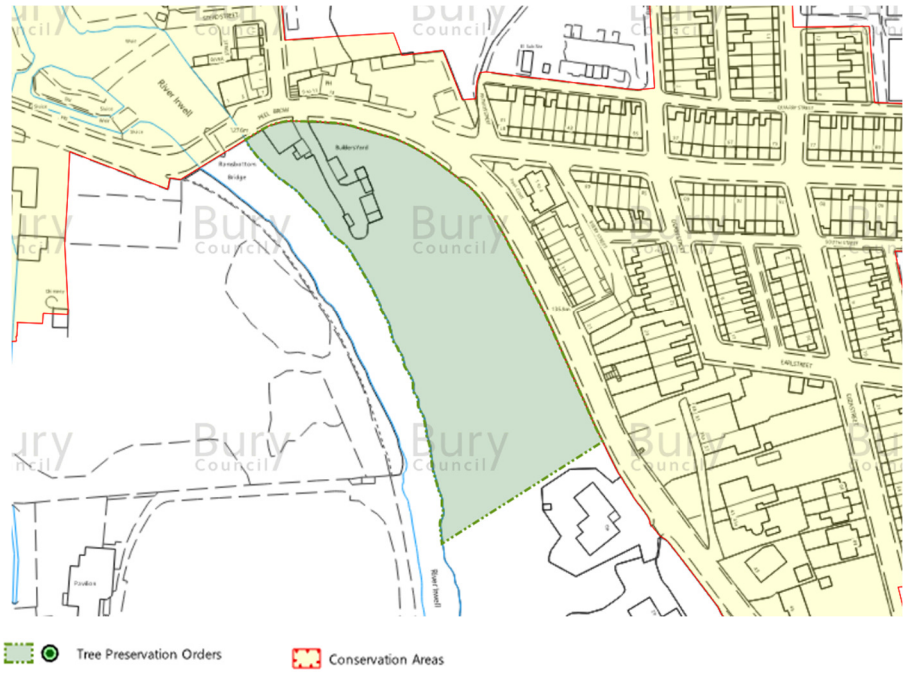


Figure 2: Extract from Bury Online Mapping

2.3 The tree cover visible above is protected by a group Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the site area to the north, west and south.

2.4 Despite the presence of existing vegetation, it should however be noted that the site has an industrial past. It is understood that it was previously used as a storage area for the former Paper Mill site to the west. Historical imagery also shows that it may have previously been used as a refuse tip. Indeed, the access to the former tip remains *in situ*, opposite the junction between Peel Brow and Bury New Road.

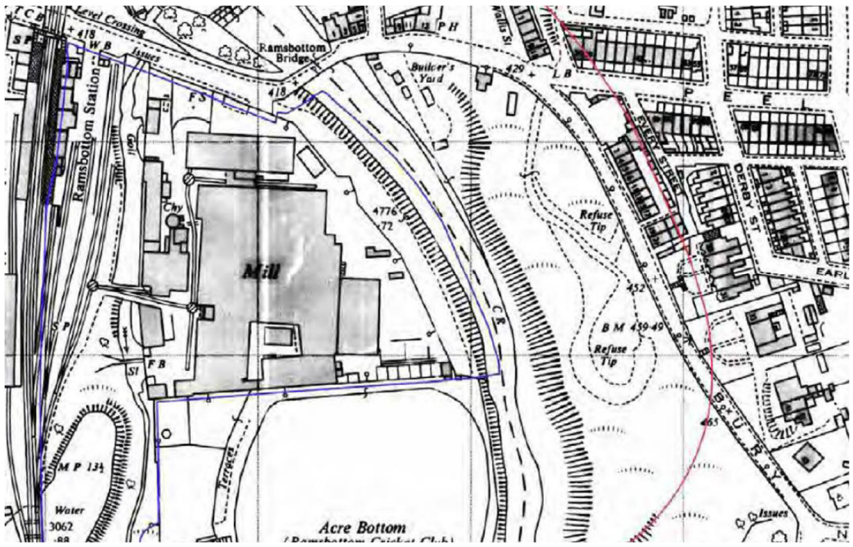


Figure 3: Historical 1964 image

2.5 Bury New Road forms the boundary to the Ramsbottom Conservation Area (RCA) (see figure 2 above) and the Bury New Road and Peel Brow character area. The Conservation Area Appraisal (CAA) makes no direct reference to the application site when discussing the character of the area. It confirms that "*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*" (CAA, page 24). The CAA continues to reference the mix of terraced housing and substantial stone villas along Bury New Road, which had extensive garden areas. The CAA states that the "*lower building densities … on Bury New Road … ensure that domestic gardens make a significant contribution to the character of these areas*" (CAA, page 17).

2.6 As a result of the site location within the urban area, the site is very well contained:

- To the north, the site is bound by tree cover, beyond which is a builder's yard. As shown in figure 3, the yard has been in existence for a significant period time. It is a remnant of the industrial past of this part of Ramsbottom.

- To the east, the site is bound by Bury New Road with existing residential development beyond comprising of a mix of house types, including terraced, semi-detached and detached homes.

- To the south, a steep gradient leads to 40 and 42 Bury New Road which are large, detached homes set behind mature leylandii.

- A wooded embankment separates the site from the River Irwell to the west. The river runs through Ramsbottom at a significantly lower ground level than the site. Beyond the river, the Eccleston Homes Willow Bank development is currently under construction.

2.7 Willow Bank is a development of 57 no. dwellings which is progressing quickly and will enhance the gateway into the town when travelling from the east along Bury New Road. It is being built at a density

of 35.4 dwellings per hectare (dph), with a gross density of c. 19.8 dph, which the Council deemed appropriate for the character of the area, taking into account the proximity to the town centre, the RCA and site constraints limiting the developable area.

Locational Sustainability

2.8 The site is situated within easy walking distance of Ramsbottom town centre. There are bus stops within close proximity to the site along Peel Brow/Bridge Street, offering regular services to the wider area as well as Bury, Rawtenstall and Manchester.

2.9 Education provision and health services are also present within close proximity to the site.

2.10 It is evident that the site is locationally sustainable.

Planning History

2.11 Bury Council online mapping suggests that there is no planning history for the application site.

3.0 The Proposed Development

3.1 This Permission in Principle application seeks consent for the erection of up to 9 no. dwellings.

3.2 At Stage 1 of the PiP process, Article 5D of the Town and Country Planning (Permission in Principle) (Amendment) Order 2017, confirms that the application only needs to be supported by a plan identifying the land to which the application relates. The extent of the application site is identified on the accompanying Location Plan but a layout plan has also been provided for illustrative purposes.

3.3 The illustrative material demonstrates that the proposals can achieve good design, securing improvements to the street scene and responding positively to the character of the area.

Illustrative layout



Figure 4: Illustrative layout

Access

3.4 Access will of course be considered at Stage 2 of the PiP process. However, as shown on the illustrative layout, appropriate access can be secured off Bury New Road. Visibility is good at the proposed access points, which will require minimal loss of the existing knee-high stone wall. It may also be possible to continue the wall across the point of the former refuse tip access while also reinstating the footway in this location.

3.5 The illustrative layout shows that the dwellings could be accessed via private drives, ensuring vehicles can enter and exit the site in forward gear.

Layout

3.6 The red edge and developable area avoids the steeper land adjacent to 42 Bury New Road on the embankment to the River Irwell to the west. It also takes account of the need to give consideration to the TPO trees at Stage 2.

3.7 The illustrative layout demonstrates how the site could accommodate 9 detached dwellings. It is proposed that the dwellings are set back from the road frontage, behind the stone wall and enhanced landscaping, which would form native species screening to similar effect as the leylandii in front of 40 – 42 Bury New Road.

3.8 The housing is shown in two developable areas, separated by a green finger, which again would consist of existing trees worthy of retention and enhanced native species planting. The location of the green finger would be informed at Stage 2 of the PiP process, once tree survey work has been undertaken. It is of course acknowledged that there may be scope to retain trees worthy of retention in an entirely different manner to that shown illustratively on the layout plan. The applicant would seek to agree a tree retention strategy with the Council during Stage 2 of the PiP process.

3.9 The provision of detached homes would continue the detached built form on this side of Bury New Road. The proposed dwellings will however have smaller footprints than the existing large, detached homes at 40 – 42 Bury New Road and the villas referenced in the CAA. This will form an effective transition to the terraced homes at the junction of Bury New Road and Peel Brow.

3.10 Furthermore, the proposed dwellings would have similar footprints and square footage to the approved Eccleston Homes housetypes at The Willows development. This will also create a development density that is reflective of The Willows and enables the domestic gardens and surrounding landscaping to contribute to the character of the area.

3.11 The elevational treatment is to be agreed at Stage 2. It is envisaged that the dwellings can take inspiration from the attractive elements of the RCA and The Willows development.

3.12 At Stage 2, the applicant and Council can work collaboratively to deliver a scheme that enhances this gateway into Ramsbottom via the delivery of well-designed houses which are sited to take full account of the topographical constraints and any trees worthy of retention.

Zero Carbon Homes

3.13 Hodson Homes will deliver up to 9 Zero Carbon Homes. the homes will achieve net zero operational carbon performance. They will generate as much energy on site as they consume over the course of a year through a fabric-first approach, fully electric systems and renewables.

4.0 Policy Considerations

4.1 Planning Policy is set out within the development plan, which comprises the Bury Unitary Development Plan (UDP) and Places for Everyone (PfE).

Development plan

Proposals map

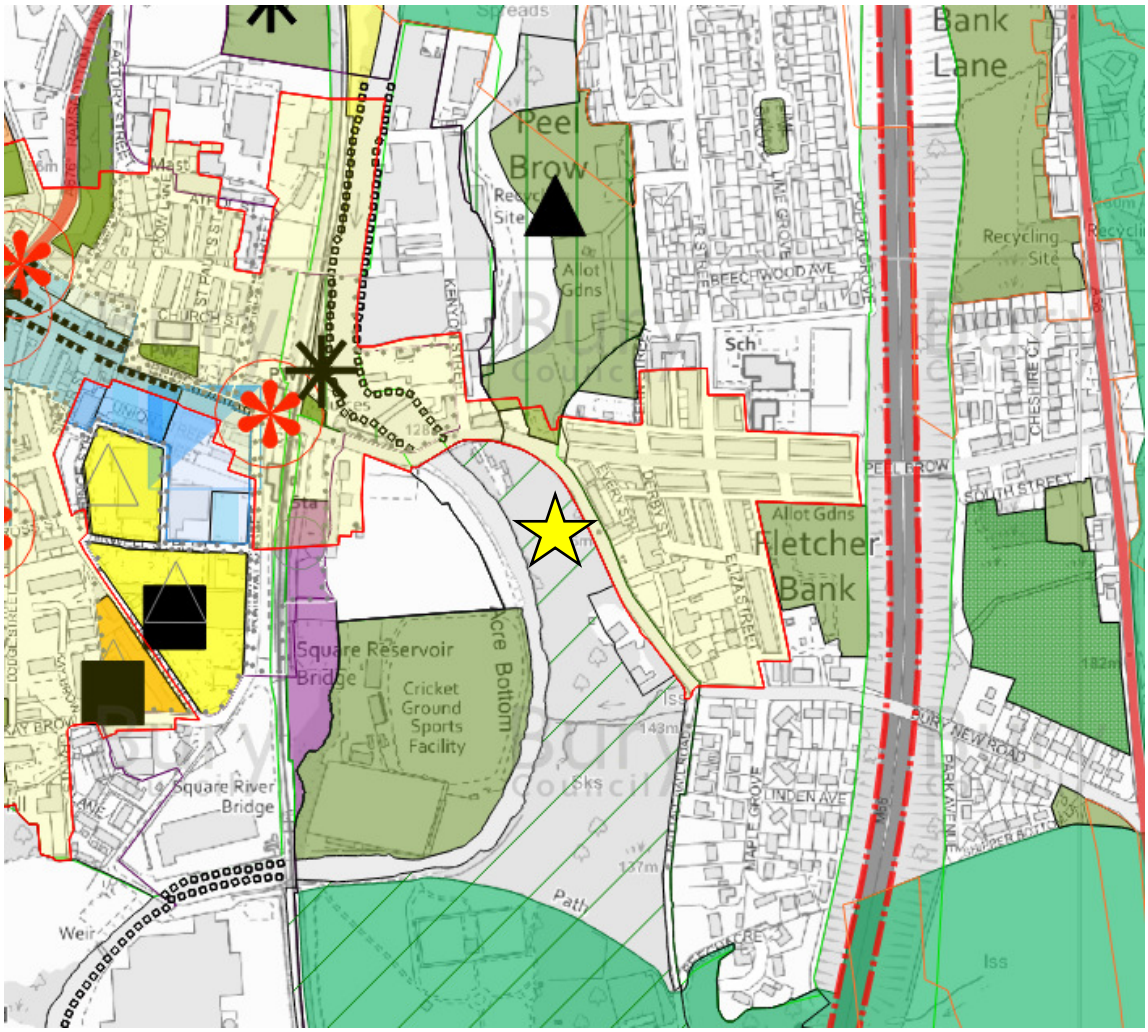


Figure 5: Extract from Bury Local Plan and Places for Everyone Proposals Map (site location denoted by yellow star).

Bury Unitary Development Plan

4.2 The UDP was adopted in 1997, and policies were saved in 2007. However, the majority of UDP policies have now been superseded by PfE. The following policies are considered relevant to the proposals:

Policies considered most important to the principle of residential development:

- H1/2: Further housing development
- EN6/4 - Wildlife Links and Corridors

- OL5/2: Development in River Valleys
- RT3/2/1 - Informal Recreation Areas - Nuttall, Ramsbottom

Other Policies:

- EN1/2: Townscape and built design
- EN1/5: Crime prevention
- EN6/3: Features of ecological value
- HT2/4: Car parking and new development
- HT6/1: Pedestrian cyclist movement

Places for Everyone

4.3 The PfE is a long-term plan of nine Greater Manchester districts, including Bury for new jobs, homes and sustainable growth. It was adopted by Bury Council on 21/03/2024.

4.4 The following policies are considered relevant to the residential development of the site:

Policies considered most important to the principle of residential development:

- JP-H1: Scale, Distribution and Phasing of New Development
- JP-H4: Density of new housing
- JP-P2: Heritage

Other Policies:

- JP-S1: Sustainable development
- JP-S2: Carbon and Energy
- JP-S4: Flood Risk and the water environment
- JP-S5: Clean Air
- JP-H2: Affordability of New Housing
- JP-H3: Type, Size and Design of New Housing
- JP-G1: Landscape Character
- JP- G3: River Valleys and Waterways
- JP-G7: Trees and Woodlands
- JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- JP-P1: Sustainable Places
- JP-P6: Health

- JP-C5: Streets for All
- JP-C6: Walking and Cycling
- JP-C8: Transport requirements of new development

Emerging Bury Local Plan

4.5 The emerging Local Plan (eLP) will form part of the development plan, alongside the PfE. It will provide a more detailed set of locally specific policies. The eLP is in the early stages of preparation and is to be afforded limited weight in the decision-making process.

Evidence and Monitoring

Bury Five Year Supply of Deliverable Housing Land 1 April 2025 – 31 March 2030 (November 2025)

4.6 This Monitoring document confirms that the latest Housing Delivery Test (HDT) measurements demonstrate that Bury Council only delivered 64% of the homes required over the period from 2020 – 2023. It also states that Bury Council has a deliverable land supply of only 4.1 years.

National Planning Policy Framework (NPPF) (2024)

4.7 The NPPF is a material consideration in planning decisions. The following sections of the NPPF are considered relevant to this application:

- Achieving sustainable development;
- Decision-making;
- Delivering a sufficient supply of homes;
- Building a strong, competitive economy;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed and beautiful places;
- Meeting the challenge of climate change, flooding and coastal change;
- Conserving and enhancing the natural environment; and,
- Conserving and enhancing the historic environment.

5.0 Planning Case

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2 The scope of consideration for Stage 1 Permission in Principle applications is limited to location, land use and amount of development. Any future Stage 2 application will enable the consideration of other, technical matters. Therefore, all further assessment in this section will concern the principle of development only.

5.3 It is demonstrable that the proposals comply with the development plan as a whole. However, it is important to note that the most important policies are out of date as a result of the significant shortfall of deliverable housing land and the failure of the HDT.

5.4 Lord Gill stated the following in the case of *Hopkins Homes Ltd v SSCLG and other [2017] 1 WLR 186517*:

> *If a planning authority that was in default of the requirement of a five years' supply were to continue to apply its environmental and amenity policies with full rigour, the objective of the Framework could be frustrated.* (para. 83)

5.5 This applies to the PiP proposals. Policies that would frustrate the Council's ability to meet its housing needs must not be applied with full rigour.

Principle of Development: location and land use

Bury UDP policy H1/2: Further housing development

5.6 The policy states that the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the proposals map:

- the need to direct development towards the urban area;
- the availability of infrastructure;
- the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
- the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
- other policies and proposals in the plan.

5.7 The application site lies within the urban area of Ramsbottom and, as is to be expected, benefits from the extensive infrastructure available in the town. Bury Council has a significant shortfall of housing land and the HDT result demonstrates a failure to build sufficient housing. There is a need to release peripheral open land as a result, but the application site will reduce the reliance on land within the open countryside.

5.8 The site is suitable for housing. The illustrative scheme demonstrates how the proposals can enhance visual amenity along Bury New Road and there will be no adverse impact on the amenities of existing residents. It is demonstrable that the proposals do comply with other development plan policies at this in-principle stage and can comply with other relevant policies at Stage 2.

Bury UDP policy EN6/4: Wildlife links and corridors

5.9 The proposals map identifies the site as forming part of a wildlife link/corridor. Of course, it is out of date. However, it is of note that the proposals would accord with EN6/4.

5.10 The policy seeks to ensure that new development contributes to the effectiveness of the corridors through design, landscaping and siting of development proposals and mitigation works. At Stage 2, the applicant and LPA can work collaboratively to deliver a scheme that enhances biodiversity. At this stage, it is of note that the proposals would result in the eradication of invasive species, which are prominent in the site. Trees of value can be retained and new native species landscaping will be secured.

Bury UDP policy OL5/2: Development in River Valleys

5.11 This policy states that new buildings in the river valleys will not be permitted but a number of exceptions do apply. The policy states that if a site is not in the Green Belt, development can be permitted when the development represents limited infilling to an established valley settlement or industrial area. The site lies within Ramsbottom and represent limited infilling in the context of this settlement.

5.12 The policy also states that development can be permitted if it would be appropriate within the Green Belt. The application site would be considered as Grey Belt land if it were included in the Green Belt; it certainly would not contribute strongly to any of the relevant purposes of the Green Belt. Furthermore, there is an unmet demonstrable need for the housing being proposed and the site is locationally sustainable. As such, the proposals would be appropriate within the Green Belt.

Bury UDP policy RT3/2/1: Informal recreations areas – Nuttall, Ramsbottom

5.13 The policy seeks to encourage the improvement of areas adjoining Nuttall Park. The application site is on one of the walking routes to the park from the town centre. The proposals would not open the application site up for additional informal recreation but would result in an enhancement to the character of the pedestrian route through design and landscaping.

5.14 The proposals would not conflict with policy RT3/2/1 and would enhance the character and appearance of the pedestrian route the Park.

Places for Everyone policy JP-H1: Scale, distribution and phasing of new development

5.15 This policy sets out the annual average housing requirement for Bury. The Council has a poor HDT result and a significant shortfall of deliverable housing land. The proposals would assist with the delivery of the amount of housing required by policy JP-H1.

5.16 The policy also states that "*new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets*". The proposals are for homes within close proximity to Ramsbottom town centre and as such, will reduce the need to travel. The Stage 2 proposals will secure good quality and design, as demonstrated via the illustrative scheme.

5.17 The proposals would comply with the PfE strategy to deliver housing in locations that reduce the need to travel. Furthermore, the deliverable housing will contribute towards the 5-year housing land supply and will be built out quickly following Stage 2 approval.

Places for Everyone policy JP-P2: Heritage

5.18 The application site is located adjacent to the RCA boundary and therefore lies within its setting.

5.19 Policy JP-P2 states that "*development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy*". The NPPF requires consideration to be given to the level of harm that would arise from development proposals.

5.20 At Stage 1, it is evident that the proposals would result in no harm to the RCA. The proposals will be considered in more detail at Stage 2 of the PiP process.

Summary

5.21 The proposals comply with the in-principle development plan policies that relate to location and land-use. The site is locationally sustainable within the residential area of Ramsbottom and residential development is an appropriate use for this site.

Principle of Development: Amount

Places for Everyone policy JP-H4: Density of new housing

5.22 This policy states that new housing development should be delivered at a density appropriate to the location. As the site is within 400m of Ramsbottom town centre, the policy states that a minimum net residential density of 70 dwellings per hectare (dph) should apply. The policy continues to state that lower densities may be acceptable where they can be clearly justified by site specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure.

5.23 As set out in Section 3 of this Statement, the proposed density is appropriate to the character of the area. It will form an effective transition between the older villas within RCA, the large detached dwellings at 40 – 42 Bury New Road and the terraced housing closer to the town centre. It will also be reflective of The Willows development, the density of which was deemed appropriate against policy JP-H4. Furthermore, the amount of development takes account of the constraints within the site, particularly the protection of TPO trees and ground levels to the south and west.

5.24 It should be noted that a density of 70 dph would require the erection of a significant apartment block within the developable area. The scale and massing of such a block would be inappropriate for the character of the surrounding area, which does not include any large apartment blocks.

5.25 The site-specific issues result in the proposed amount of development being compliant with policy JP-H4.

Summary

5.26 The proposals comply with the relevant in-principle development plan policies relating to location, land use and amount of development. As such, in accordance with the NPPF, the proposals should be approved without delay.

Tilted balance

5.27 The Council has a significant shortfall of housing land and the delivery of housing was substantially below the housing requirement when considered for the HDT. As a result, the policies which are most important for determining the application are out of date. The NPPF confirms that permission should be granted unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination*

5.28 There are no areas or assets of particular importance, as listed in footnote 7 of the NPPF, applicable to the proposed development that would provide a strong reason for refusing the development proposed.

5.29 The proposals comply with the development plan. The development of a greenfield site may be viewed as an adverse impact. However, in this case, it is to be given very limited, if any, weight. The site lies within the urban area of Ramsbottom and there is a need to secure residential development on greenfield land across the borough. The potential loss of TPO trees may be seen as an adverse impact, but this will be considered at Stage 2 and the applicant has confirmed that a collaborative approach will be adopted towards appropriate tree retention.

5.30 Any adverse impact must be weighed against the substantial package of benefits. The development would:

A. Provide employment opportunities for the construction industry and benefit the wider construction industry supply chain.

B. Result in spending in local shops and businesses in Ramsbottom.

C. Contribute up to 9 deliverable homes to boost supply and delivery.

D. The delivery of a site by a Small and Medium Enterprise housebuilder.

E. Deliver biodiversity enhancement, including the eradication of invasive species.

F. Secure the management of the site and the TPO area in perpetuity;

G. Delivery of Zero Carbon homes; and,

H. Provide locationally sustainable development.

A: Employment opportunities for the construction industry and wider supply chain

5.31 The Government recognises that smaller housebuilding firms "*provide local jobs and train eight out of 10 construction apprentices*" (Government backs SME builders to get Britain building - GOV.UK). The site would be built out by a SME housebuilder within a year, providing for 12 months of economic benefits for the construction industry.

5.32 This represents a benefit to be weighed in favour of the application.

B: Increased spending in local shops and businesses

5.33 The permanent economic benefits would accrue to the local shops and businesses in Ramsbottom and the surrounding area. The addition of 9 dwellings would help to maintain and possibly enhance local services and facilities, through the additional spending power of the new residents.

5.34 This represents a benefit to be weighed in favour of the application.

C: Contribution of up to 9 deliverable homes to boost the supply

5.35 The Council is failing to provide the required amount of housing and will continue to do so for some time. As stated in the NPPF, small sites "*can make an important contribution to meeting the housing requirement of an area … and are often built out relatively quickly*" (para. 73). This site will come forward for housing quickly, following Stage 2 PiP approval.

5.36 The weight to be afforded to this benefit is significant.

D: Delivery of a site by a SME housebuilder

5.37 The NPPF confirms that the Government supports the delivery of housing by SME housebuilders. The Written Ministerial Statement (WMS) on the next phase of the Planning Reform (dated 16/12/25) also confirmed this, stating "*the Government is acting to support small and medium-sized housebuilders*", "*announcing a series of policy and regulatory easements to help them thrive and grow*". The Government sees SME housebuilders as integral to the diversification of the housebuilding market and ramping up housing delivery.

5.38 The delivery of a site suitable for SME housebuilders is another benefit to be weighed in favour of the application.

E: Biodiversity enhancement

5.39 The biodiversity enhancement will be secured at Stage 2 of the PiP process, with a 10% on-site biodiversity net gain considered feasible. Furthermore, the proposals will result in the eradication of invasive species.

F: Management of site and TPO trees

5.40 As stated in Section 2 of this Statement, the site appears unkempt at present and this has an adverse impact on the street scene. The proposals would result in the site, including the TPO trees, being managed via a Management Company in perpetuity. This will benefit the visual appearance of the area and the setting of the RCA.

G: Delivery of Zero Carbon Homes

5.41 As stated in Section 3 of this Statement, Hodson Homes will deliver up to 9 Zero Carbon Homes. the homes will achieve net zero operational carbon performance. They will generate as much energy on site as they consume over the course of a year through a fabric-first approach, fully electric systems and renewables.

5.42 This environmental benefit weighs in favour of granting permission.

H: Locationally sustainable development

5.43 The site is within easy walking distance of Ramsbottom town centre and the plethora of services and facilities on offer in the town. If there is a requirement for residents to travel further afield, the site is within easy walking distance of a number of bus stops which offer regular services to higher tier settlements including Bury and Manchester.

5.44 The delivery of housing in a highly sustainable location is another benefit to be weighed in favour of the application.

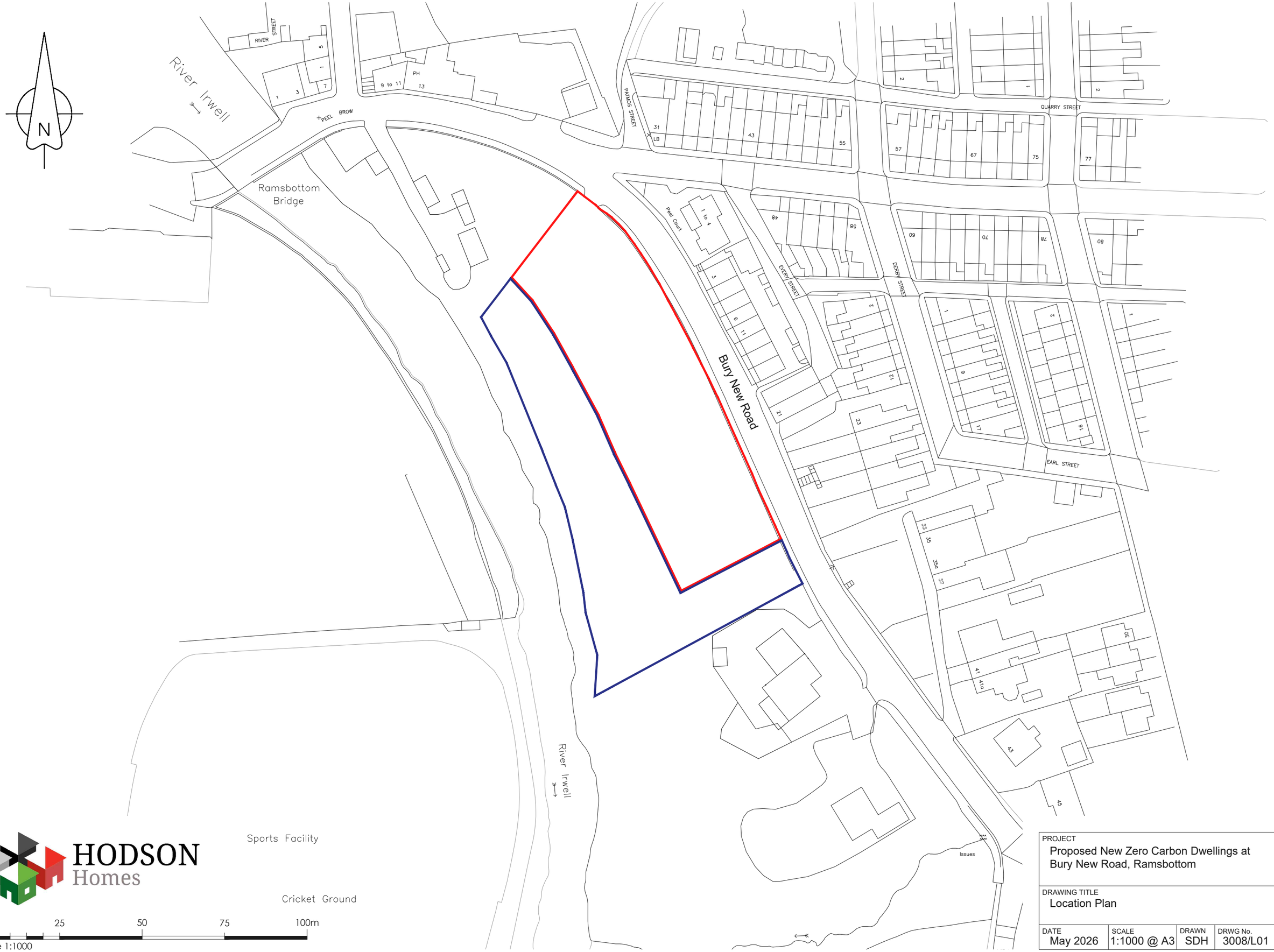
Summary

5.45 There are no adverse impacts that would significantly and demonstrably outweigh this package of benefits. As such, in accordance with the NPPF, permission should be granted.

6.0 Conclusion

6.1 As a Stage 1 application, the proposals should only be assessed on the basis of the acceptability of the site's location, land use and the amount of development. Any technical matters beyond this are to be considered under any future Stage 2 submission.

6.2 It has been demonstrated that the development is acceptable in respect of its location, land use and the amount of development proposed. The proposals are in accordance with relevant planning policy and there are no adverse impacts that would significantly and demonstrably outweigh the benefits. As such, Permission in Principle should be granted.



HODSON Homes

PROJECT	Proposed New Zero Carbon Dwellings at Bury New Road, Ramsbottom
DRAWING TITLE	Location Plan

DATE	SCALE	DRAWN	DRWG No.	REV
May 2026	1:1000 @ A3	SDH	3008/L01	

Number of Dwellings	9	
Gross Site Area	0.99	Acres
Net Site Area	0.64	Acres
Density (Gross)	9	Dwellings / Acre
Density (Net)	14	Dwellings / Acre

Residential Development of 57 Dwellings - Planning Application 70222

Indicative Planning Layout
Bury New Road, Ramsbottom
April 2026

HODSON Homes

1:500 @ A1
1:1000 @ A3

MAYBERN

PLANNING + DEVELOPMENT

Appendix 3

LAND AT BURY NEW ROAD RAMSBOTTOM, BURY

HERITAGE STATEMENT





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TABLE OF CONTENTS

Section 1 Introduction 5

Section 2 Planning Policy Context 6

2.1 Introduction 6
2.2 Bury Unitary Development Plan (Adopted 1997) 6
2.3 Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024) 6
2.4 National Planning Policy Framework and National Planning Practice Guidance 7
2.5 Other National Guidance Documents: Historic England 9

Section 3 Description of the Proposal Site 11

3.1 Location and Setting 11
3.2 The Site, Boundaries and Context 11

Section 4 History and Development of the Surrounding Area and the Proposal Site 15

4.1 History and Development of Ramsbottom 15
4.2 History and Development of the Proposal Site 18
4.3 Sequential Development of the Proposal Site 19

Section 5 Assessment of the Special Interest of the Conservation Area 26

5.1 Ramsbottom Conservation Area 26
5.1.1 Key Elements That Define Special Interest 26
5.1.2 Brief Description of Ramsbottom Conservation Area 27
5.2 Bury New Road and Peel Brow Character Area 36
5.2.1 General Character, Location and Uses 36
5.2.2 Historic Interest 36
5.2.3 Architectural Interest and Built Form 37
5.2.4 Positive Contributors and Locally Important Buildings 38
5.2.5 Spatial Analysis 38
5.2.6 Streets and Open Space, Parks and Gardens and Trees 39
5.2.7 Setting and Views 39
5.3 Summary of Significance 40

Section 6 Contribution of the Proposal Site to the Setting of the Conservation Area 41

6.1 Introduction 41
6.2 Key Elements Which Define Special Interest 41
6.3 The Physical Surroundings of the Conservation Area 41
6.4 How the Conservation Area is Experienced 42
6.5 Contribution of the Proposal Site to the Setting of the Conservation Area 42

Section 7 The Proposed Works 43

7.1 Overview 43
7.2 Access and Parking 43

Section 8 Heritage Impact Assessment 44

8.1 Method of Assessment 44
8.2 Impact of the Proposed Works on the Setting of the Heritage Asset 44
8.2.1 Identification of the Heritage Assets Affected 44
8.2.2 The Location and Siting of the Development 44
8.2.3 The Form and Appearance of the Development 44

8.2.4 Wider Effects of the Development 45
8.2.5 The Permanence of the Development 45
8.3 Summary of Impact 45
8.4 Heritage Impact Assessment Table 47
Section 9 CONCLUSIONS 48
9.1 History, Development and Usage 48
9.2 The Significance of the Nearby Heritage Asset 48
9.3 Contribution of the Proposal Site to the Setting of the Conservation Area 48
9.4 The Proposed Works 49
9.5 Impact of the Proposed Works on the Significance and Setting of the Heritage Asset 49
Section 10 Sources 50
Appendix 1: Historic Mapping 51
Appendix 2: Heritage Impact Assessment Methodology 63

Section 1 Introduction

This Heritage Statement supports the Permission in Principle planning application for the proposed development of up to 9 dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. The proposal site lies adjacent to the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow) and is subject to Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the proposal site to the north, west and south.

This Heritage Statement should be read in conjunction with the proposed plans, the planning statement, and other reports submitted with the planning application.

This Heritage Statement has been prepared in accordance with the NPPF chapter 16. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end, the statement provides a description of the existing site; a review of the historic uses of the site; an assessment of the contribution the site makes to the significance of the Ramsbottom Conservation Area including the importance of views; a review of designated heritage assets within the vicinity of the proposal site; an assessment of the setting of heritage assets within the vicinity of the proposal site; a summary of the proposed works and a heritage impact assessment describing the impact that the proposed works will have on the setting of the Conservation Area.

Section 2 Planning Policy Context

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Bury Unitary Development Plan, Places for Everyone Joint Development Plan Document 2022 To 2039, NPPF Chapter 16, the NPPG, and guidance from Historic England.

2.2 Bury Unitary Development Plan (Adopted 1997)

The current Bury UDP was adopted by the Council on 29 August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue be used to make planning decisions. Relevant extracts from the plan include:

EN1 - BUILT ENVIRONMENT
The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

EN1/1 - Visual Amenity
Development will not be permitted where proposals would have a detrimental effect on:

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

EN1/2 - Townscape and Built Design
The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

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

2.3 Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect

and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

Policy JP-P2: Heritage
We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.
Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:
1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.
Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.
Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.
Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.
Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

2.4 National Planning Policy Framework and National Planning Practice Guidance

Section 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the site:

Proposals affecting heritage assets
207. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic

environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

210. In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

214. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c)conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

217. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

218. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.5 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *The Setting of Heritage Assets*: *Historic Environment Good Practice Advice in Planning: 3* (2017); *Conservation Area Designation, Appraisal and Management (*2019) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets* Historic England Advice Note 12 (2019).

The Historic England document *The Setting of Heritage Assets* defines setting as: 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Setting is also described as being a separate term to curtilage, character and context. Curtilage is largely a legal term referring to the extent of a property boundary, as prescribed by ownership and the character of a place depends upon a sum of all of its attributes. Setting is largely a visual term and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors.

The guidance sets out a five staged process for assessing the implications of proposed developments on setting. The steps are as follows:

1: Identifying the heritage assets and their settings
The first stage of the analysis is to identify which heritage assets and associated settings are likely to be affected by the proposed development.

2: Assessing whether, how and to what degree settings make a contribution to the significance of the heritage asset
Initially, the significance of the heritage asset needs to be assessed. This assessment should be informed by both archival research and site survey. In assessing the contribution of the setting to significance, the physical surroundings of the asset should be considered, as well as the relationship with other heritage assets, the way in which the asset is experienced, the asset's associations with people and events and patterns of use. This information will provide a baseline for establishing the effects of a proposed development on the significance of a heritage asset.

3: Assessing the effect of the proposed development on the significance of the asset
The range of effects the proposals may have on the setting and the resultant degree of harm or benefit to the significance of the heritage asset can now be considered. The guidance advises on the best approach for assessing the effects of the specific proposals on the heritage assets concerned. In general,

> 'The assessment should address the key attributes of the proposed development in terms of its: location and siting, form and appearance, additional effects and permanence.'

4: Maximising enhancement and minimising harm
The guidance advises that adverse effects can be limited and the maximum advantage achieved if proposals liable to affect setting are considered from the project's inception. Further limitation of harm can be achieved by producing a well-designed scheme that will minimise detrimental impacts and identify opportunities for enhancement.

Steps to reduce the harm caused by proposals to the significance of a heritage asset include the relocation of a development or its elements, changes to the proposed designs, the creation of visual or acoustic screening, or management measures secured by planning conditions or legal agreements. When harm cannot be avoided, screening should be implemented, although the design of this should be in keeping with the surroundings and avoid having a further negative impact on the area.

5: Making and documenting the decision and monitoring outcomes
The final phase of the process is to come to the final decision about the proposals. All of the information gathered from the previous steps must be considered. It must also be considered that all

heritage assets are not of equal importance and the contribution made by their setting to their significance also varies. The capacity for a setting to accommodate change must also be considered and therefore decisions are therefore made on a case by case basis.

Section 3 Description of the Proposal Site

3.1 Location and Setting

The proposal site is located in the market town of Ramsbottom in the Metropolitan Borough of Bury in Greater Manchester. The town was historically located in Lancashire. Ramsbottom lies on the River Irwell in the West Pennine Moors approximately 4 miles northwest of the town of Bury and 12 miles of the City of Manchester. The proposal site lies adjacent to the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow) and is subject to Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the proposal site to the north, west and south. To the west, on land formerly occupied by a paper mill, there is an approved residential development (planning application no. 70222) for 57 dwellings, including an area within the Environmental Agency flood zone.



Current Location Plan (Red Line Proposal Site, Blue Line Ownership)

3.2 The Site, Boundaries and Context

The proposal site is predominantly woodland located to the west of Bury New Road. The site lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The site measures a gross area of 0.99 acres and a net area of 0.64 acres. At the northeast corner of the site lies the junction of Bury New Road and Peel Brow. Beyond the site to the northwest lies a builder's yard and outbuildings separated from the site by timber fencing. Bury New Road lies within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). Located to the south of the site are two detached substantial properties no. 40 Bury New Road built c1970 and no. 42 Bury New Road built c1990.



Looking West Towards Junction at Bury New Road and Peel Brow



Looking Towards the Northeast Corner of the Site



Looking South, Incline of Bury New Road



Low Boundary Stone Walling Aong Bury New Road



Looking West into the Site, Timber Fencing at the Builder's Yard



Overgrowth and Woodland within the Site



Overgrowth and Woodland within the Site





Nos. 1 & 2 Peel Brow



Terrace Housing Along Bury New Road



19-21 Bury New Road



23-31 Bury New Road



Looking North Towards Peel Brow



Looking South Towards 40 Bury New Road



Looking North, Eastern Boundary of Site Along Bury New Road





Entrance to 42 and 40 Bury New Road

Section 4 History and Development of the Surrounding Area and the Proposal Site

4.1 History and Development of Ramsbottom

Ramsbottom is considered to be largely a nineteenth century creation, however the surrounding area has a long history of human habitation. On the surrounding moors Bronze Age burial sites and artefacts have been discovered, some dating back 6,000 years. To the southwest of the proposal site an early bronze axe hammer was discovered (HER 3817.1.0) in Holcombe Village.

Its earliest written form in 1324 was *Romesbothum*. According to David Mills in his book *The Place Names of Lancashire,* Ramsbottom is old English for 'rams valley or valley where the wild garlic grow'[1]. The early settlement at Ramsbottom remained located well above the valley floor. In the medieval period the area was part of the Manor of Tottington, a large manorial estate established soon after the Norman Conquest, part of the de Lacy family's Lancashire holdings, laying within the Duchy of Lancaster; at this time the landscape appears to have comprised of areas of woodland and pasture. In a bequest, dated 1225, Roger de Montbegon gave 'the whole Forest of Holcombe and the pasture within the bounds' to Monk Bretton Monastery, which lay east of Barnsley in Yorkshire. Two inventory records held by the Diocese of Chester dated 1296 and 1305 ('Computus terrari') refer to two separate herds of cattle of over 40 animals in each herd.

A chapel of ease was in existence by the beginning of the 16th century; in 1509 records from the manorial court refer to a fine being exacted following an affray in the chapel. The mother church was Bury. The chapel of ease was located on the site of the current church and suggests the presence of a number of households in the area. Tradition maintains that the chapel of ease was partly used as prison by the Lord of the Manor of Tottington although the land continued to be owned by the Monk Bretton Monastery. In 1539 the monastery surrendered as part of the dissolution of the monasteries under Henry VIII and the land was acquired by John Bradyll of Whalley.[2]

The existence 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. In addition, there are two very ancient north south routes located along the edges of the moor land which flank the Irwell Valley north of Bury. It is considered that by avoiding local challenging local terrain such as 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.[3] There is further evidence of Medieval routes in the town's modern street pattern and in Medieval times the area was a royal hunting forest and farming was discouraged. However, in 1507 deforestation took the area into Forest Law increasing the population in the hamlets such as Holcombe and Carr, as well as in small folds such as Rake Fold. The woollen trade offered people the opportunity to increase their income and loomshops were integrated into farmhouses throughout the sixteenth and seventeenth centuries. Recent research has uncovered the existence of early industrial remains at Nuttall and Kibboth Crew at least as early as 1627.[4] Water powered fulling mills provided the opportunity for local farmer-weavers to cleanse the cloth of impurities and finish the product which could not be undertaken in their farmhouses.

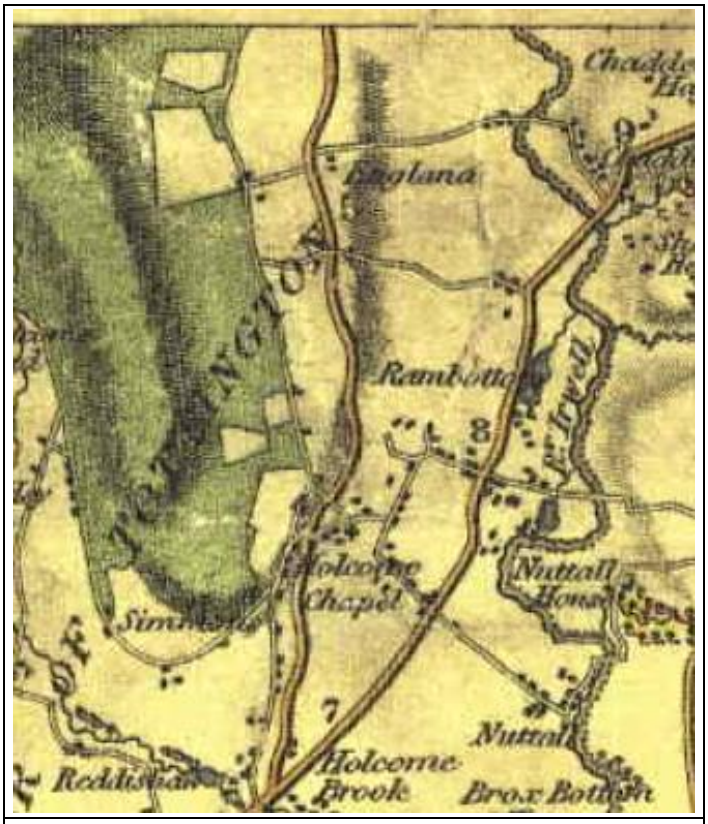
Yates' 1786 map of Lancaster does not name the settlement but indicates a sparse scatter along the present Tanner's Street and Carr Street. Yates' map below shows the area and how the roads split at Foot of the Rake, the northern branch represented by modern Carr Street, upper Bridge Street, Crow Lane 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

[1] David Mills, *The Place Names of Lancashire.*1976. Harper Collins, UK. 124
[2] Kenneth Fields. *Holcombe: discovering Lancashire.* Lancashire Life, June 1982. 117.
[3] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.
[4] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.

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.[5]



Yates 1786 The County of Palatine of Lancaster



Greenwood's Map of Lancashire 1818

Greenwood's map in 1818 has Ramsbottom noted. Ramsbottom remained a rural area until the late eighteenth century. There were several farmsteads, a corn mill and a tannery now occupied by the town centre. During the second half of the eighteenth century the textile industry was becoming established in the area, with the establishment of mills in Edenfield and Ramsbottom. Other local influential families included the Grants and the Peels.

[5] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.

In 1783 Peel & Yates factory in Ramsbottom was originally built for printing cloth. The firm expanded to include calico bleaching and dyeing facilities in new offices and factories. Headed by Sir 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. Ramsbottom offered a plentiful supply of pure water which was essential for bleaching and dyeing. At around 1789 Peel and Yates built Peel Bridge over the Irwell to connect their works to the new Bury, Haslingden, Blackburn and Whalley turnpike road (on the line of the A56) to the east of Ramsbottom. In 1852 Peel Tower was erected on the moorland southwest of Holcombe in tribute to Robert Peel's son Sir Robert Peel and his achievements. Sir Robert Peel is considered as one of Bury's famous sons.



Peel Tower

The Grants came to the Manchester area from Scotland in 1783. They acquired the Old Ground Site from Peel and Yates and took up residence in Top o' th' Brow which became an inn in 1828 and is now the Grant Arms Hotel. By 1812 the Grants had acquired the Alsop mill at Nuttall and added other mills, turning Nuttal Hall into a farm of some international renown. They also built a new Nuttall Hall, in what is now Nuttal Park, a riverside park with leisure facilities and forms part of the Irwell Sculpture Trail.



Nuttal Hall in the 1970s
(Courtesy of Ramsbottom CAA)

The earliest housing was built up the western slopes of the valley. Whilst it is considered that Holcombe Village was the Medieval centre, Tanners and Carr Fold and Foot o' th' Rake appeared as small and loosely grouped settlements during the eighteenth century. At around 1850 with the arrival of the railway to Ramsbottom, these small settlements were absorbed into larger groups and terraces.

In John Marius Wilson's *Imperial Gazetteer of England and Wales 1870-72* Ramsbottom is described as a 'small town and chapelry in a Bury parish in Lancashire'.[6] The Gazetteer goes on to list a post office under Manchester, a railway station with telegraph, a commodious inn, a police station, a church, four dissenting chapels, a Roman Catholic Chapel, a public school, an athenaeum, a public library, and an Old Fellow's Hall.

The eastern side of Rawson's Rake, Tanners Street and Carr Street areas were developed into residential cottages and terraces. In the mid-1930s Ramsbottom was subjected to clearance orders, although primarily dealing with town centre streets, the area saw the removal of Carr Fold and possibly Gutter Lane. It is suggested that it was not until the mid-twentieth century when the mills and farmstead were cleared.

The cotton industry suffered a decline in the 20th century, although Ramsbottom Mills continued to produced cotton from waste into the 1980s and some mills were adapted into other industries. The railway closed in 1972. Ramsbottom today has become a tourist shopping destination assisted by the re-opening of the railway by the East Lancashire Railway in 1987. The railway is part of the heritage network from Heywood to Bury and Ramsbottom to Rawtenstall.

4.2 History and Development of the Proposal Site

The tithe map of 1838 shows the proposal site is located in plot no. 331, owned by the Earl of Derby and occupied by John Grant. The land is called 'Pengot', likely a phonetic English misspelling of the Welsh placename Pen-y-coed. English surveyors often recorded Pen-y-coed as Pengot or Pencot for ease of pronunciation. Pen-y-coed translates as 'The Top/Head of the Wood' or 'The Head of the Forest'.[7] The River Irwell is located in plot no. 340, owned and occupied by William Grant & Brothers.

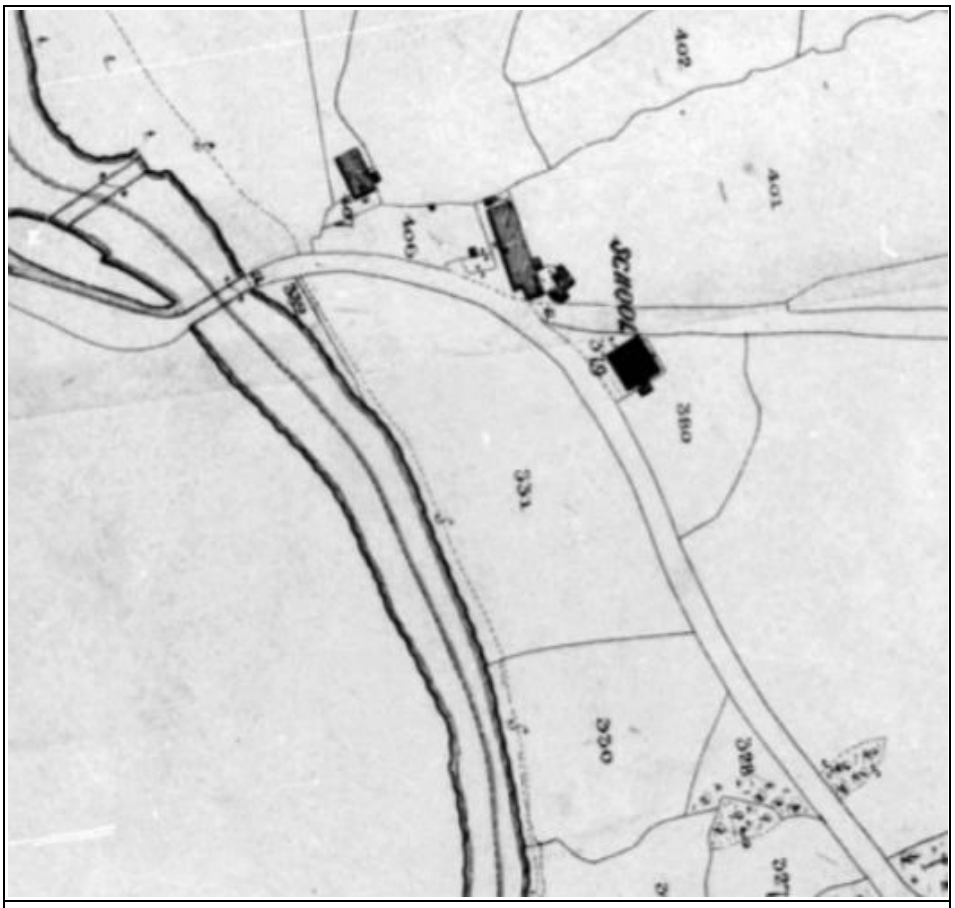
The OS mapping shows that the site has had several phases of alterations. The OS map of 1929 depicts the erection of a structure to the eastern boundary of the site along Bury New Road, with a curved access road from the north. The OS map of 1938 depicts an extended building, with the access road from the north altered to the west and lengthened and a new semi-circular road to the south of the building. The structure is not depicted on the OS map dated 1963-64, however, the map identifies the site of the building as a 'Refuse Tip' with a further, larger 'Refuse Tip', to the south along with a long curved access road running roughly north-south. At present, the site is an unmanaged wood, primarily with self-seeded Sycamore trees and a significant Japanese Knotweed infestation.



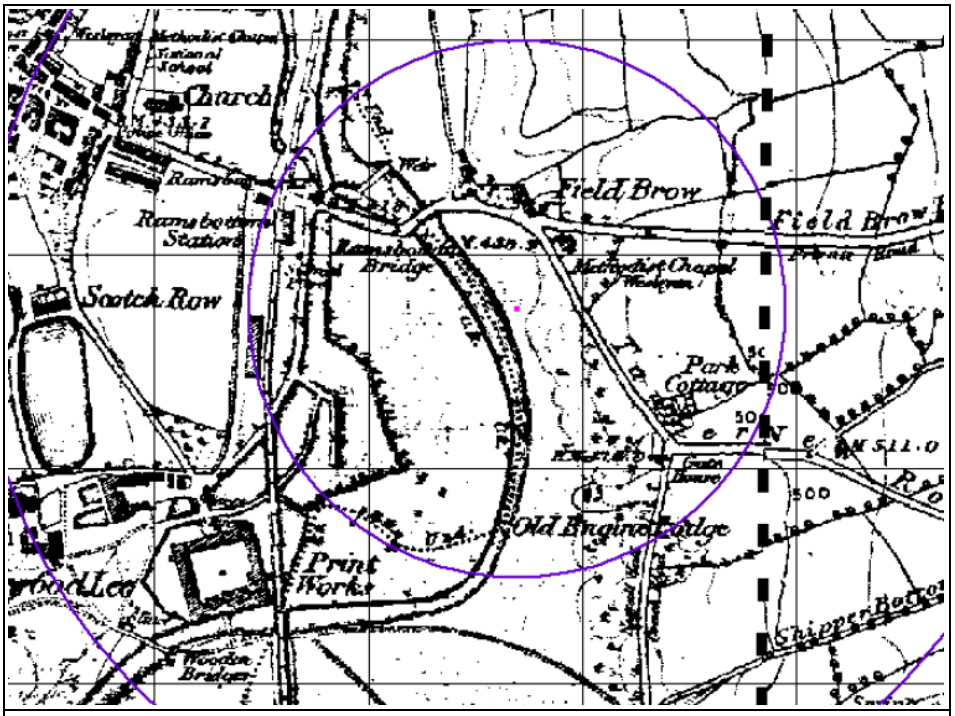
OS Map 1929	OS Map 1938	OS Map 1963-64

[6] G.B Historical GIS/University of Portsmouth, History of Ramsbottom, in Bury and Lancashire/Map and Description, A Vision of Britain Through Time.
[7] OS Maps, 'The Welsh origins of place names in Britain'.
https://osmaps.com/discover/guides/the-welsh-origins-of-place-names-in-britain/

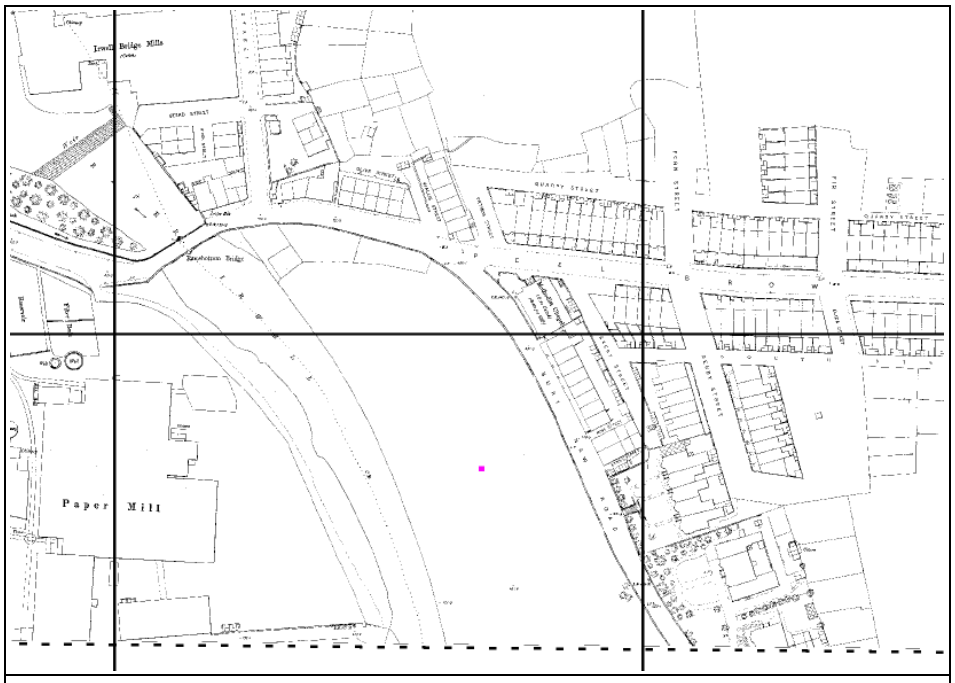
4.3 Sequential Development of the Proposal Site



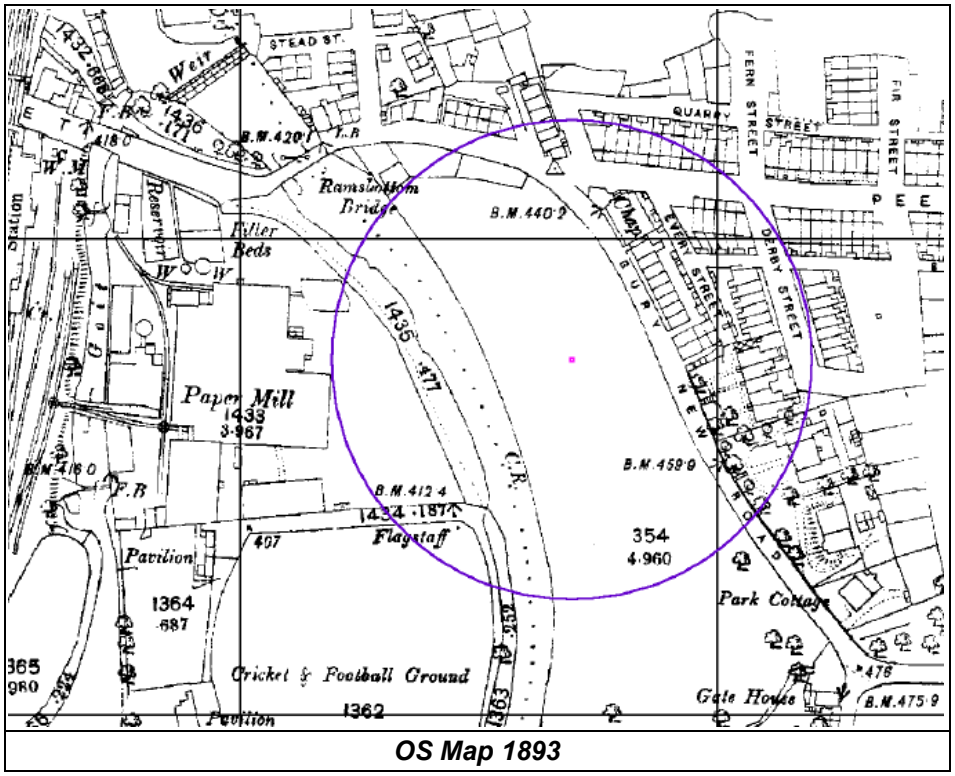
1838 Tithe Map of the Township of Walmersley



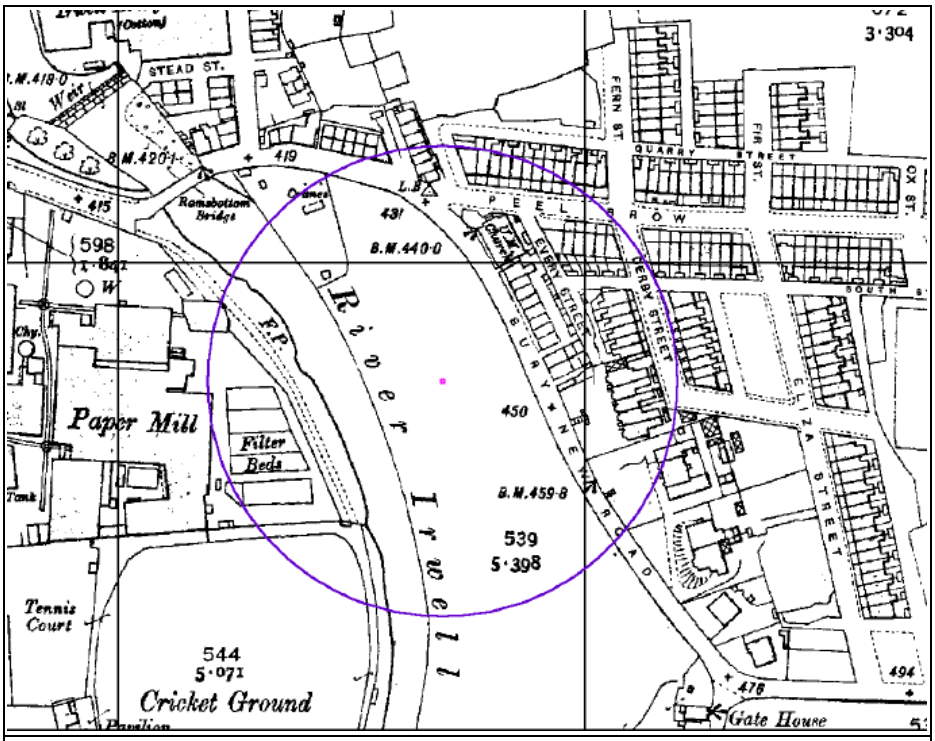
OS Map 1850-51



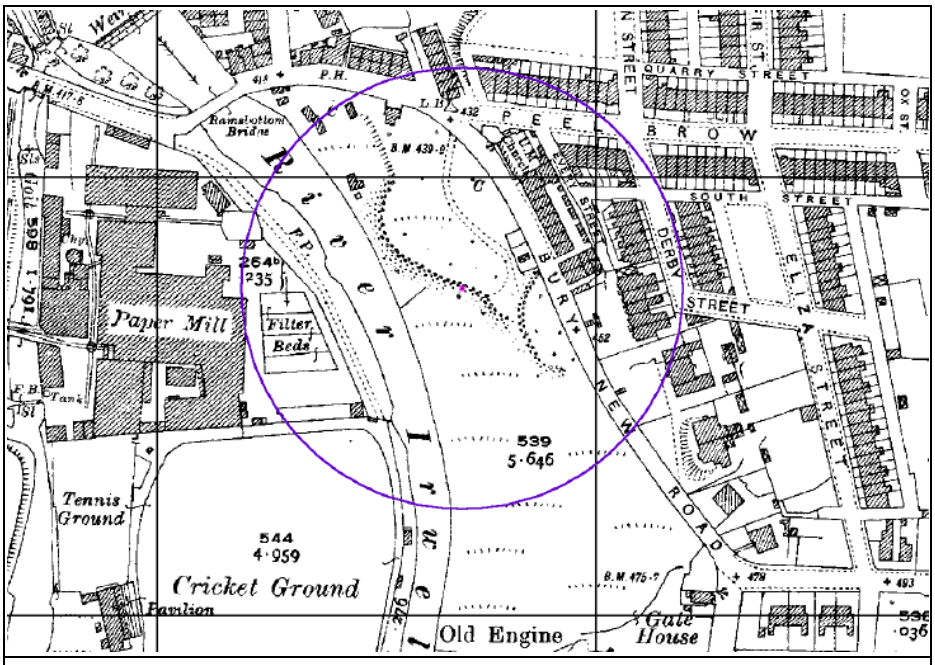
OS Map 1892



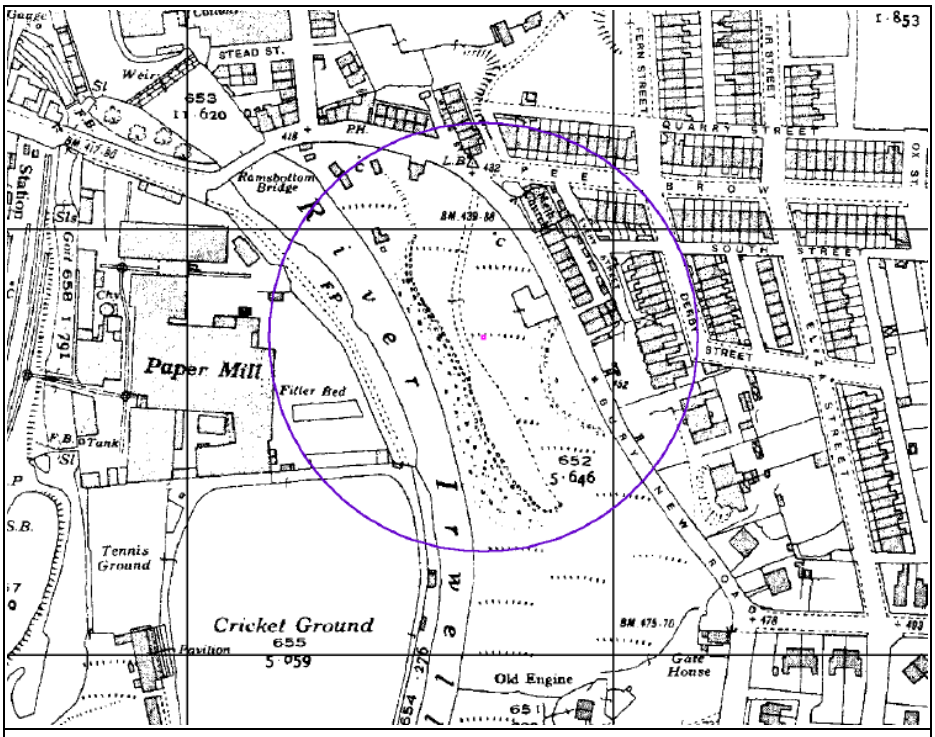
OS Map 1893



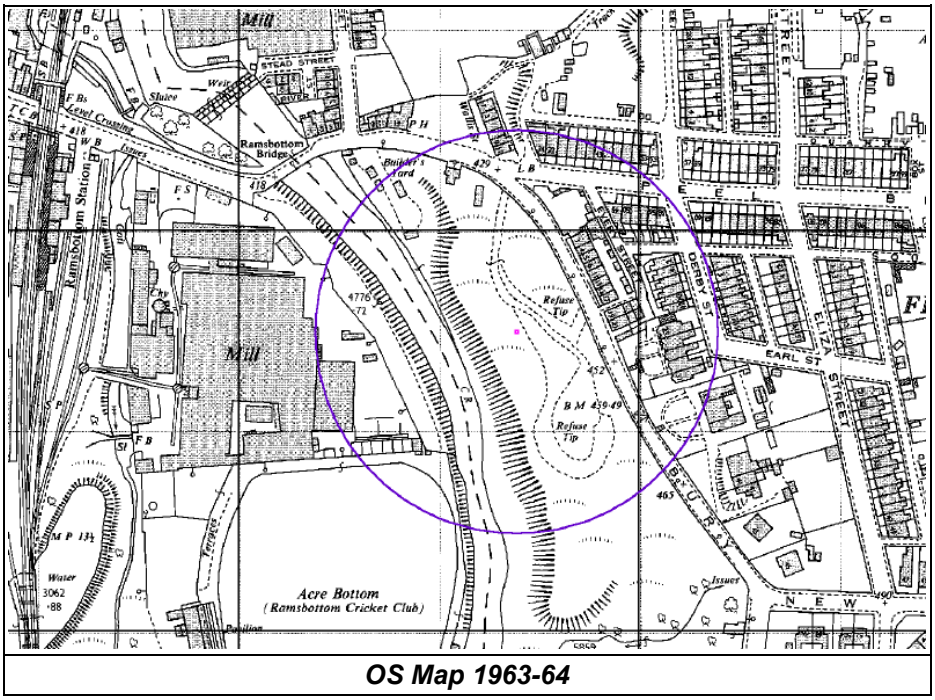
OS Map 1910



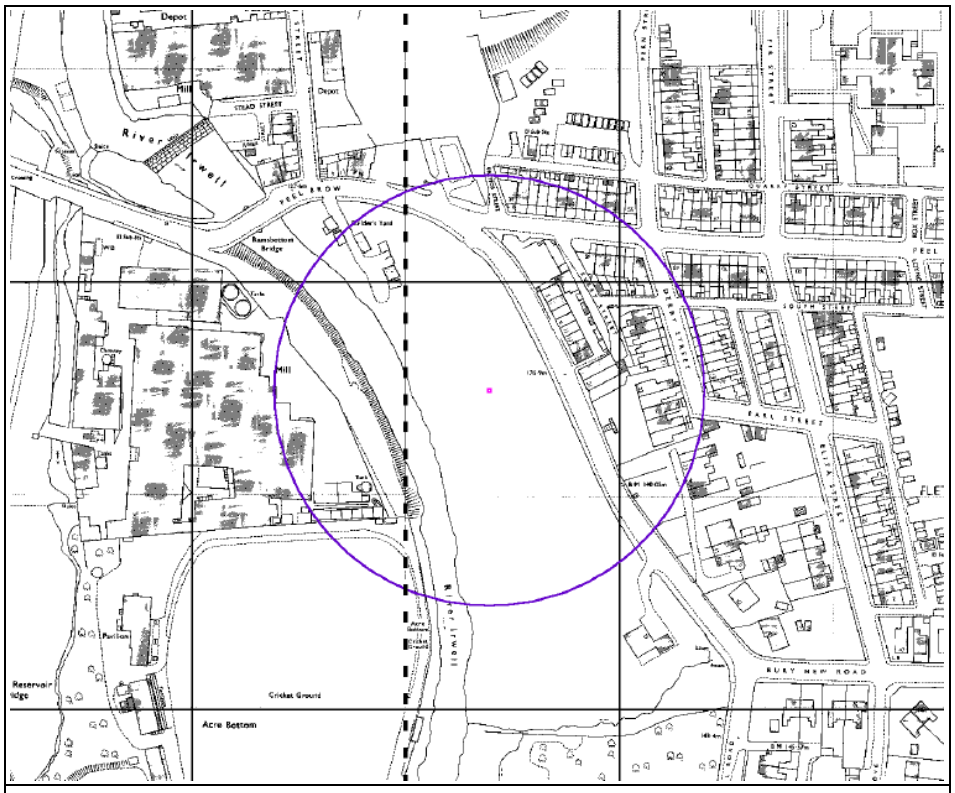
OS Map 1929



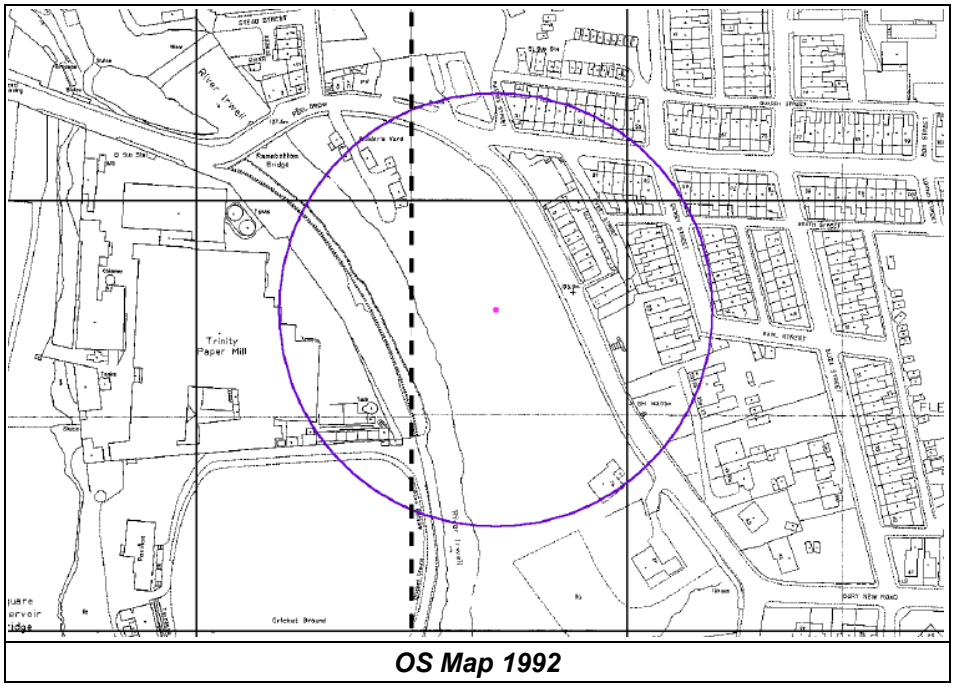
OS Map 1938



OS Map 1963-64



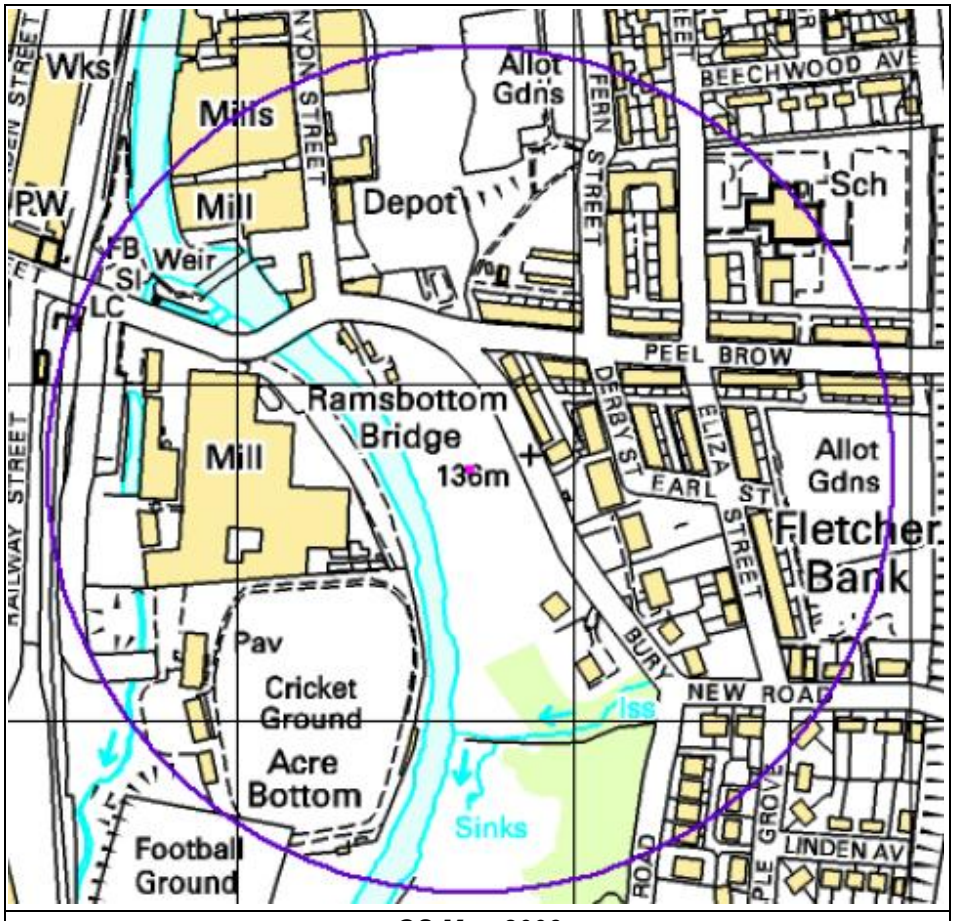
OS Map 1978



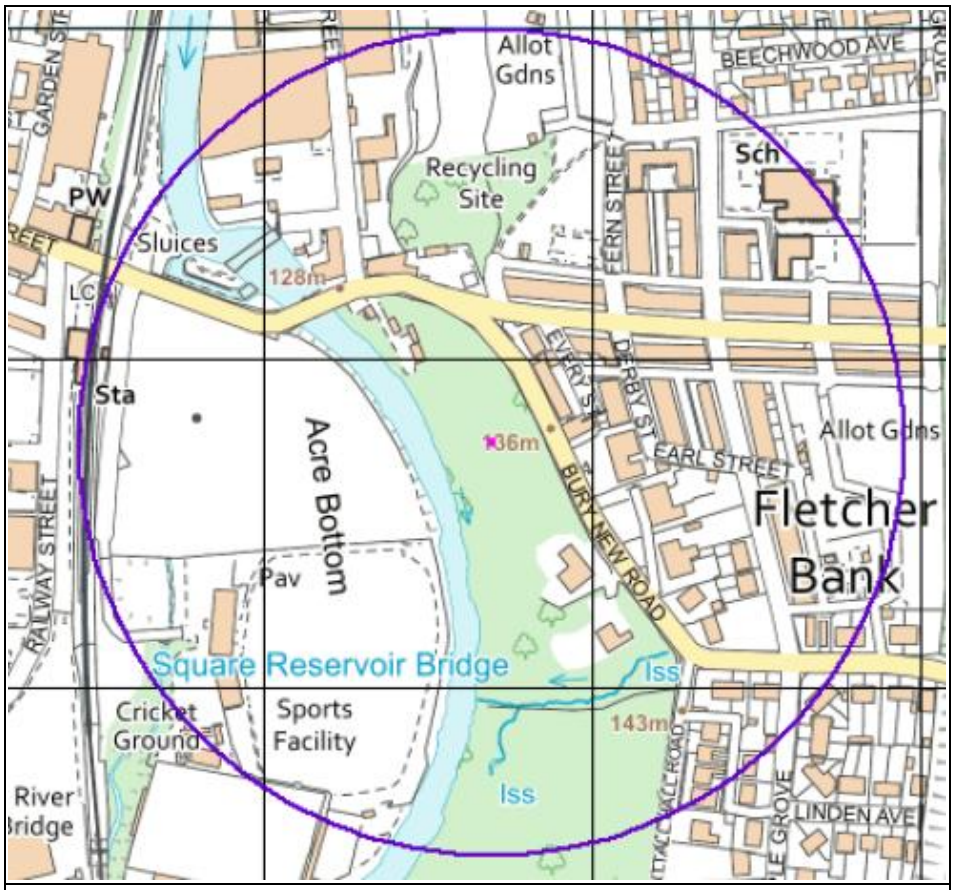
OS Map 1992



Historical Aerial Photography 2001



OS Map 2006



OS Map 2025



Current Location Plan (Red Line Proposal Site, Blue Line Ownership)

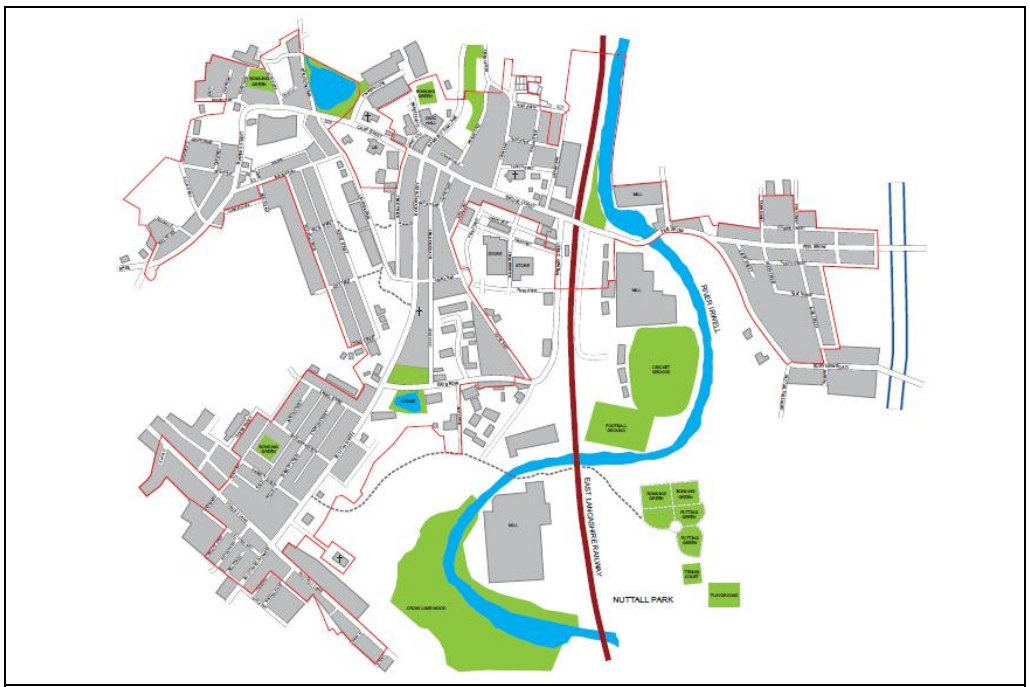
Section 5 Assessment of the Special Interest of the Conservation Area

5.1 Ramsbottom Conservation Area

5.1.1 Key Elements That Define Special Interest

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area. The Historic England document, *Conservation Area Designation, Appraisal and Management,* outlines the key elements that define special interest (significance) within a Conservation Area. These are as follows:

- General Character, Location and Uses
- Historic Interest
- Architectural Interest and Built Form
- Positive Contributors (sometimes referred to as key buildings)
- Locally Important Buildings
- Spatial Analysis
- Streets and Open Space, Parks and Gardens and Trees
- Setting and Views



Ramsbottom Conservation Area Boundary Map

The Ramsbottom Conservation Area has eleven Character Areas:

- Albert Street Area
- Bolton Street (south)
- Bridge Street and Square Street
- Bury New Road and Peel Brow
- Dundee Lane and Nuttal Lane
- Garnett Street and Spring Street
- Grant's Lane
- Irwell Bridge Area
- Market Place and Bolton Street (north)
- Paradise Street and Crow Lane
- Tanners and Carr

5.1.2 Brief Description of Ramsbottom Conservation Area

Ramsbottom Conservation Area lies on the lower slopes of the Irwell Valley, five miles north of Bury. The surrounding landscape shaped its historical development and physical character. The Irwell valley, rivers and streams provided the power for the industrial development. This in turn contributed to the local economy. The East Lancashire Railway allowed the area to become the retail hub for tourists as well making Ramsbottom a commuter town to Manchester.

The sloping topography of the town allowed for terraced streets built in the late 19th century both along and across the contours as well as a densely constructed area around the Market Place. Most of the houses are constructed in buff grey sandstone with stone decorative details. Sloping stone steps with some original handrails, alleyways and footpaths link the streets at the different levels, these allow for views of the town at different levels. Some original railings are also situated at the top of the retaining wall, steep drops, and some garden walls. Another feature of the Conservation Area are the chimneys which are generally built of course stone with weathering courses. Although the domestic chimneys are important, the more prominent ones are the those of the mills.

The Ramsbottom Conservation Area Appraisal and Management Plan of 2011 identifies 11 listed buildings/structures which are significant and contribute to the special character of the area. There are also several significant buildings that make a positive contribution to the character of the Conservation Area. There are significant green spaces and areas of mature planting within the Conservation Area. The green spaces tend to increase in size and number towards the edges of the town. The private gardens with mature trees and vegetation also add to the character of the Conservation Area. The sloping topography of the area provides fine views into and out of the Conservation Area. There are also views upriver along the River Irwell, as well as views of the moors and hills including the Peel Monument. Views across the town are highlighted by landmarks such as St Paul's Church, Holcombe Mill chimney, Kay's Soap Works chimney, and St Andrew's Church. Main gateways include Peel Brow, Bury New Road, and Irwell Bridge from the east; Stubbins Lane, Ramsbottom Lane, and Market Place from the west; and Bolton Road West at the Dundee Lane junction from the south. Ramsbottom has become a commuter town for the city of Manchester. There is also a growing market for residential conversion in former public, industrial and commercial buildings.

Listed buildings are;

- Church of St Andrew, Bolton Street, Grade II
- Nos. 50-58 (even), Grade II, Bridge Street
- Church of St Paul, Grade II, Bridge Street/Crow Lane
- No. 85, School House, Grade II, Dundee Lane
- Barwood House, Grade II, Grants Lane
- Nos. 10-18 (even), Grade II, Market Place
- Nos. 2-8 (even) including 59 Bridge Street, Grade II, Market Place
- Nos. 7 and 9 (odd), Grade II, Market Place
- Grant Arms Hotel, Grade II, Market Place
- Adderstone Mansions, former Wesleyan Methodist Chapel, Grade II, Ramsbottom Lane
- Market Chambers, Grade II, Ramsbottom Lane



East Lancashire Heritage Railway Station



Cast Iron Footbridge Over the Railway



Railway Hotel





Church of St Paul



27 Crow Lane





Numbers 50-58 Bridge Street



Council Chambers and K6 Kiosk, Ramsbottom Lane



Christ Church Chapel, Ramsbottom Lane



10 – 16 Ramsbottom Lane and 2 – 8 Market Place



Formerly Grant Arms Hotel, Market Place



Numbers 7 and 9 Market Place



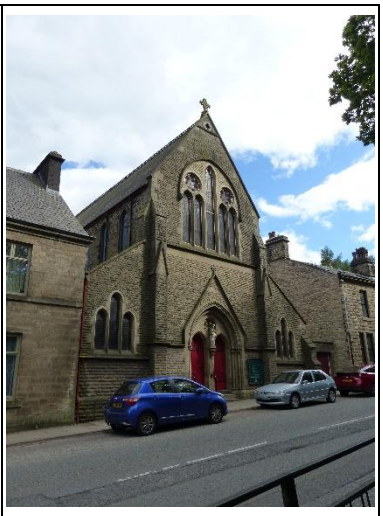
Ramsbottom Co-operative Hall and Adjacent 55 Bolton Street



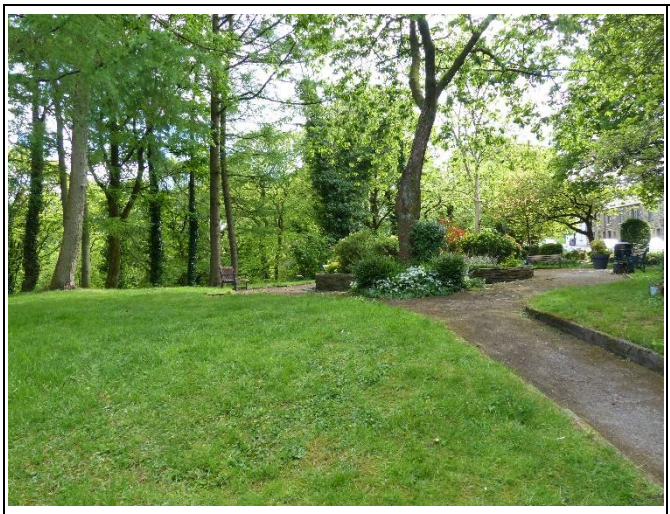
View East Towards Cross Street off Bolton Street Looking Towards Peel Brow



Lodge View Dated 1868 Terrace Housing, Bolton Street



St Joseph's Church, Bolton Street



Park off Lever Street



Housing at Verna Street



132 Bolton Street



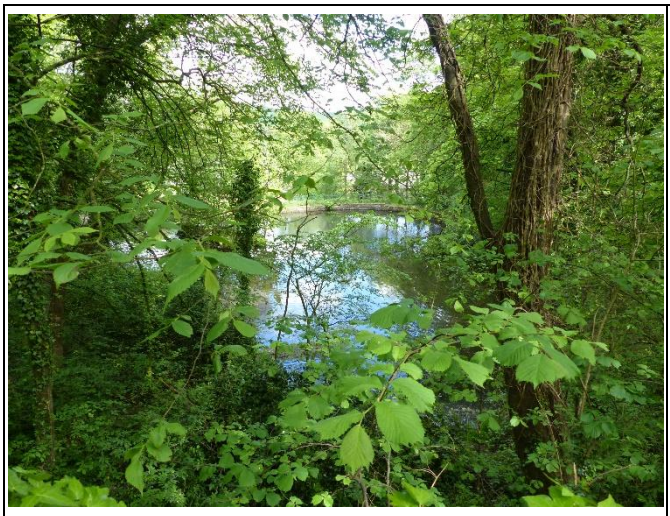
Looking Northeast into Ramsbottom CA at Bolton Street



Band Row, Bolton Street



Rose Villa, 140 Bolton Street



Pond at Kay Brow Lodge, Kay Brow



Rose Hill



174, 172, 170 Bolton Street



Hope House, Bolton Street



181 Bolton Street



2 Buchanan Street



Hest Bank, Bolton Street

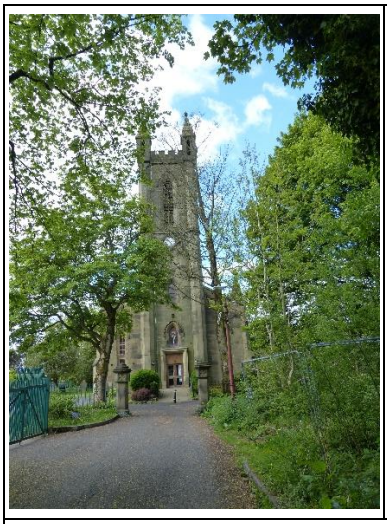




Paved Footpath Leading from Bolton Street to Nuttall Park (Outside of the CA)



Looking Towards Garnett Street from Bolton Street





Church of St Andrews, Bolton Street



Barwood Lea Mill, Kay Brow





Barwood House, Grants Lane





Cobden Mill Square, Kay Brow



The Cornerhouse at Junction of Kay Brow and Square Street



Cobden Mews, Square Street

	
Looking Between Cobden Mews and Damar Court Glimpse of Rear of St Joseph's Court	***Damar Court, Square Street***

5.2 Bury New Road and Peel Brow Character Area

5.2.1 General Character, Location and Uses

The Bury New Road and Peel Brow Character Area is located to the east of the Ramsbottom Conservation Area and lies to the east of the River Irwell on elevated land which is characterised by a variety of residential housing. Setted rear lanes give access to stone outhouses and former earth closets, many of which remain behind Peel Brow. The elevated terrain offers broad western town views, especially from Peel Brow and its back lanes, while large retaining walls such as behind Numbers 3 - 17 Every Street indicate level changes.

	
Looking South Along Bury New Road	***Setted Lane to the Rear of Derby Street***

5.2.2 Historic Interest

Bury New Road was constructed c1835 by the Grants, Ashtons, and Duckworths to provide a less steep ascent from the town to the turnpike road; it remains the principal eastern route into the town. The creation of the road facilitated the eastward expansion of the town during the mid to late nineteenth century. According to the 1848 Ordnance Survey map, Peel Brow was then referred to as Field Brow, which served as a private access road to Fletcher Bank Quarry. At that time, the only

structures located on Bury New Road were the United Free Methodist Chapel and School (now replaced by Peel Court) at the junction with Field Brow, and Park Cottage currently 43 Bury New Road. Park Cottage, marked with an 1846 datestone, was constructed for the minister of Park Chapel on Walmersley Road, situated further up the hill. The Porritt family, prominent members of Park Chapel, held considerable influence in the area, owned Irwell Mount on Bury New Road, and leased land locally for development purposes.

5.2.3 Architectural Interest and Built Form

Numbers 23 to 41a Bury New Road feature substantial stone villas from the 1860s with original sash windows, spacious gardens, and stone walls. Numbers 3 to 19 Bury New Road form a terrace of 1860s homes built in water-shot masonry with notable details like coved stone cornices. Later 19th century development increased housing density, providing quality terraced housing on Peel Brow (formerly Field Brow), Derby Street, Every Street, and Fir Street, constructed by Thomas and James Foster, who used bay windows for higher-status homes.

Eliza Street and Fern Street terraces, developed in the early 20th century, feature small front gardens like those on Peel Brow. Some houses, such as numbers 49, 88, and 89 Peel Brow, still have original sash windows and doors. Former corner shops at numbers 100, 48, and 78 retain large shop windows.

Bury New Road features impressive stone walls with gate piers, often crafted from a single block of stone and bearing the house's original name. Even after the old Bury New Road Chapel was demolished, its original walls and railings were preserved and incorporated into the current residential development. Historical windows and doors are still visible in the Conservation Area, though they are becoming less common. Some of the larger houses on Bury New Road retain timber sash windows and original doors, while such features are rarely found on terraced homes except for a few notable examples that remain on Peel Brow.

	
Riversdale, 39 Bury New Road	***Park Cottage, 43 Bury New Road***



High Boundary Walling Along Eliza Street, to the Rear Gardens of the Villas Along Bury New Road



Early C20 Terraces Along Eliza Street



Modern Development Along Eliza Street



Looking North, Junction of Earl Street and Eliza Street

5.2.4 Positive Contributors and Locally Important Buildings

There are no listed buildings in the Bury New Road and Peel Brow Character Area. Listed below is the only significant building that makes a positive contributor to the character of the Bury New Road and Peel Brow Character Area:

- Good Samaritan, 19 Peel Brow, mid to late C19 Good frontage with original chimney pots.

5.2.5 Spatial Analysis

The Character Area lies to the east of New Bury Road with rows of later terraced houses with narrow front gardens and low walling located along Peel Brow with smaller narrow roads off shoot the principal road. Along Bury New Road there are higher status homes featuring larger gardens.

The town's compact and dense layout stands out against the vast openness of the surrounding moors. When viewed from afar, this striking difference heightens the dramatic appeal and charm of the town's location.



Looking West Towards Peel Monument from Peel Brow



Looking East Uphill Along Peel Brow



Looking West Towards Peel Monument from Eliza Street

5.2.6 Streets and Open Space, Parks and Gardens and Trees

Private gardens in Bury New Road's low-density suburbs add greatly to the area's visual appeal, with mature trees, evergreen hedges, and shrubs enhancing the streetscape. These gardens, found between the public road and homes, create a pleasant environment for historic houses whether they stand alone or in terraces. Additionally, railings, walls, and gate piers of various historic styles serve as notable features, marking the division between private gardens and public spaces within the Conservation Area. The rear of Peel Brow offers green space that enhances the terraced housing and supports the town's development.

5.2.7 Setting and Views

Peel Brow provides an excellent viewpoint across the Conservation Area from the east. Some of the key visual gateways into the town are Peel Brow, Bury New Road and the Irwell Bridge from the east. The area's unique landscape creates striking vistas both from within and outside the town. Expansive perspectives from approach roads and public footpaths offer a clear appreciation of Ramsbottom's position in the valley, set against the moorland backdrop. Landmarks like the Peel Monument and Holcombe Emmanuel Church break up views outward, making them stand out on the horizon. These scenes contribute to the town's dramatic setting and are vital for connecting the urban area to the

surrounding countryside. Observing Ramsbottom from afar helps reveal its valley origins. In contrast, narrower sightlines formed by buildings give curious glimpses into the town's close-knit scale, dense layout, and layered character.

5.3 Summary of Significance

The Conservation Area is of special interest due to the sloping landscape with the distinctive pattern of terraced streets. The dense development, narrow streets, stone steps and alleyways add to character of the Conservation Area. There is a sharp contrast between the dense, spatial character of the town and the openness of the moors beyond. The longer views add to the beauty of the Conservation Area setting. The historic buildings mostly constructed from the local sandstone give the town a distinct colour, coupled with stone steps with original handrails and the mill chimneys all add to the character of the Conservation Area. Bury New Road and Peel Brow is one of the 11-character areas, set in the steep hillside of Ramsbottom with a semi- rural atmosphere. The variety of residential housing, setted rear lanes, elevated terrain offers broad western town views all add to the significant character of the area. Following heritage impact assessment methodology (Appendix 2), the Conservation Area is assessed as having a medium level of significance, as it is a Conservation Area containing buildings that contribute significantly to its historic character.

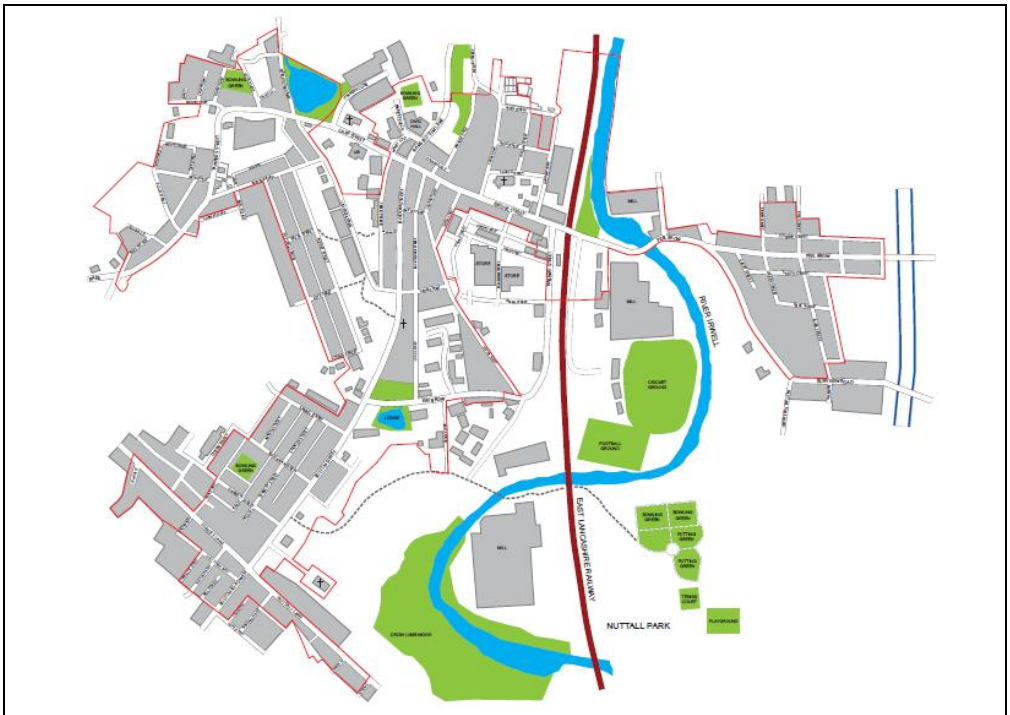
Section 6 Contribution of the Proposal Site to the Setting of the Conservation Area

6.1 Introduction

Due to proximity, the proposal site has the potential to affect the setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). When assessing the contribution to the setting of a heritage asset, Historic England guidance recommends considering the physical surroundings of the asset and how the heritage asset is experienced.

6.2 Key Elements Which Define Special Interest

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area.



Ramsbottom Conservation Area Boundary Map

6.3 The Physical Surroundings of the Conservation Area

Ramsbottom Conservation Area lies on the lower slopes of the Irwell Valley, five miles north of Bury. The surrounding landscape shaped its historical development and physical character. The Irwell valley, rivers and streams provided the power for the industrial development. This is turn contributed to the local economy. The East Lancashire Railway allowed the area to become the retail hub for tourists as well making Ramsbottom a commuter town to Manchester.

There are no listed buildings in the Bury New Road and Peel Brow Character Area. Listed below is the only significant building that makes a positive contributor to the character of the Bury New Road and Peel Brow Character Area:

- Good Samaritan, 19 Peel Brow, mid to late C19 Good frontage with original chimney pots.

6.4 How the Conservation Area is Experienced

The Bury New Road and Peel Brow Character Area is experienced along the roads of Bury New Road and Peel Brow and connecting Roads; Quarry Street, Fern Street, Fir Street, Every Street, South Street, Derby Street, Earl Street and Eliza Street. The area is characterised by the variety of residential housing. Setted rear lanes give access to stone outhouses and former earth closets, many of which remain behind Peel Brow. The elevated terrain offers broad western town views, especially from Peel Brow and its back lanes, while large retaining walls such as behind Numbers 3 - 17 Every Street indicate level changes. Main gateways in the Conservation Area include Peel Brow and Bury New Road

The proposal site is not visible from either Bury New Road or Peel Brow due to the dense vegetation and therefore does not impact on the Conservation Area.

6.5 Contribution of the Proposal Site to the Setting of the Conservation Area

The proposal site lies to the west of Bury New Road, and to the south of Peel Brow, both of which lie within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). To the south of the site are two substantial detached properties built in the late 20thC. The site is predominantly woodland located and lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary, which is an appropriate boundary treatment in the setting of the Conservation Area. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The proposal site is visible from Bury New Road but not from Peel Brow due to the dense vegetation and builder's yard. The proposal site is not visible from the west of the River Irwell, due to dense vegetation to the east side of the river. Overall, the proposal site makes a neutral contribution to the setting, significance and character of the Ramsbottom Conservation Area, based on the number of dead and diseased trees, and the Japanese Knotweed infestation, and the fact that the site is not a significant historic site which contributes to the understanding of the development of Ramsbottom, but a former refuse tip, now overgrown with self-seeded trees. However, the low stone boundary wall makes a very low contribution to the setting of the Conservation Area.

Section 7 The Proposed Works

7.1 Overview

The proposed works seek to erect up to nine dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. Additionally, it is envisaged that the associated landscaping to be determined at the Technical Details Consent stage will include including improved tree management of the retained woodland and removal of the Japanese Knotweed across the entire site. The proposal site will be accessed via Bury New Road. The proposed dwellings will be constructed in a similar design and materials to that of housing within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow).



Illustrative Layout Plan

7.2 Access and Parking

The proposal site will be accessed via Bury New Road.

Section 8 Heritage Impact Assessment

8.1 Method of Assessment

The following assessment identifies the impact of the proposed development on the significance and setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow), the heritage asset. The potential impact of the new development is assessed differently depending on the type of heritage asset affected. The impact of the proposed works on the setting of the heritage assets is assessed following Historic England guidance on settings. The potential impact on the Conservation Area is assessed following Historic England guidance on Conservation Areas.

The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the CIfA/ IHBC/ IEMA guidance, Principles of Cultural Heritage Impact Assessment in the UK of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. This methodology sets out three stages of evaluating the consequences of change:

- Understanding change (a factual statement of how a proposal would change a cultural heritage asset or its setting, including how it is experienced).
- Assessing impact (an assessment of the degree to which any change would impact cultural significance).
- Weighting the effect (a conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset).

A brief explanation of the HIA methodology is set out in Appendix 2.

8.2 Impact of the Proposed Works on the Setting of the Heritage Asset

8.2.1 Identification of the Heritage Assets Affected

The proposals have the potential to have an impact on the setting of Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). The assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets.

8.2.2 The Location and Siting of the Development

The proposal site is located to the west of Bury New Road, across from the boundary of the Ramsbottom Conservation Area. The proposal site is currently an area of previously developed land, with a demolished structure and formerly used as a structure and refuse tip. The site is bounded by timber fencing, a low stone wall to Bury New Road, shrubs and self-seeded trees, and contaminated with Japanese Knotweed. The proposed new dwellings will be sited to the eastern and central section of the proposal site alongside Bury New Road, outside of the Conservation Area. There are no important views identified to or from the Conservation Area which include the proposal site. The proposed new dwellings are sited such that they will not physically or visually isolate the heritage asset.

8.2.3 The Form and Appearance of the Development

The proposed new dwellings will not be prominent, dominant, or conspicuous in the setting of the Conservation Area as it is envisaged that they will be designed in a similar design and materials to dwellings within the Conservation Area, and will be partly screened by the mature trees to the north, south and west. The proposed materials will be carefully chosen to match those of buildings in the Conservation Area so that the new dwellings will not compete with or distract from the significant elements of the Conservation Area.

The Conservation Area Appraisal describes the housing along Bury New Road as a lower density suburb and as an area with lower building densities. The density of the proposed development is very similar to the density of the dwellings in the immediate vicinity. Therefore, the proposed density for the site is entirely appropriate within the setting of the Conservation Area.

8.2.4 Wider Effects of the Development

The proposed development will be located outside of the Conservation Area and will change the general character and land use of the proposal site, however, the wider site will remain wooded, to the north, south and west. The site will become residential in use. The residential development will allow the envisaged woodland management, including removing the significant number of dead and diseased trees and removal of the Japanese Knotweed infestation, which is both a public benefit and a heritage benefit. The character of the proposed development will not affect the setting of the Conservation Area as the proposed dwellings are an appropriate type of housing in the setting of the Conservation Area and the materials are expected to also be contextual to the Conservation Area. The construction period may temporarily increase noise, odour, vibration and dust near the heritage asset, but planning conditions should be able to keep these to an acceptable level. The setting of the Conservation Area will not be affected from any wider effects of the proposed development.

8.2.5 The Permanence of the Development

The new dwellings sited outside of the Conservation Area, will become a permanent feature to the west of Bury New Road, but this will not have a detrimental impact on the significance and setting of Ramsbottom Conservation Area.

8.3 Summary of Impact

The impact of the proposed development on the setting of the Conservation Area has been assessed using Historic England guidance on the setting of heritage assets and the heritage impact assessment methodology, see Appendix 2. The heritage impact assessment methodology first assesses the value of the heritage asset, and then the magnitude of impact is assessed. These two values are set in a matrix to finally assess the significance of impact.

As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology. The proposed new development constitutes a negligible change to the setting and significance of the entire Conservation Area. As the proposed development constitutes 'slight' changes to historic building elements or setting that hardly affect it', the magnitude of the impact is assessed as a negligible magnitude of change.

Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral or slight impact, i.e. having little or no impact. The proposed development will not have an impact on significant views or setting of the Conservation Area.

The impact of the proposed works on the significance of the Ramsbottom Conservation Area has been assessed as neutral the proposed residential use will provide significantly improved woodland, with improved management and Japanese Knotweed removal. The dwellings proposed are appropriate for the setting of the Conservation Area.

As the proposed development is assessed as having a neutral and slight beneficial impact on the setting and significance of the Conservation Area, there is no harm to the affected heritage asset. Therefore paras 213 to 216 of the NPPF, which discuss substantial harm or less than substantial harm, do not apply here.

It has been assessed that the proposed development will not cause harm to the setting of the Ramsbottom Conservation Area. This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in Palmer v Herefordshire Council & Anr [2016] EWCA Cov 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm"'.

8.4 Heritage Impact Assessment Table

The following table sets out the proposed works, which could impact the significance and setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow), identifying the significance, magnitude of the change, the weight of impact of the proposed works and proposed mitigation if required.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS AFFECTED	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT / IMPACT OF WORK & PROPOSED MITIGATION
Construct up to 9 dwellings and associated landscaping and car parking.	Ramsbottom Conservation Area: Medium	Negligible: The proposed dwellings are a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Neutral Impact: The proposals will have a neutral impact on the setting of the Conservation Area.
Retention and repair of low stone wall to Bury New Road.	Ramsbottom Conservation Area: Medium	Negligible: The work to the low stone wall is a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: The low stone wall is appropriate to the setting of the Conservation Area and the retention and repair of the wall is beneficial to the setting of the Conservation Area.
Tree removal to the proposed residential area, improved woodland management to wider site and Japanese Knotweed eradication to entire site.	Ramsbottom Conservation Area: Medium	Negligible: The proposed woodland management is a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: The proposed improved tree management and Japanese Knotweed removal will have a slight beneficial impact on the setting of the Conservation Area.

Section 9 CONCLUSIONS

9.1 History, Development and Usage

The tithe map of 1838 shows the proposal site is located in plot no. 331, owned by the Earl of Derby and occupied by John Grant. The land is called 'Pengot', likely a phonetic English misspelling of the Welsh placename Pen-y-coed. English surveyors often recorded Pen-y-coed as Pengot or Pencot for ease of pronunciation. Pen-y-coed translates as 'The Top/Head of the Wood' or 'The Head of the Forest'.[8] The River Irwell is located in plot no. 340, owned and occupied by William Grant & Brothers.

The OS mapping shows that the site has had several phases of alterations. The OS map of 1929 depicts the erection of a structure to the eastern boundary of the site along Bury New Road, with a curved access road from the north. The OS map of 1938 depicts an extended building, with the access road from the north altered to the west and lengthened and a new semi-circular road to the south of the building. The structure is not depicted on the OS map dated 1963-64, however, the map identifies the site of the building as a 'Refuse Tip' with a further, larger 'Refuse Tip', to the south along with a long curved access road running roughly north-south. At present, the site is an unmanaged wood, primarily with self-seeded Sycamore trees and a significant Japanese Knotweed infestation.

9.2 The Significance of the Nearby Heritage Asset

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area. As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology.

9.3 Contribution of the Proposal Site to the Setting of the Conservation Area

The proposal site lies to the west of Bury New Road, and to the south of Peel Brow, both of which lie within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). To the south of the site are two substantial detached properties built in the late 20thC. The site is predominantly woodland located and lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary, which is an appropriate boundary treatment in the setting of the Conservation Area. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The proposal site is visible from Bury New Road but not from Peel Brow due to the dense vegetation and builder's yard. The proposal site is not visible from the west of the River Irwell, due to dense vegetation to the east side of the river. Overall, the proposal site makes a neutral contribution to the setting, significance and character of the Ramsbottom Conservation Area, based on the number of dead and diseased trees, and the Japanese Knotweed infestation, and the fact that the site is not a significant historic site which contributes to the understanding of the development of Ramsbottom, but a former refuse tip, now overgrown with self-seeded trees. However, the low stone boundary wall makes a very low contribution to the setting of the Conservation Area.

[8] OS Maps, 'The Welsh origins of place names in Britain'.
https://osmaps.com/discover/guides/the-welsh-origins-of-place-names-in-britain/

9.4 The Proposed Works

The proposed works seek to erect up to nine dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. Additionally, it is envisaged that the associated landscaping to be determined at the Technical Details Consent stage will include including improved tree management of the retained woodland and removal of the Japanese Knotweed across the entire site. The proposal site will be accessed via Bury New Road. The proposed dwellings will be constructed in a similar design and materials to that of housing within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow).

9.5 Impact of the Proposed Works on the Significance and Setting of the Heritage Asset

The impact of the proposed development on the setting of the Conservation Area has been assessed using Historic England guidance on the setting of heritage assets and the heritage impact assessment methodology, see Appendix 2. The heritage impact assessment methodology first assesses the value of the heritage asset, and then the magnitude of impact is assessed. These two values are set in a matrix to finally assess the significance of impact.

As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology. The proposed new development constitutes a negligible change to the setting and significance of the entire Conservation Area. As the proposed development constitutes 'slight' changes to historic building elements or setting that hardly affect it', the magnitude of the impact is assessed as a negligible magnitude of change.

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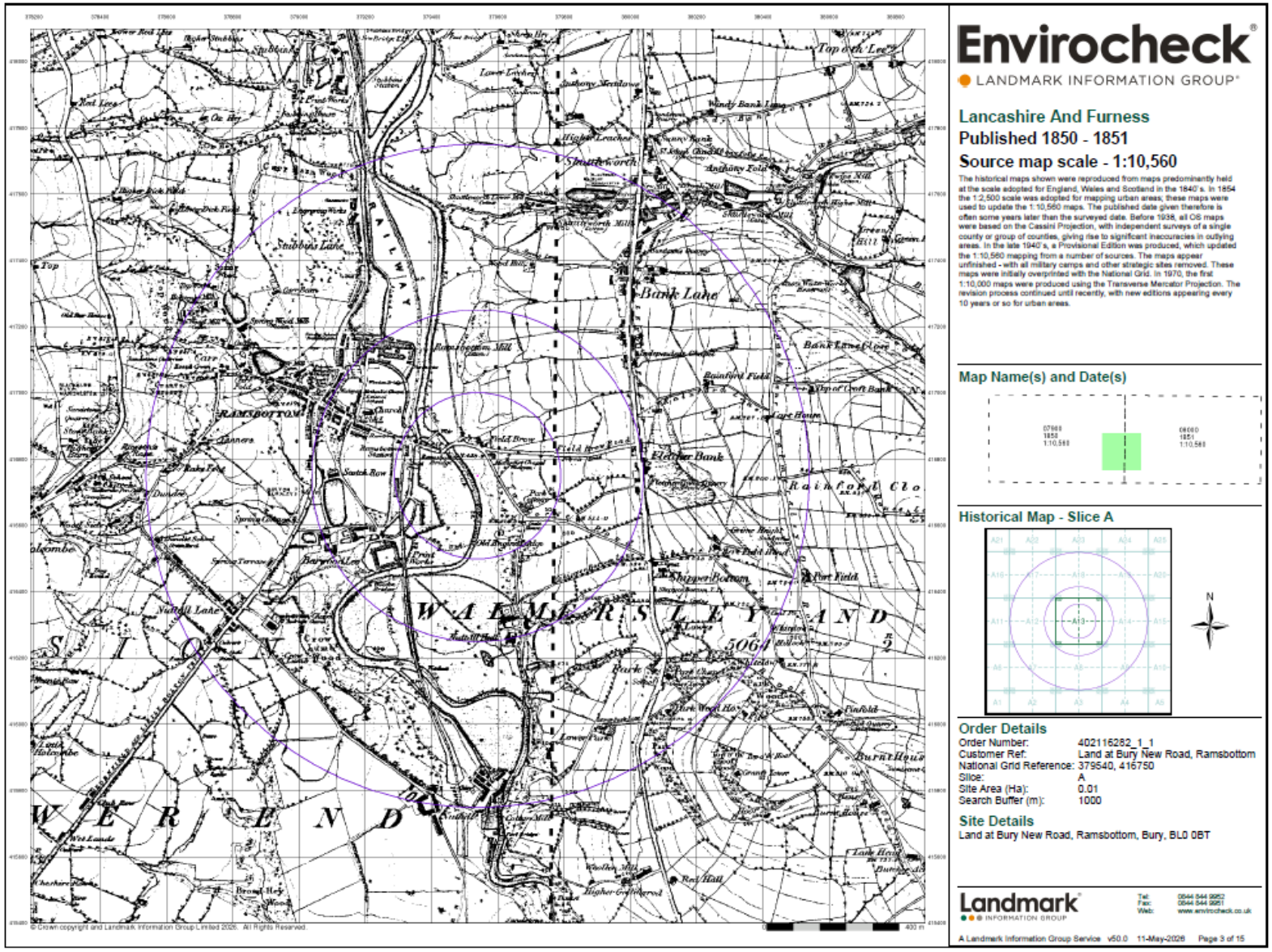
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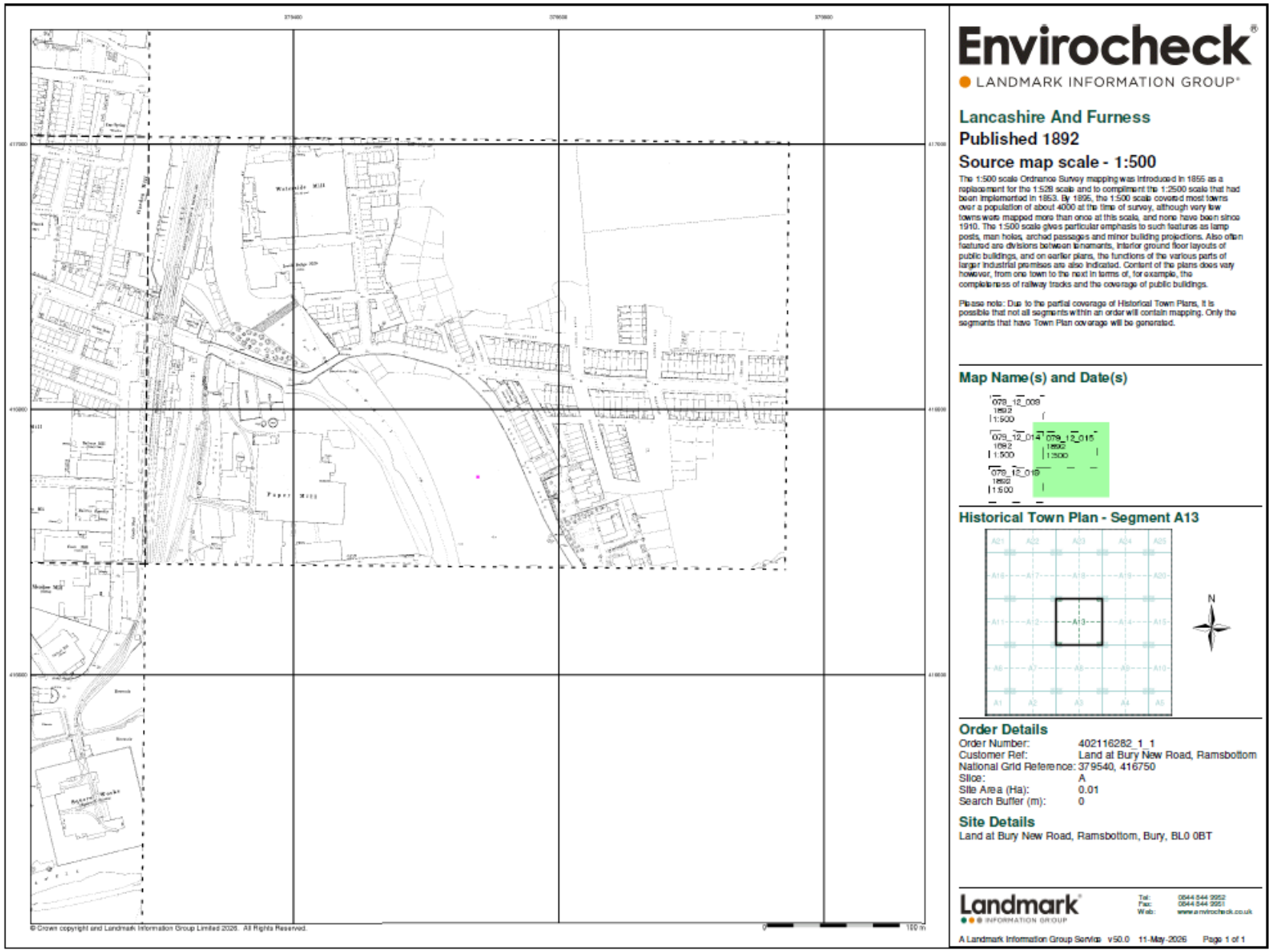
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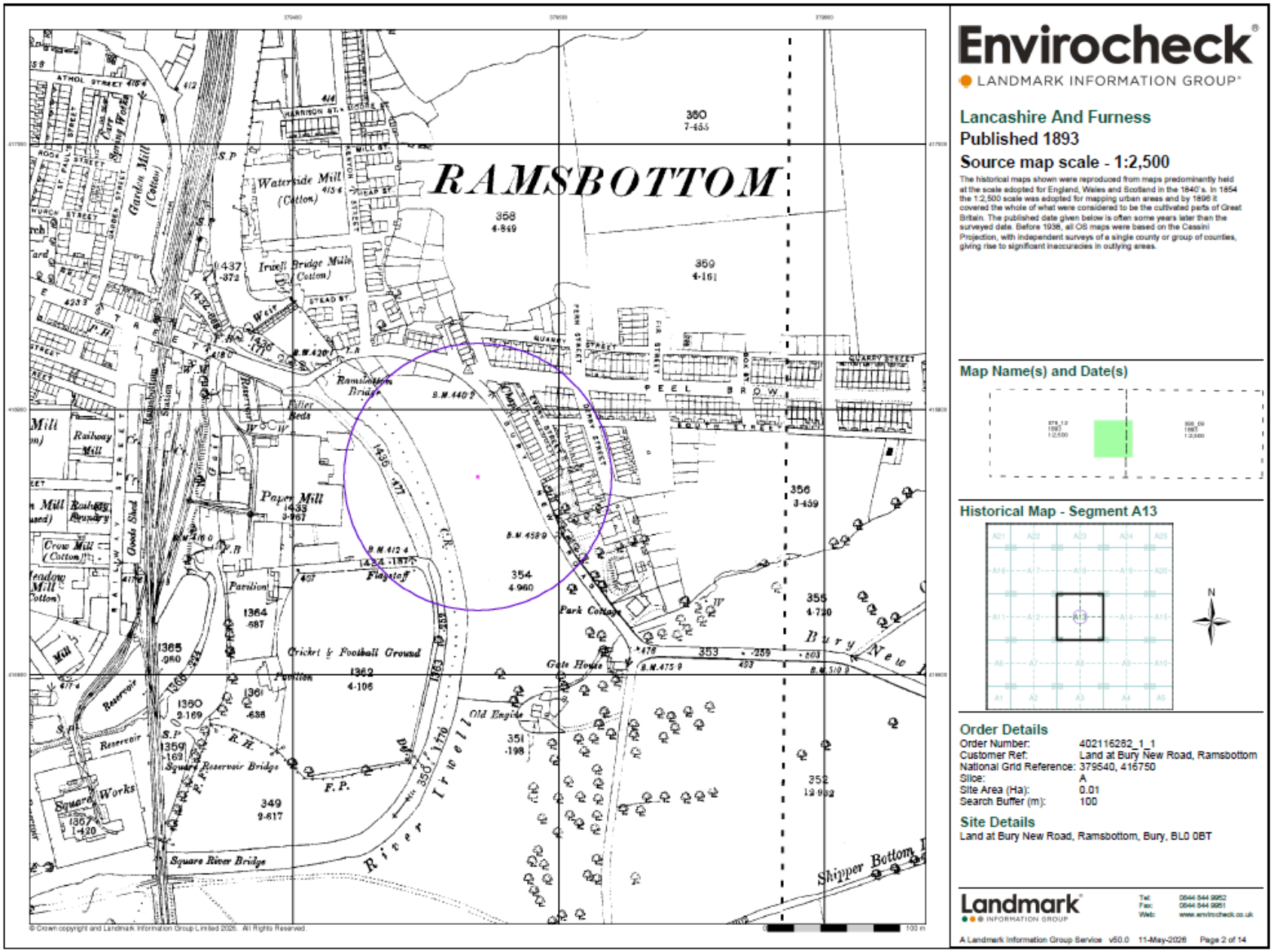
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Appendix 1: Historic Mapping




Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1892
Source map scale - 1:500
The 1:500 scale Ordnance Survey mapping was introduced in 1855 as a replacement for the 1:528 scale and to compliment the 1:2500 scale that had been implemented in 1853. By 1895, the 1:500 scale covered most towns over a population of about 4000 at the time of survey, although very few towns were mapped more than once at this scale, and none have been since 1910. The 1:500 scale gives particular emphasis to such features as lamp posts, man holes, arched passages and minor building projections. Also often featured are divisions between tenements, interior ground floor layouts of public buildings, and on earlier plans, the functions of the various parts of larger industrial premises are also indicated. Content of the plans does vary however, from one town to the next in terms of, for example, the completeness of railway tracks and the coverage of public buildings.
Please note: Due to the partial coverage of Historical Town Plans, it is possible that not all segments within an order will contain mapping. Only the segments that have Town Plan coverage will be generated.
Map Name(s) and Date(s)
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1892
1:500
079_12_014
1892
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1892
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Historical Town Plan - Segment A13
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Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 0
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark
INFORMATION GROUP
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk
A Landmark Information Group Service v50.0 11-May-2026 Page 1 of 1
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RAMSBOTTOM
Waterside Mill (Cotton)
Irwell Bridge Mills (Cotton)
Ramsbottom Bridge
Paper Mill
Railway Mill
Crow Mill (Cotton)
Meadow Mill (Cotton)
Garden Mill (Cotton)
Cricket & Football Ground
Pavilion
Flagstaff
Park Cottage
Gate House
Old Engine
Square Reservoir Bridge
Square Works
Square River Bridge
River Irwell
Bury New
Shipper Bottom
PEEL BROW
QUARRY STREET
Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1893
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1936, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
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Site Details
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Landmark INFORMATION GROUP
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk
A Landmark Information Group Service v50.0 11-May-2026 Page 2 of 14
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Lancashire And Furness
Published 1910
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

Historical Map - Segment A13

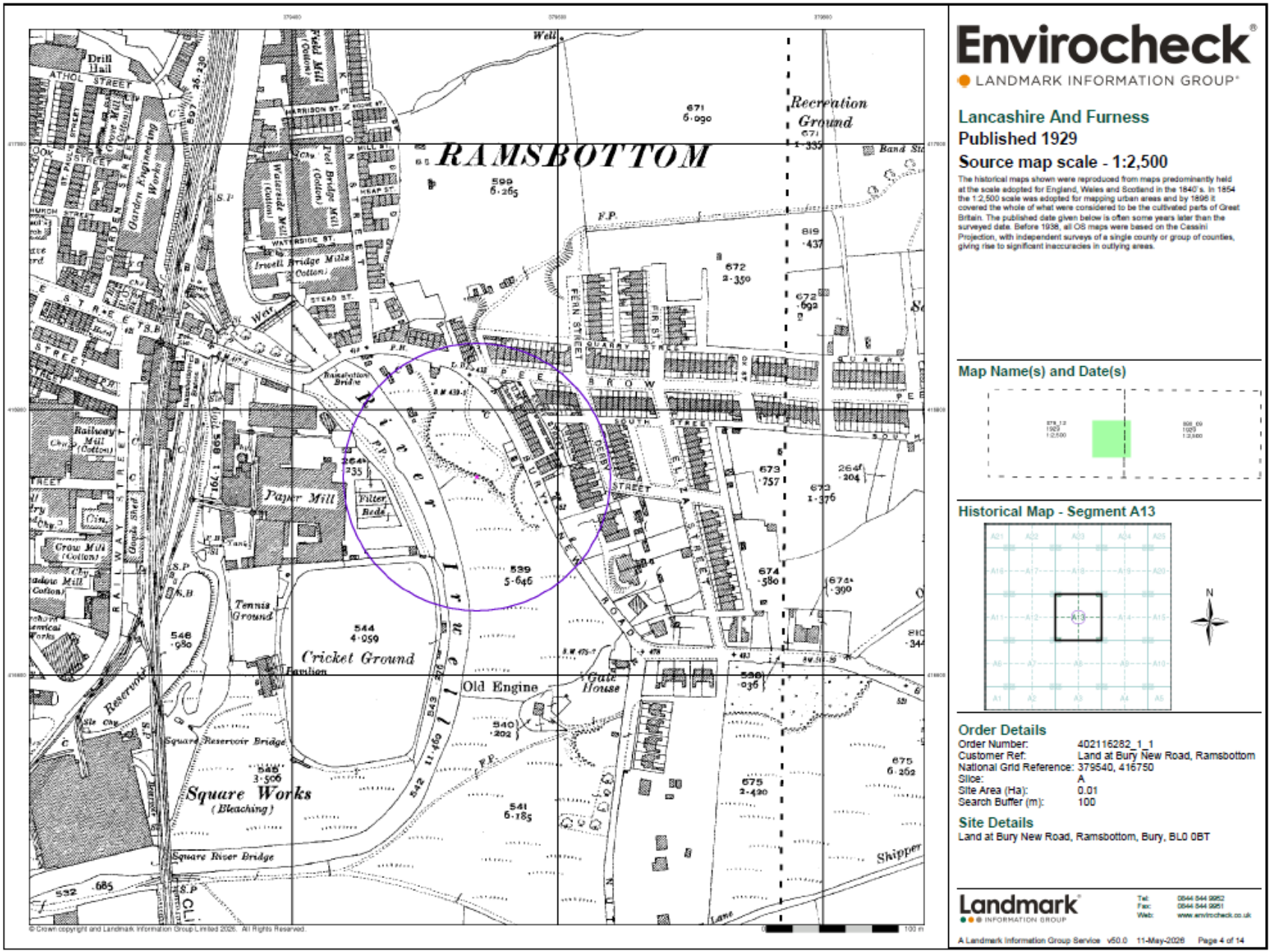
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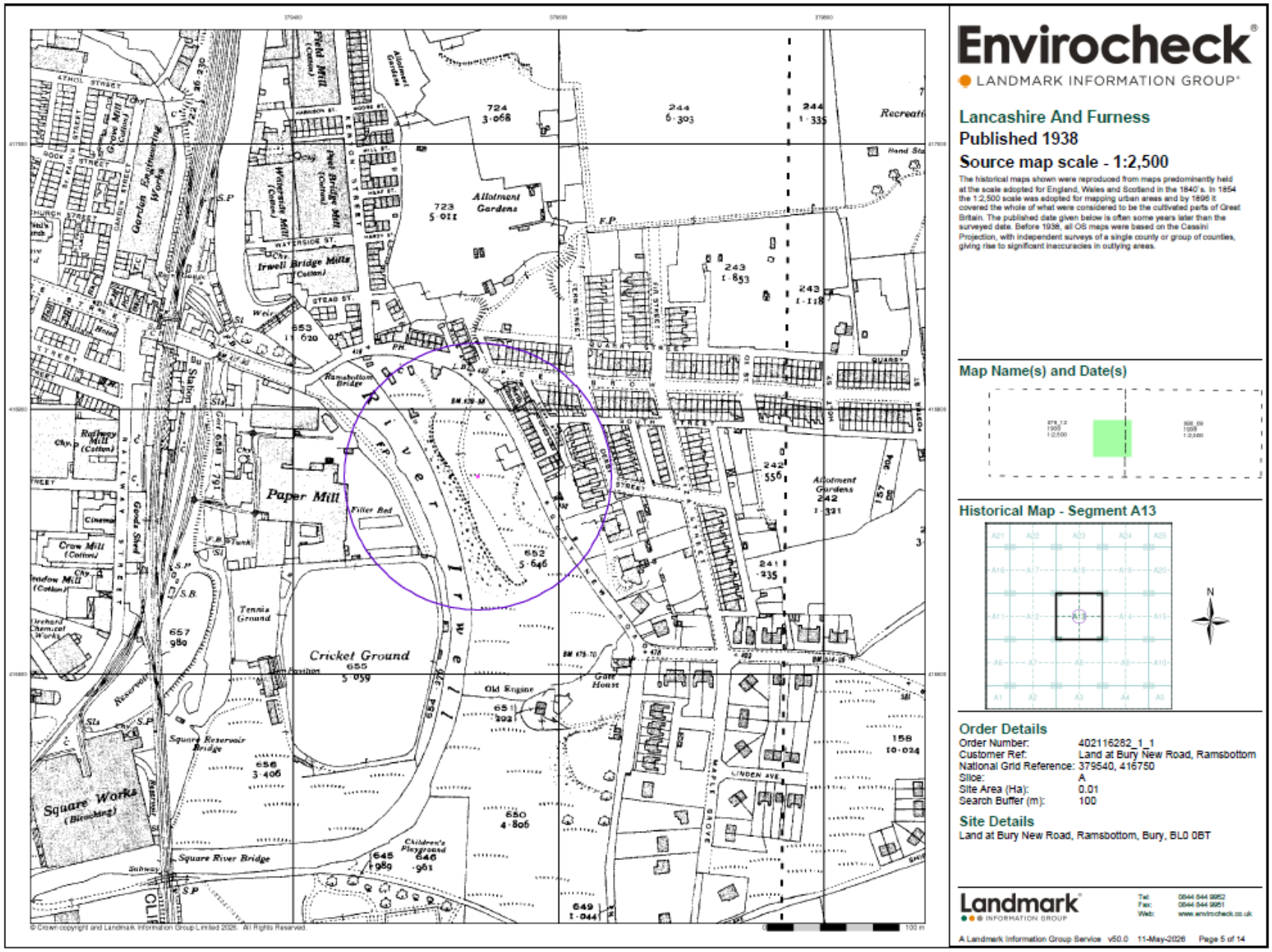
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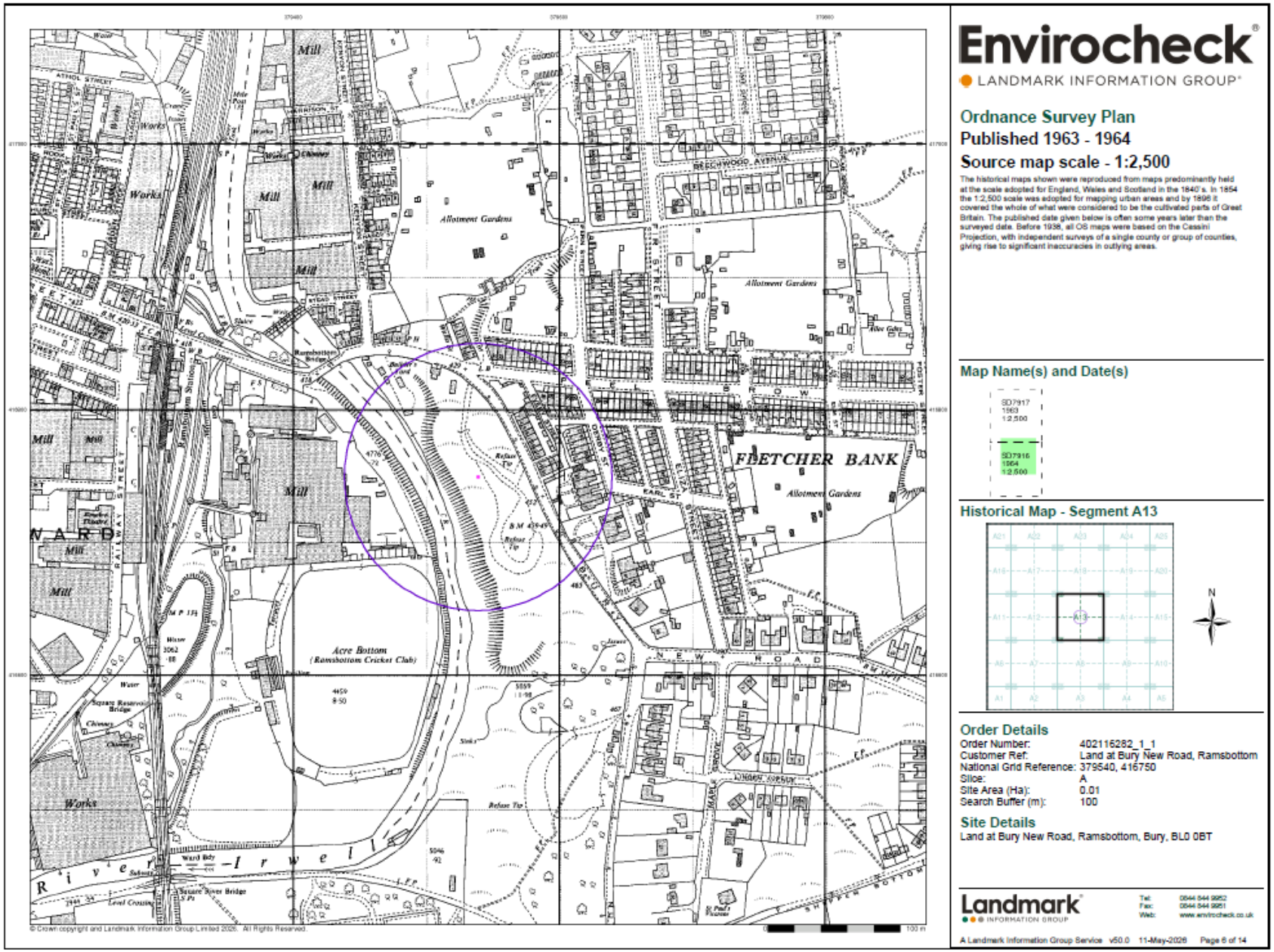
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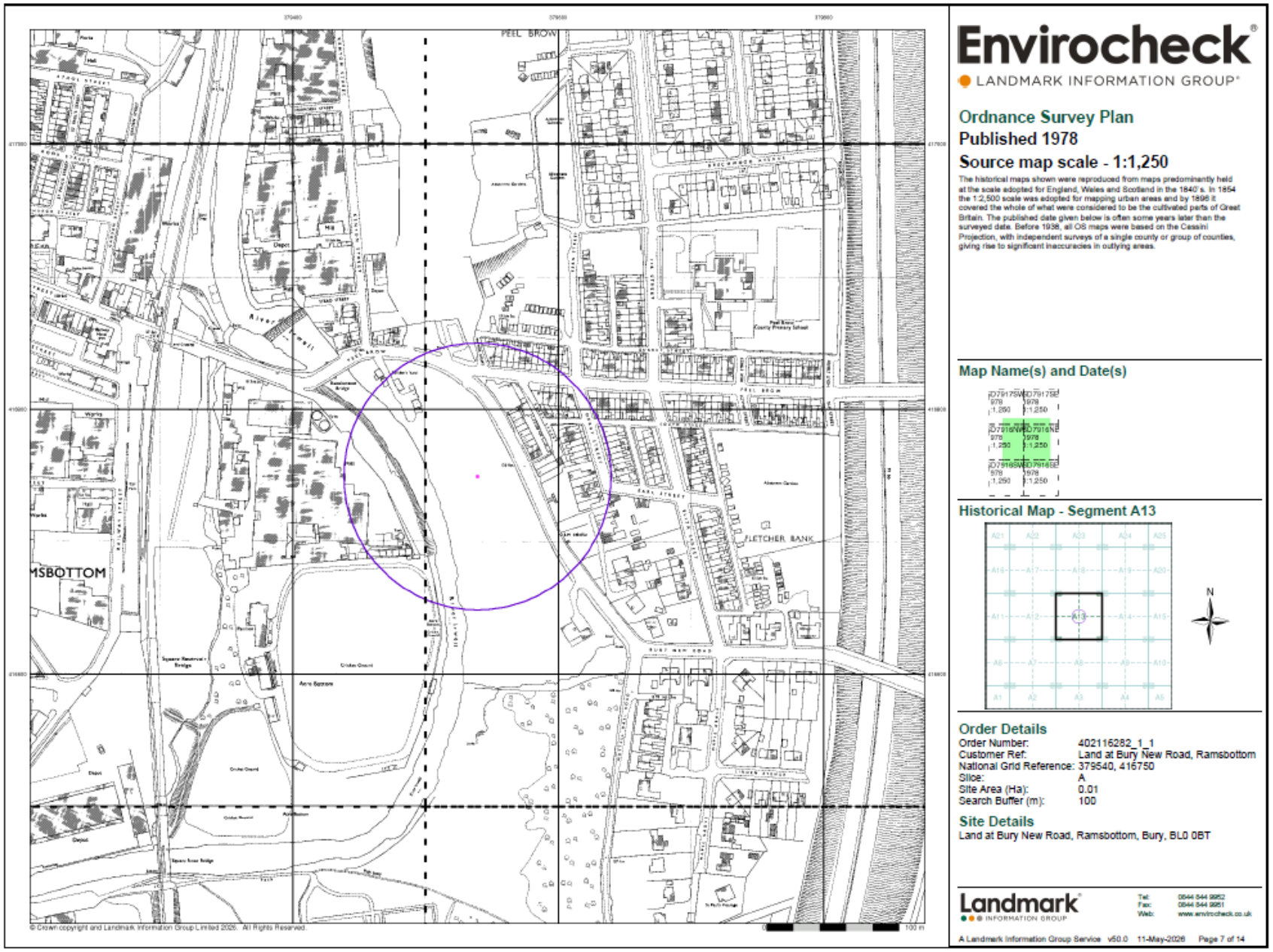
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Web: www.envirocheck.co.uk

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RAMSBOTTOM
Recreation Ground
Cricket Ground
Square Works
(Bleaching)
Paper Mill
Old Engine
Gate House
Tennis Ground
Square Reservoir Bridge
Square River Bridge
Irwell Bridge Mills
(Cotton)
Railway Mill
(Cotton)
Crow Mill
(Cotton)
Drill Hall
ATHOL STREET
BURY NEW ROAD
Filter Beds
Reservoir
Pavilion
Shipper Lane
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Lancashire And Furness
Published 1929
Source map scale - 1:2,500
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Map Name(s) and Date(s)
Historical Map - Segment A13
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
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Lancashire And Furness
Published 1938
Source map scale - 1:2,500
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Map Name(s) and Date(s)
Historical Map - Segment A13
Order Details
Order Number: 4021162821_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark INFORMATION GROUP
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk
A Landmark Information Group Service v50.0 11-May-2026 Page 5 of 14
Paper Mill
Cricket Ground
Square Works (Bleaching)
Irwell Bridge Mills (Cotton)
Allotment Gardens
Ramsbottom Bridge
Square River Bridge
Square Reservoir Bridge
Tennis Ground
Old Engine
Children's Playground
Recreati
River Irwell
Filter Bed
Gas Works
Railway Mill (Cotton)
Crow Mill (Cotton)
Garden Engineering Works
Field Mill (Cotton)
Peel Bridge Mills (Cotton)
Square Works
Gate House
LINDEN AVE
GROVE
STEAD ST.
WATERSIDE ST.
HARRISON ST.
MOORE ST.
PEEL ST.
HALL ST.
GARDEN STREET
CHURCH STREET
ASHCROFT STREET
ROCK STREET
ST. PAUL'S STREET
GEORGE STREET
QUARRY ST.
Station
Cinema
Hotel
PH
Weir
Subway
Reservoir
Sluice
F.P.
S.P.
S.B.
F.B.
Tank
Grid
Sta
Sl
Sls
Cty.
Ch.
Pas
Ho
Ind Est
Hand Sta
724 3·068
723 5·011
244 6·303
244 1·335
243 1·853
243 1·118
242 556
242 1·321
241 ·435
241 ·304
553 1·620
652 5·646
657 980
656 3·406
655 5·059
651 202
650 4·806
649 1·044
645 1·989
646 ·961
158 10·024
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LANDMARK INFORMATION GROUP
Ordnance Survey Plan
Published 1963 - 1964
Source map scale - 1:2,500
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Map Name(s) and Date(s)
SD7917 1963 1:2,500
SD7916 1964 1:2,500
Historical Map - Segment A13
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
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Fax: 0844 844 9951
Web: www.envirocheck.co.uk
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FLETCHER BANK
Allotment Gardens
Acre Bottom
(Ramsbottom Cricket Club)
NEW ROAD
BEECHWOOD AVENUE
Mill
Works
River Irwell
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Ordnance Survey Plan
Published 1978
Source map scale - 1:1,250

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Map Name(s) and Date(s)

Historical Map - Segment A13

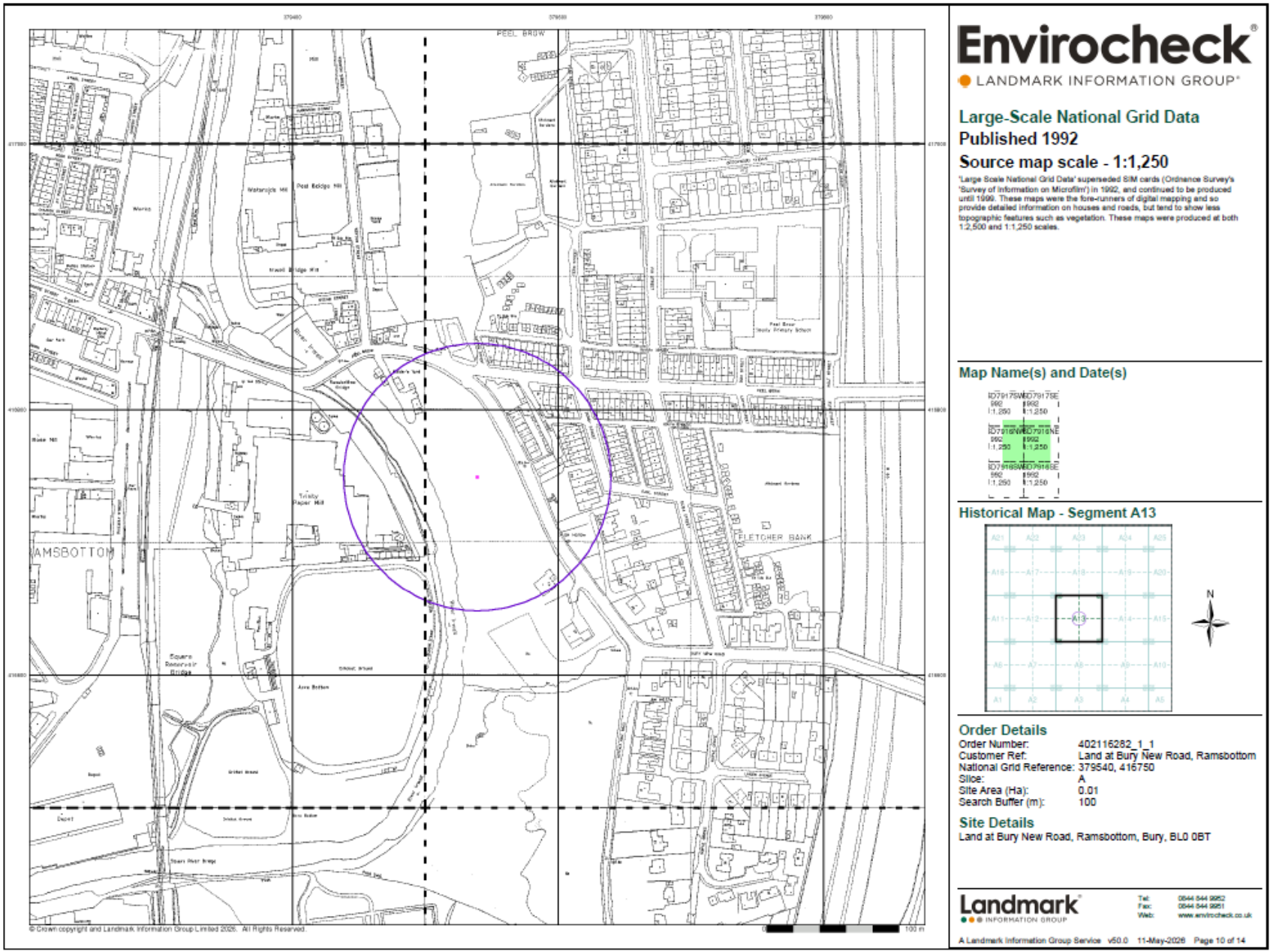
Order Details

Order Number:	402116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	100

Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT

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Large-Scale National Grid Data

Published 1992

Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

Historical Map - Segment A13

Order Details

Order Number:	402116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	100

Site Details

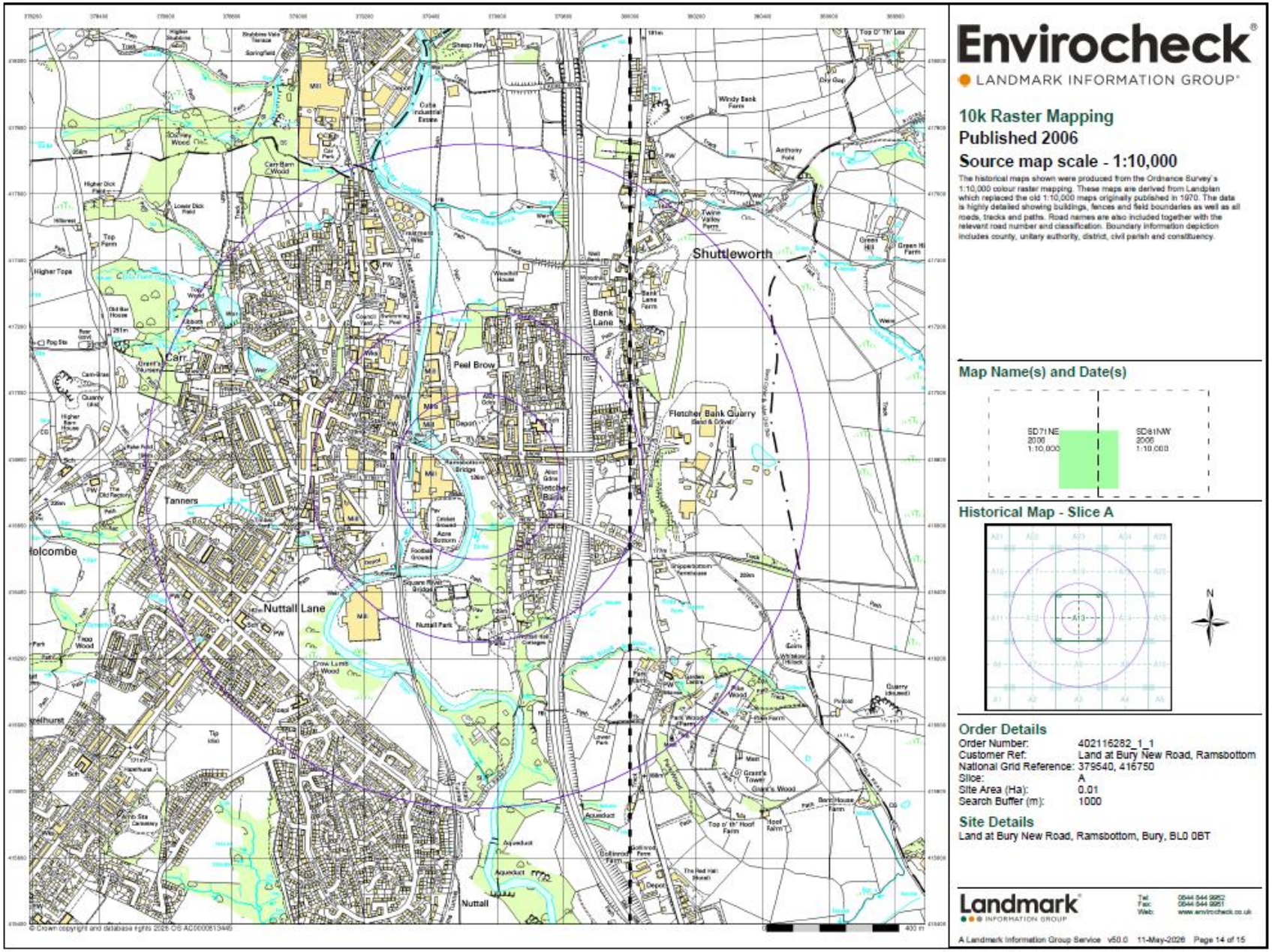
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT

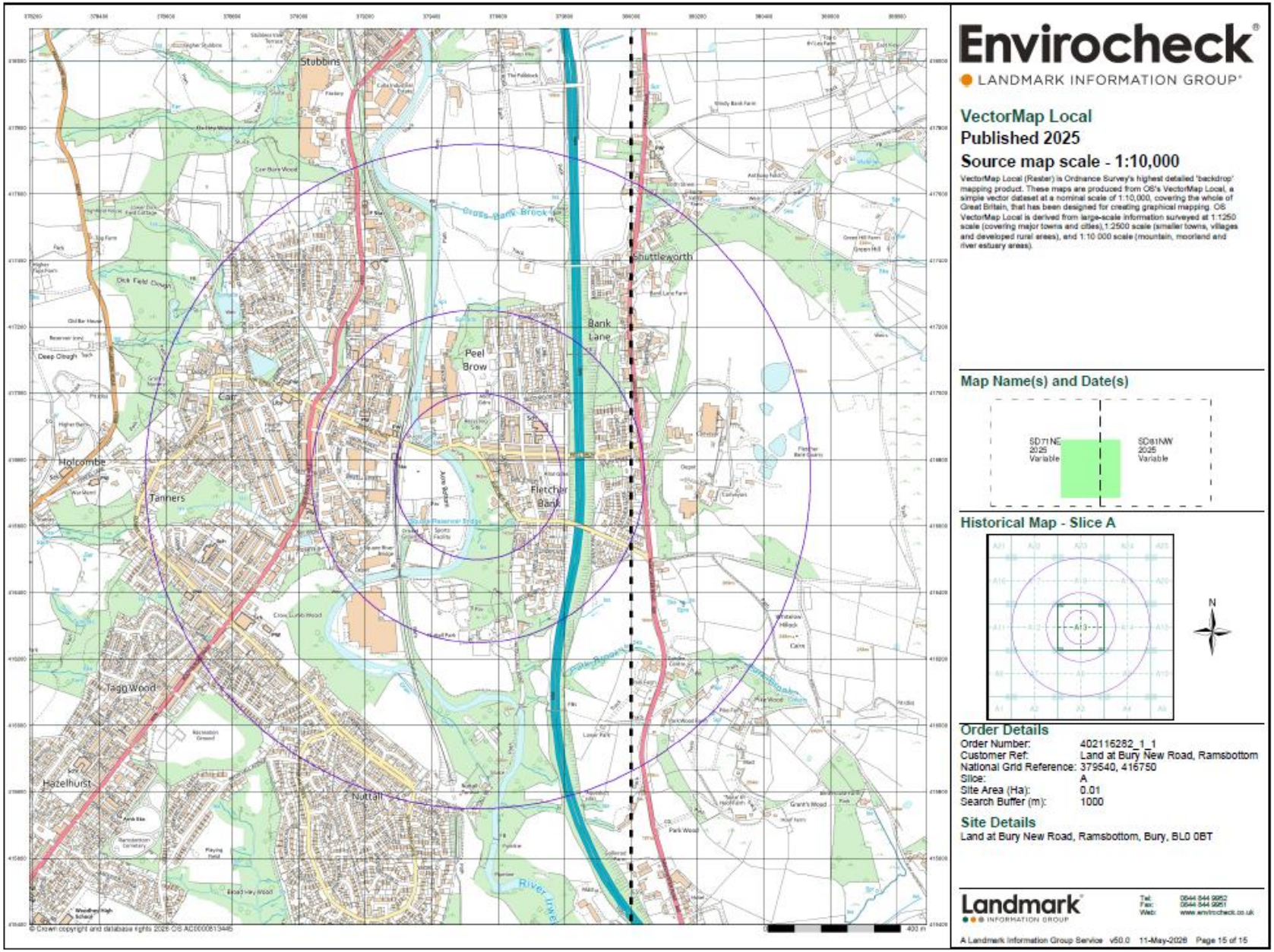
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LANDMARK INFORMATION GROUP
Historical Aerial Photography
Published 2001
This aerial photography was produced by Getmapping, these vertical aerial photographs provide a seamless, full colour survey of the whole of Great Britain
Historical Aerial Photography - Segment A13
N
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
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10k Raster Mapping
Published 2006
Source map scale - 1:10,000
The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.
Map Name(s) and Date(s)
SD71NE 2006 1:10,000
SD61NW 2006 1:10,000
Historical Map - Slice A
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 1000
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark INFORMATION GROUP
A Landmark Information Group Service v50.0 11-May-2026 Page 14 of 15
Shuttleworth
Bank Lane
Peel Brow
Carr
Tanners
Nuttall Lane
Nuttall
Fletcher Bank Quarry
Cutts Industrial Estate
Sheep Hey
Windy Bank Farm
Anthony Fold
Higher Tops
Top Farm
Higher Dick Field
Lower Dick Field
Carr Barn Wood
Rooley Wood
Tippet Wood
Crow Lumb Wood
Grant's Tower
Grant's Wood
Top o' th' Hoof Farm
Bank House Farm
Aqueduct
Ramsbottom Bridge
Square Road Bridge
Nuttall Park
Cricket Ground
Football Ground
Acre Bottom
Acre Gore
Fletcher Bank
Depot
Mill
Quarry
Tip
Sch
Pumping Sta
Cemetery
Aqueduct
Depot
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400 m



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VectorMap Local

Published 2025

Source map scale - 1:10,000

VectorMap Local (Raster) is Ordnance Survey's highest detailed 'backdrop' mapping product. These maps are produced from OS's VectorMap Local, a simple vector dataset at a nominal scale of 1:10,000, covering the whole of Great Britain, that has been designed for creating graphical mapping. OS VectorMap Local is derived from large-scale information surveyed at 1:1250 scale (covering major towns and cities),1:2500 scale (smaller towns, villages and developed rural areas), and 1:10 000 scale (mountain, moorland and river estuary areas).

Map Name(s) and Date(s)

Historical Map - Slice A

Order Details

Order Number:	4021116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	1000

Site Details

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Appendix 2: Heritage Impact Assessment Methodology

The impact of the proposed works has been assessed using a cultural heritage impact assessment methodology based upon the CIfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. Relevant paragraphs are extracted below.

Cultural Heritage Impact Assessment

1.4 Cultural Heritage Impact Assessment ('CHIA') is concerned with understanding the consequences of change to cultural significance. At a fundamental level, CHIA is used to make informed decisions about the sustainable management of cultural heritage assets.
1.7 This document provides guidance for cultural heritage practitioners in regard to the principles of CHIA. These are:
A. understanding cultural heritage assets; and
B. evaluating the consequences of change.

A. UNDERSTANDING CULTURAL HERITAGE ASSETS

A.2 The process of gaining this understanding is split into three stages:
• Description: Research and investigations leading to a factual statement that establishes the nature of the asset.
• Cultural significance: Analysis of what is valued about the asset, leading to a statement of cultural significance.
• Importance: A conclusion regarding the level of protection that the asset merits in planning policy and cultural heritage legislation.

Attributing importance

A.17 Importance is scaled (unlike cultural significance) and requires the competent practitioner to make a judgement regarding the merits of different cultural heritage assets. It is therefore appropriate to refer to 'high', 'medium' or 'low' importance or any other simple scale that offers a form of gradation.

B. EVALUATING THE CONSEQUENCES OF CHANGE

B.3 The process of evaluating the consequences of change falls into three stages:
• Understanding change: A factual statement of how a proposal would change a cultural heritage asset or its setting (including how it is experienced).
• Assessing impact: An assessment of the degree to which any change would impact cultural significance.
• Weighting the effect: A conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset.

Assessing impact

B.7 An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.

B.9 The magnitude of the impact on cultural significance needs to be assessed. A distinction needs to be drawn as to whether the change will result in only a 'small' impact on, say, just one component of cultural significance or whether the change would have a greater impact on the totality of cultural significance. The terms 'large', 'medium' or 'small' are acceptable or any other simple scale that offers a form of gradation easily articulated in a written report.

Weighting the effect

B.10 The effect is the measure that brings together the magnitude of the impact and the cultural heritage asset's importance. This is a critical stage of the assessment process as this determines the weight that should be given to the matter in either influencing the design of the proposal or, ultimately, in the test as to whether the proposal will be acceptable and permitted.

B.12 In relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance. For instance, a proposal that results in the total loss (i.e. the largest magnitude of adverse impact) of a cultural heritage asset of low importance would be an effect that should be given considerably less weight by the decisionmaker than the total loss of an asset of high importance.

B.13 A simple graded scale of effects should be defined and applied (as recommended for impact magnitude, above). However, decisions regarding the acceptability of a proposal will often require the effect to also be articulated within the parameters of the relevant legislative or policy tests that use their own specific language and terminology. For instance, in Environmental Impact Assessment ('EIA') an impact can result in significant or nonsignificant effects.

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Appendix 4

73182 – Land on the west side of Bury New Road/Peel Brow, Ramsbottom.

Application for permission in principle for erection of up to 9 no. dwellings.

There is no objection to the proposed development in principle with regard to heritage conservation.

Although outside the Ramsbottom town centre conservation area, it is immediately adjacent to it to the west of Bury New Road between its junction with Nuttall Hall Road and Peel Brow. As such the site is considered to be within the setting of the conservation area. That part of Bury New Road is an important gateway into the town centre and is part of the conservation area.

The technical details application will need to address a number of issues affecting the setting of the conservation area regarding layout, mass, scale, design and materials in order to at least preserve its character and appearance.

The architectural grain of that part of the conservation area is predominantly characterised by dwellings on the east side of Bury New Road at No.s 3-19. They are small, low rise two storey terraced dwellinghouses of vernacular form, function, architecture and materials. They have uniform fenestration rhythm. They have a very shallow frontage with no on-site parking or vehicular access.

The proposed indicative layout would suggest detached properties with vehicle access and parking to the front of the dwellings. This type of design would be at odds with and incongruous to the existing layout of the dwellings immediately opposite and in the vicinity of the site.

It is strongly recommended that, to at least preserve the character and appearance of the conservation area, the proposed development should be a row of low rise two storey terraced dwellinghouses with parking and access to the rear and constructed from vernacular materials of local natural stone and natural slate roof covering with uniform fenestration.

Conservation Officer

10/6/26

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Appendix 5

Planning Inspectorate

Appeal Decision

Site visit made on 27 February 2026

by J Hobbs MRTPI MCD BSc (hons)

an Inspector appointed by the Secretary of State

Decision date: 15th May 2026

Appeal Ref: 6002561
Land off Waterloo Road, Poynton, Cheshire SK12 1RZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Henderson Homes Ltd against the decision of Cheshire East Council.
- The application Ref is 25/0454/PIP.
- The development proposed is up to 2 no. dwellings.

Decision

1. The appeal is allowed and permission in principle is granted for residential development comprising a minimum of 1 and a maximum of 2 dwellings at Land off Waterloo Road, Poynton, Cheshire SK12 1RZ in accordance with the terms of the application, Ref. 25/0454/PIP.

Application for costs

2. An application for costs has been made by Henderson Homes Ltd against Cheshire East Council. This is the subject of a separate decision.

Preliminary Matters

3. The proposal is for permission in principle. Planning Practice Guidance[1] (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle consent route has 2 stages: the first stage (permission in principle) establishes whether a site is suitable in-principle and the second stage (technical details consent) is when the detailed development proposals are assessed. This appeal relates to the first stage.

Main Issue

4. The scope of the considerations for permission in principle is limited to location, land use, and the amount of development permitted. In this instance, the Council does not object to the proposed amount of development. The reason for refusal specified that the proposal would be inappropriate development in the Green Belt and highlights concerns with the appeal site's location. Within its Statement of Case the Council has also highlighted a concern with flood risk and contends that a sequential test should be undertaken.

5. Taking the above into account, the main issue of the appeal is whether the appeal site is suitable for residential development having regard to the site's location; with particular regard to the Green Belt, access to services and facilities, and the aim to steer new development to areas with the lowest risk of flooding.

[1] Planning Practice Guidance, Permission in principle, Paragraph: 001 Reference ID: 58-001-20180615

Reasons

Green Belt

6. The appeal site is in the Green Belt. The National Planning Policy Framework (the Framework) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

7. Policy PG3 of the Cheshire East Local Plan, Local Plan Strategy 2010-2030, July 2017 (CELPS) indicates that the construction of new buildings in the Green Belt is inappropriate, except for the development specified within the policy. The exceptions include limited infilling in a village. Policy PG10 of the Cheshire East Local Plan, Site Allocations and Development Policies Document, December 2022 (SADPD) identifies infill villages. Poynton is not identified as an infill village. The Policy goes on to explain that proposals outside the village infill boundaries will not be considered to be limited infilling in villages, when applying CELPS Policy PG3.

8. The appeal site is outside of the defined infill boundaries and does not accord with any of the specified exceptions to inappropriate development in the Green Belt specified within CELPS Policy PG3. Consequently, the appeal proposal is contrary to both CELPS Policy PG3 and SADPD Policy PG10.

9. The Framework also identifies limited infilling in a village as an exception to inappropriate development in the Green Belt. However, the Wood judgment[2] established that when making an assessment with regard to this exception, a boundary of a village defined in a development plan may not be determinative. It goes on to explain that regard should be had to the situation on the ground when assessing whether a site is in a village. As such, the aforementioned policies are not entirely consistent with the exception to inappropriate development specified within paragraph 154 of the Framework. In accordance with paragraph 232 of the Framework, limited weight is ascribed to the identified conflict with these policies.

10. Within the Committee Report the Council state that it is accepted that the site is located in a village for the purposes of paragraph 154(e) of the Framework. My observations on site do not lead me to an alternative conclusion. As such, only an assessment as to whether the proposal constitutes limited infilling is required to determine whether the proposal complies with the exception to inappropriate development in the Green Belt specified in paragraph 154(e).

11. The term “limited infilling” is not defined within the Framework. However, SADPD Policy PG10 defines limited infilling as the development of a relatively small gap between existing buildings. The Tate judgment[3] established that whether a proposal constitutes limited infilling will always be a question of fact and planning judgement for the decision maker.

12. The appeal site fronts onto Waterloo Road. Although there is not a consistent building line, there is residential development fronting Waterloo Road on both sides and opposite the appeal site. Immediately behind the site, in a south easterly direction, is open countryside. However, the settlement extends further eastward along Coppice Road, and the appeal site partially adjoins the rear boundary of a property on this road. Furthermore, the garden of Waterloo House extends to the

[2] Julian Wood v SSCLG, Gravesham Borough Council [2015] EWCA Civ 195
[3] R (Tate) v Northumberland County Council v Susan Leffers-Smith [2018] EWCA Civ 1519

full depth of the appeal site. As such, the appeal site does not encroach further into the open countryside than the existing development on either side. On balance, I consider that the proposed development would infill a gap between existing development.

13. Development on this side of Waterloo Road is spacious when compared to other development in the surrounding area. The appeal site's frontage extends to approximately 60m. Nonetheless, it is similar in size to the frontage of 1, 3, 5, and 7 Waterloo Road combined. Accordingly, it appears as a modest gap in development on this side of the road. Furthermore, the development of up to 2 dwellings would represent a very limited increase in the supply of houses within Poynton as a whole. Taking the above into account, I consider that the proposed development is limited in scale.

14. Overall, I consider that the proposal would represent limited infilling in a village. Consequently, it would accord with the exception to inappropriate development specified in paragraph 154(e) of the Framework. As I have found that the proposed development would not be inappropriate development in the Green Belt, there is no need for me to assess it against paragraph 155 of the Framework.

15. The Lee Valley Regional Park Authority judgment[4] established that development which is not inappropriate in the Green Belt is not to be regarded as harmful to the openness of the Green Belt or the purposes of including land within it. In light of this judgment and my findings above, it is not necessary for me to assess the proposal's effect on the openness or the purposes of including land within the Green Belt.

Accessibility

16. The appeal site is a moderate distance from Poynton Town Centre. The table in paragraph 10.65 of the Committee Report clearly demonstrates that the appeal site is in proximity to several services and facilities. Whilst there isn't a footpath immediately outside of the site, there is one next to the site and opposite. The roads between the appeal site and Poynton Town Centre are well lit and suburban in character. As such, future occupiers would be able to safely walk or cycle to the Town Centre or to access services and facilities elsewhere. There is also a bus stop close to the site which provides hourly services.

17. Accordingly, future occupiers would be able to use sustainable transport modes to access the services and facilities necessary to support their everyday needs. Overall, I consider that occupiers of the proposed development would have good access to services and facilities.

Flood risk

18. Parts of the site are at a medium or high risk of surface water flooding and there have been several flooding events in the area. The Framework is clear that a sequential approach should be taken with the aim of steering new development to areas with the lowest risk of flooding from any source. Paragraph 175 of the Framework outlines that a sequential test would not be necessary where a site specific flood risk assessment demonstrates that no development would be located on an area that would be at risk of flooding from any source.

[4] R (Lee Valley Regional Park Authority) v Epping Forest District Council and Valley Grown Nurseries Ltd [2016] EWCA Civ 404

19. Notwithstanding this, the application subject to this appeal is for permission in principle. PPG[5] is clear that only the in principle matters of location, land use and amount of development should be considered. A detailed flood risk assessment would fall outside of the scope of a permission in principle application as it would need to refer to details of a proposed development which are not subject to approval.

20. As there are parts of the site which are not at a medium or high risk of flooding, the proposed development could be directed to these areas. I am satisfied that up to two dwellings could be accommodated in the low risk flood area. In my mind, a lack of a sequential test is not a reason to withhold permission in principle. The application for technical details consent would need to be supported by a detailed flood risk assessment. Depending on the outcome of that assessment, a sequential test may be required. I am satisfied following this process that development would be directed to areas with the lowest flood risk.

Conclusion

21. Overall, I conclude that the appeal site is suitable for residential development having regard to the site's location; with particular regard to the Green Belt, access to services and facilities, and the aim to steer new development to areas with the lowest risk of flooding. As set out above, the proposal would conflict with CELPS Policy PG3 and SADPD Policy PG10, but material considerations indicate a decision should be made contrary to these policies. The proposal would comply with CELPS policies SD1 and SD2, where they indicate that development should prioritise the most accessible and sustainable locations, amongst other matters.

Other Matters

22. The grade II listed Waterloo[6] is in proximity to the appeal site. Under the Planning (Listed Buildings and Conservation Areas) Act 1990, I have a statutory duty to have special regard to the desirability of preserving the building, its setting, or any features of special architectural or historic interest which it possesses. The significance of Waterloo includes its historic use as a beam-engine house. It is of an unusual design and includes multiple gables fronting onto Waterloo Road. The design is likely to be linked to its historic functional use.

23. The setting of the building comprises of the open countryside to the rear and one side, which allows the historical significance of the building to be appreciated in mid-distance views. There are 2 cottages located between the appeal site and Waterloo, albeit Waterloo's garden wraps around them and adjoins the appeal site. The cottages are older than most nearby houses and were previously occupied by workers of the mine. These cottages combined with Waterloo are remnant features of the area's mining past.

24. There are large parts of the appeal site which could be developed and would not alter the mid-distance views of Waterloo or the relationship between the cottages and Waterloo. Subject to detailed designs which would form part of an application for technical details consent, the proposed development could preserve the setting of Waterloo.

[5] Planning Practice Guidance, Permission in Principle, Paragraph: 012 Reference ID: 58-012-20180615
[6] List entry No. 1232382

25. I note that trees within the site are subject to a tree preservation order (TPO). The TPO does not preclude the trees from being pruned or felled, rather it prevents works to these trees without prior consent. Any proposed works to these trees could be considered as part of an application for technical details consent, which would be subject to approval by the Council. The presence of a TPO is not a reason to withhold permission in principle.

26. Concerns have been raised with regard to the effect of the proposed development on the character and appearance of the area; living conditions; protected species; electricity infrastructure; and foul drainage; amongst other matters. These matters are not determinative at this stage and should be addressed within an application for technical details consent.

27. Similarly, an application for technical details consent would need to demonstrate that the proposed development could be safely accessed. Furthermore, there is no cogent evidence that up to 2 dwellings would have a harmful effect on highway safety, with particular regard to an increase in vehicle movements or through the loss of roadside parking.

28. There is no substantive evidence that services, such as school and dentists, in the area are at or above capacity. A modest increase in the local population through the construction of up to 2 dwellings would have a negligible effect on the capacity of these services.

29. Any works required to remediate contaminated land could be identified within the application for technical details consent and conditioned as part of any resultant planning permission. As such, the potential presence of contaminated land would not be a reason to withhold permission in principle. Likewise, The Coal Authority has confirmed that the site falls within the Development Low Risk Area. Therefore, historic mining activity in the local area would also not be a reason to withhold permission in principle.

30. A previous application[7] for outline planning permission for residential development at the appeal site was withdrawn. The withdrawal of that application does not affect my assessment on the acceptability of the appeal proposal.

31. For the reasons set out above, the proposal would be acceptable without providing affordable housing. Also, in this instance there is not a requirement within either the development plan or the Framework to consider previously developed land ahead of the appeal site.

32. I do not accept that allowing this development would set a precedence for further development along Waterloo Road. Instead, all proposals are considered in accordance with the development plan, unless material considerations indicate otherwise. Moreover, there is no legislative requirement which would compel the appellant to apply for planning permission due to the complexity of the case.

33. The planning system is primarily concerned with the public interest. The effect of the proposed development on house values is a matter of private interest and has little influence on my assessment of the acceptability of the appeal proposal.

[7] Planning application Ref. 22/1483M

Conclusion

34. The proposed development would conflict with the development plan, but material considerations indicate that a decision should be made other than in accordance with it. I therefore conclude that the appeal should be allowed and permission in principle should be granted.

J Hobbs

INSPECTOR

MAYBERN

PLANNING + DEVELOPMENT

Appendix 6

Planning Inspectorate

Appeal Decision

Site visit made on 18 June 2026

by J Smith MRTPI

an Inspector appointed by the Secretary of State

Decision date: 26 June 2026

Appeal Ref: 6006965
Land off Bentley Lane, Bury BL9 6RZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Jamie Unsworth against the decision of Bury Metropolitan Borough Council.
- The application Ref is 72498.
- The development proposed is erection of up to 9 no. dwellings.

Decision

1. The appeal is allowed and permission in principle is granted for the erection of up to 9 no. dwellings at Land off Bentley Lane, Bury BL9 6RZ, in accordance with the terms of the application Ref 72498.

Preliminary Matters

2. The proposal is for permission in principle. Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle consent route has two stages: the first stage (or permission in principle stage) establishes whether a site is suitable in-principle and the second ('technical details consent') stage is when the detailed development proposals are assessed. This appeal relates to the first of these two stages.

3. The scope of the considerations for permission in principle is limited to location, land use and the amount of development permitted. All other matters are considered as part of a subsequent Technical Details Consent application if permission in principle is granted. I have determined the appeal accordingly.

4. The appeal has been accompanied by a Noise Note prepared by the appellant, to support the appeal. Critically, this note was not before the Council at the application stage of the proposal. I cannot be assured that this submission has been reviewed by all parties with an interest in this appeal. This is tantamount to the submission of new information. The Planning Inspectorate Appeals' Procedure Guide makes it clear in chapter 16 that the appeal process should not be used to evolve a scheme, and it is important that what is considered by the Inspector is essentially what was considered by the Council. I have not therefore considered this new information in this appeal as it would prejudice the Council, its decision and any interested parties. I have judged the appeal on the evidence which the Council made its decision on.

Main Issue

5. The main issue is whether the location, proposed use, and amount of development are appropriate for residential development, with specific regard to whether the proposed development would make optimal use of the potential of the appeal site.

Reasons

Amount

6. Policy JP- H4 of the Places for Everyone Joint Development Plan 2024 (PFE) sets out the requirements in respect of the density of new housing developments. In a location such as this, proposals are expected to deliver a minimum housing density of 35 dwellings per hectare. Chapter 11 of the National Planning Policy Framework (the Framework) is concerned with making effective use of land. Critically at Paragraph 130, it notes that it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site, stating at point C of that paragraph that applications should be refused where they fail to make an efficient use of land.

7. As noted, the site is expected to achieve a minimum density of 35 dwellings per hectare. With an area of approximately 0.64 hectares, a proposal for up to 9 dwellings would equate to around 14 dwellings per hectare, significantly below the requirement of Policy JP-H4 of the PFE. However, the policy allows for lower densities where justified by local housing market conditions or site-specific constraints, including design context and potential impacts on the wider landscape or townscape.

8. The appeal site is located to the north of Bentley Lane and is bound by the M66 motorway along a significant portion of its edge. The presence of the motorway is a key constraint. It would require the layout and design of any development to mitigate the potential noise impacts from the motorway on its future occupants. It would likely necessitate the positioning of dwellings away from this boundary. In addition, the site has a steep gradient rising from the M66 towards Bentley Lane. Without substantial excavation, the sloping topography would require careful design to ensure that any proposed dwellings can be appropriately accommodated and meet the necessary technical considerations at the detailed application stage, particularly in relation to character and appearance and living conditions. The presence of trees at various points along the boundary further add to these constraints overall too.

9. The wider townscape context is also relevant. The immediate area surrounding the site comprises individual or small groups of properties dispersed along Walmersley Old Road and Bentley Lane, giving it a village-like character distinct from the higher-density development further south. This location represents a transition from the built-up area to the countryside, where a lower density of development would be characteristic and appropriate. While a more recent, denser housing development is visible further to the south of Walmersley Old Road, it sits within an area characterised by closely arranged estate development. In contrast, the appeal site lies within a more spacious, village-like setting, where properties are more dispersed. This results in a greater sense of openness and supports a prevailing lower-density character of the area.

10. Together, these site constraints indicate that the physical characteristics of the appeal site would constrain the buildable area of the appeal site, and would therefore necessitate a lower dwelling density. Furthermore, a higher density scheme would risk appearing incongruous and uncharacteristically intensive within the local context.

11. Concern has been raised that, as the application was submitted under a Permission in Principle stage 1 application, where a range between 1 or 9 dwellings could be provided, that at stage 2, a final number of dwellings may come forward that is lower than the maximum range of 9 given in this application. As such, this would create an even lower density than the maximum density that would be created with 9 dwellings of 14 dwellings per hectare. This appeal relates to a stage 1 Permission in Principle application. In considering the technical details at stage 2, it would be for the determination of the Council if any number less than 9 dwellings would be appropriate, when the technical details of the scheme are before them.

12. Given the aforementioned considerations, I do not consider that the proposed development, taking into account the specific site constraints and surrounding design context observed during my site visit, would be at an inappropriately low density for this location. I therefore find no conflict with Policy JP – H4 of the PFE on this matter, the relevant provisions of which I have set out above. I also find no conflict with Paragraph 130 of the Framework which seeks to ensure that development makes efficient use of land, while taking into account, among other things, the identified need for different types of housing, and the desirability of maintaining an area's prevailing character and setting.

Location and proposed use

13. The appeal site lies within the Green Belt, where the Framework identifies the construction of new buildings, including residential dwellings, as inappropriate development. However, consistent with the Council's reasoning, the site is considered to fall within the definition of Grey Belt land. In line with Paragraph 155 of the Framework, the Council considers that the proposed development would not fundamentally undermine the purposes of the wider Green Belt. There is also an identified unmet need for the type of development proposed, and the site's location, approximately a 10-minute walk from Walmersley centre, makes it accessible in principle.

14. In reaching these conclusions, the Council determined that the appeal site falls within the definition of Grey Belt land and satisfies the requirements of Paragraph 155 of the Framework. Having reviewed the officer's assessment, I find no compelling reason to depart from these conclusions. Accordingly, the appeal site's location and proposed use are acceptable in principle.

Other Matters

15. Representations have been made by interested parties. Many of the issues raised, including impacts upon wildlife, living conditions, highway safety, and access, are technical matters that can only be fully assessed at the technical details stage, when supporting information is provided, as per the requirements of a permission in principle application route. It is therefore not possible to reach definitive conclusions on these matters at this stage. Comments have been raised that suggest that crime is undertaken under the M66 motorway bridge, a short distance

from the appeal site. There is no evidence to substantiate this claim, nor is it the responsibility of the planning system to deal with such matters away from the appeal site. Impacts on private views or property values are not material planning considerations.

16. It is acknowledged that up to 9 dwellings would not, in isolation, address the wider shortfall in housing supply, whether that be at a local or national level. However, as the Council cannot demonstrate a five-year supply of deliverable housing as required by the Framework, the proposal would make a small contribution towards meeting Bury's identified housing need.

17. During the appeal, reference was made to the right to fair treatment under the Equality Act 2010. This legislation establishes the Public Sector Equality Duty (PSED) under Section 149, which applies to the exercise of my functions. The PSED requires due regard to three aims. These are eliminating discrimination, harassment, victimisation, and other prohibited conduct, advancing equality of opportunity and fostering good relations between individuals with and without protected characteristics. I have given due regard to these requirements. There is no evidence to suggest that the individual concerned would be subject to unlawful discrimination as a result of my decision based on any protected characteristic.

Conditions

18. The PPG indicates that it is not possible to impose conditions as the terms of any permission in principle must only include the site location, type of development and amount. Without having to specify such by way of a condition, the default duration of permission in principle is 3 years, with any Technical Details Consent application to be determined during this period.

19. The Council have requested that informatives are placed on the decision, in the event that I were to allow the appeal. The Planning Inspectorate does not use informatives in their decisions. These are matters that must form the basis of considerations at the technical details stage application.

Conclusion

20. For the reasons set out above, in having regard to its location, the proposed land use and the amount of development, I conclude that the appeal should be allowed.

J Smith

INSPECTOR

MAYBERN
PLANNING + DEVELOPMENT

Appendix 7

HODSON Homes

Applicant's Response to Consultation Representations

Application 73182 – Permission in Principle for up to 9 Dwellings at Land off Bury New Road, Ramsbottom

15 June 2026

1.0 Conservation Officer Consultation Response

1.1 Introduction

The applicant welcomes the Conservation Officer's consultation response dated 10 June 2026 and notes in particular that:

"There is no objection to the proposed development in principle with regard to heritage conservation."

This is an important conclusion and confirms that the principle of residential development on the site is capable of preserving the significance, character and appearance of the Ramsbottom Conservation Area, subject to appropriate consideration of detailed design matters at Technical Details Consent stage.

The applicant fully accepts that matters relating to layout, scale, massing, architectural design, materials, landscaping and access will require detailed consideration through any subsequent Technical Details Consent application. Indeed, this is entirely consistent with the purpose of the Permission in Principle process, which separates the principle of development from the detailed design considerations. The applicant looks forward to working collaboratively with the Council at that stage to ensure a high-quality development is achieved.

1.2 Character of Bury New Road

The Conservation Officer places significant emphasis upon the terraced dwellings located on the eastern side of Bury New Road, particularly Nos. 3-19, and concludes that these represent the predominant architectural grain of this part of the Conservation Area.

Whilst the applicant acknowledges the presence and importance of these terraced dwellings, it is considered that this assessment does not fully reflect the varied character of the wider Bury New Road and Peel Brow Character Area.

A detailed assessment of the Conservation Area has subsequently been undertaken by Kathryn Sather & Associates, Heritage Conservation Consultants, a copy of which is attached at Appendix D. The Heritage Statement concludes that the character of this part of Ramsbottom is not defined solely by terraced housing, but by a varied townscape comprising terraces, substantial detached villas, later detached dwellings, areas of mature landscaping and significant tree cover.

This broader assessment is entirely consistent with the Council's own Conservation Area Appraisal, which identifies:

"the mix of terraced housing and substantial stone villas along Bury New Road"

and notes that the lower building densities along Bury New Road ensure that domestic gardens make a significant contribution to the character of the area.

The application site's immediate context reflects this varied character.

Whilst the terraced dwellings at Nos. 3-19 Bury New Road form an important component of the character area, they do not represent its entirety. Immediately opposite the southern half of the site, Nos. 43 and 45 Bury New Road comprise substantially larger detached dwellings set within generous plots and extensive landscaping. The character of Bury New Road therefore changes noticeably along its length and cannot reasonably be characterised solely by reference to the terraced properties closest to Peel Brow.

The applicant therefore considers that the character of the area is more accurately described as a varied townscape comprising a mix of terraced, semi-detached and detached forms, rather than one characterised solely by terraced development.

In reaching this conclusion, significant weight is attached to the findings of the Heritage Statement prepared by Kathryn Sather & Associates (Appendix D). The Heritage Statement has been prepared by an independent heritage specialist following a detailed assessment of the Ramsbottom Conservation Area and its various character areas as a whole. The applicant respectfully considers that this provides a more comprehensive assessment of local character than one based primarily upon the terraced properties immediately opposite the northern part of the application site. The Heritage Statement concludes that the proposed density is entirely appropriate to the setting of the Conservation Area and that the proposed development would preserve its character and appearance.

1.3 Building Height and Scale

The applicant agrees with the Conservation Officer that any future development should comprise low-rise residential development.

The Heritage Statement concludes that development of up to 9 dwellings can be accommodated without harm to the significance or setting of the Conservation Area, provided that the detailed design responds appropriately to its surroundings. The illustrative concept submitted with the application envisages low-rise two-storey housing only.

Accordingly, there is no disagreement between the applicant and the Conservation Officer regarding the broad principle that development should remain domestic in scale and respect the established character of Bury New Road.

1.4 Layout and Parking

The Conservation Officer expresses a preference for terraced housing with parking and access to the rear of the dwellings.

The applicant respectfully considers that this matter falls squarely within the scope of the future Technical Details Consent application rather than the current Permission in Principle application.

Notwithstanding this, an initial review has been undertaken of the Conservation Officer's suggested approach. Rear parking arrangements necessarily require a greater land take than frontage parking due to the need to provide access lanes, manoeuvring areas and parking courts. They also require significant gaps between dwellings to facilitate vehicular access.

In addition, the depth of the site is constrained by the need to maintain appropriate separation distances from existing dwellings on the eastern side of Bury New Road and to respond appropriately to the site's topography, landscaping and ecological constraints. These factors significantly limit the ability to accommodate conventional rear parking arrangements incorporating standard parking bays and manoeuvring aisles.

Furthermore, as every rear parking area requires a corresponding access route, a substantial proportion of the frontage would need to be sacrificed to access drives between dwellings. This in turn reduces the amount of land available for parking and limits the number of dwellings that can practically be served from rear parking arrangements.

To assist consideration of this issue, an illustrative sketch layout has been prepared and is attached at Appendix B. The sketch has been prepared to test the practical implications of the Conservation Officer's suggested development approach and demonstrates how a mix of terraced, semi-detached and detached dwellings could be accommodated whilst responding appropriately to the site's constraints, heritage context and topography.

The sketch also illustrates the practical limitations associated with rear parking arrangements. In particular, rear parking requires significant gaps between dwellings to accommodate access routes, whilst the parking areas themselves require additional land for manoeuvring and circulation. Consequently, rear parking arrangements are materially less land efficient than frontage parking and reduce the overall development capacity of the site.

Importantly, the Heritage Statement concludes:

"The Conservation Area Appraisal describes the housing along Bury New Road as a lower density suburb and as an area with lower building densities. The density of the proposed development is very similar to the density of the dwellings in the immediate vicinity. Therefore, the proposed density for the site is entirely appropriate within the setting of the Conservation Area."

The Heritage Statement further concludes that the proposed dwellings would not be prominent, dominant or conspicuous within the setting of the Conservation Area, and that materials can be selected to appropriately reflect the character of the surrounding historic environment.

The applicant therefore considers that there is no evidence before the Council to conclude that a terraced form of development represents the only appropriate design response to the site, nor that the proposed density would result in harm to the significance, character or appearance of the Conservation Area.

1.5 Materials

The applicant agrees that any future development should utilise materials which respond positively to the character of the Ramsbottom Conservation Area.

As stated within both the Supporting Statement and Heritage Statement, it is envisaged that any future Technical Details Consent application would utilise a palette of high-quality vernacular materials, including natural stone and natural slate, together with architectural detailing informed by the surrounding Conservation Area.

1.6 Conclusion

The applicant welcomes the Conservation Officer's conclusion that there is no heritage objection to the principle of residential development on the site.

Whilst there are differences of opinion regarding the most appropriate detailed design response, these are matters that are properly considered at Technical Details Consent stage following detailed site surveys, tree assessments, level analysis, ecological assessment and design development.

The applicant's Heritage Statement concludes that development of up to 9 dwellings can be accommodated without harm to the significance, character or appearance of the Ramsbottom Conservation Area and that the site forms part of a varied townscape containing a range of dwelling types and densities.

Importantly, whilst the Conservation Officer expresses a preference for a particular housing form and parking arrangement, the consultation response nevertheless concludes that there is no objection in principle to residential development on heritage grounds.

The applicant therefore considers that the consultation response confirms that the site is capable of accommodating up to 9 dwellings without harm to the significance, character or appearance of the Ramsbottom Conservation Area, with detailed matters relating to layout, scale, massing, parking arrangements, architectural design and materials to be addressed through any future Technical Details Consent application.

2.0 Planning Policy Comments

2.1 Housing Land Supply and Principle of Development

The applicant welcomes the Planning Policy consultation response and, in particular, notes the Council's acknowledgement that Bury is currently unable to demonstrate a deliverable five-year housing land supply and has a Housing Delivery Test result below 75%. The consultation response confirms that the "tilted balance" set out at paragraph 11(d) of the National Planning Policy Framework applies in this case.

The applicant agrees with this conclusion.

2.2 Biodiversity Net Gain and Wildlife Corridor

The applicant acknowledges the comments relating to Biodiversity Net Gain and Wildlife Corridor policy requirements.

The applicant agrees that detailed ecological surveys, biodiversity metric calculations, habitat enhancement proposals and long-term management arrangements are matters which will require detailed consideration at the Technical Details Consent stage. Indeed, the Planning

Policy consultation response expressly acknowledges that this information will be required at Technical Details stage.

However, whilst the detailed design of biodiversity enhancement measures remains a matter for Technical Details Consent, it is important to recognise that such measures require land within the site to be delivered.

As illustrated on the Opportunities & Constraints Plan (Appendix A), which has been prepared having regard to the existing site levels shown on the Topographical Survey (Appendix C), significant areas of the site have been identified as Landscape / Ecological Buffer & Level Transition Zones. These areas have been deliberately retained to provide opportunities for landscape mitigation, biodiversity enhancement, wildlife corridor strengthening, tree retention and replacement planting, together with earthworks associated with the re-grading and integration of the proposed development parcels.

The Planning Policy consultation response correctly identifies that development within or adjacent to the wildlife corridor should contribute to its effectiveness through design, landscaping and mitigation works. The applicant agrees with this objective. The illustrative development strategy has therefore been deliberately structured around two limited development parcels separated by a central green corridor, together with landscaped side buffers, to ensure opportunities remain available for ecological enhancement and mitigation within the red edged application site.

The applicant also notes that the steep river valley embankment beyond the western edge of the development parcels is not considered an appropriate location for the principal biodiversity enhancement, replacement planting or long-term habitat management measures associated with the development. Whilst this area contributes positively to the wider landscape setting, its steep gradient, proximity to the River Irwell and limited accessibility make it unsuitable for the routine management, monitoring and maintenance activities typically associated with managed Biodiversity Net Gain habitat areas.

Accordingly, the principal opportunities for biodiversity enhancement, replacement planting and wildlife corridor strengthening are expected to be delivered within the accessible landscape buffers and central green corridor identified on Appendix A.

The applicant therefore agrees that Biodiversity Net Gain and Wildlife Corridor matters will require detailed assessment at Technical Details Consent stage. However, the land required to accommodate those measures represents a genuine site constraint which materially reduces the net developable area of the site and should therefore be taken into account when considering the development capacity of the site.

2.3 River Valley, Wildlife Corridor and Landscape Character

The applicant welcomes the Planning Policy conclusion that:

"the proposal can be viewed as limited infilling within an established valley settlement"

and that the proposal satisfies Policy OL5/2 and is therefore acceptable in principle.

The applicant also acknowledges the comments relating to Wildlife Corridors and Landscape Character.

Whilst the detailed design response will ultimately be addressed through a future Technical Details Consent application, it is important to recognise that the physical constraints identified by the Council have directly influenced the development strategy advanced through the Permission in Principle application.

The illustrative concept has not been prepared on the basis of maximising the developable area of the site. Instead, the site has been deliberately structured around two limited development parcels separated by a central green corridor, together with landscaped side buffers.

As illustrated on the Opportunities & Constraints Plan (Appendix A), these green areas perform a number of important functions, including:

- Landscape mitigation;
- Biodiversity enhancement;
- Wildlife corridor strengthening;
- Tree retention and replacement planting;
- Integration of the development within its wider landscape setting; and
- Accommodation of level transitions and earthworks associated with the formation of the development parcels.

In particular, the central green corridor is not an arbitrary area of undeveloped land. It has been deliberately retained to provide both landscape and ecological mitigation whilst also facilitating the transition between the differing levels of Parcel A and Parcel B.

Similarly, the landscaped side buffers provide opportunities for tree retention, replacement planting, biodiversity enhancement and landscape integration, whilst helping to maintain the wooded character of the site.

The applicant therefore agrees that topography, woodland cover, landscape character, biodiversity enhancement and wildlife corridor considerations are all relevant matters. However, these are not simply matters to be considered at Technical Details Consent stage in isolation. They are physical constraints which directly influence the amount of land available for development and therefore materially reduce the net developable area of the site.

The Opportunities & Constraints Plan (Appendix A) has been prepared to demonstrate how these constraints have informed the development strategy from the outset and why significant areas of the site cannot reasonably be regarded as available for built development.

2.4 Housing Type, Size, Design and Density

The applicant acknowledges the comments relating to housing type, size and density.

The applicant agrees that any future Technical Details Consent application will be required to comply with the Nationally Described Space Standards (NDSS) and the requirements of Part M4(2) of the Building Regulations, as identified within the Planning Policy consultation response. These requirements are fully accepted and would be incorporated into the detailed design process.

However, it is important to recognise that compliance with NDSS and M4(2) standards inevitably increases the floor area and footprint of dwellings when compared to minimum-sized housing

products. Consequently, these requirements influence the overall development capacity of a site and must be taken into account when considering achievable residential densities.

The applicant also acknowledges that Policy JP-H4 seeks to achieve efficient use of land and identifies a minimum net residential density of 70 dwellings per hectare for this location. The applicant does not dispute the existence of this policy requirement.

However, the applicant respectfully considers that the Planning Policy assessment applies the density requirement incorrectly by applying the 70 dwellings per hectare figure to the gross application site area, rather than to the net developable area available for residential development.

The consultation response states:

"The site covers an area of approximately 0.4 hectares, so development at 70dph would equate to 28 dwellings."

This approach assumes that the entirety of the application site is available for built development. In reality, the consultation response itself identifies a number of constraints which materially reduce the net developable area of the site, including:

- Biodiversity Net Gain requirements;
- Wildlife corridor enhancement and strengthening;
- Landscape mitigation;
- Woodland retention and replacement planting;
- Conservation Area considerations;
- Low-rise development requirements;
- Topographical constraints;
- Green infrastructure provision; and
- The wider landscape character of the River Valley.

These constraints are further illustrated on the Opportunities & Constraints Plan (Appendix A).

The applicant fully accepts that many of these matters will ultimately be addressed through the Technical Details Consent process. However, that does not alter the fact that they reduce the amount of land physically available for development.

In particular, the development strategy has deliberately retained a central green corridor and landscaped side buffers to accommodate biodiversity enhancement, wildlife corridor strengthening, landscape mitigation, tree retention and replacement planting, and level transitions associated with the formation of the development parcels. These areas perform important environmental and engineering functions and cannot simultaneously be treated as available development land when calculating site capacity.

The site's topography also represents a significant constraint. The Topographical Survey (Appendix C) confirms that Parcel A is located approximately 2.5 metres below the level of Bury New Road and requires re-grading to form an appropriate development platform. This constraint has directly informed the Opportunities & Constraints Plan (Appendix A), which identifies land required for level transitions and associated earthworks between the development parcels. The central green corridor has therefore been deliberately retained to facilitate the integration of

differing site levels whilst simultaneously providing opportunities for landscape and ecological enhancement.

These engineering requirements are not optional design choices but physical constraints arising from the site's existing landform. As such, they further reduce the net developable area available for residential development.

The applicant also notes that the Conservation Officer has expressed a preference for low-rise development with parking located to the rear of dwellings. Whilst the applicant considers detailed parking arrangements to be a matter for Technical Details Consent, rear parking arrangements necessarily require a greater land take than frontage parking due to the need for access drives, manoeuvring space and parking courts. Such arrangements also require significant gaps between dwellings to facilitate vehicular access, further reducing development efficiency.

The consultation response further suggests that the site could accommodate a larger number of smaller units because the surrounding area contains terraced housing. However, this conclusion fails to take account of the Heritage Statement (Appendix D), which confirms that the character of the area is not defined solely by terraced housing but by a varied townscape comprising terraces, detached villas, detached dwellings, mature landscaping and significant tree cover. The Heritage Statement concludes that the proposed density is entirely appropriate to the character and setting of this part of the Conservation Area.

In practical terms, a density of 70 dwellings per hectare would require a significantly more intensive form of development than that envisaged by either the Conservation Officer or the Heritage Statement.

The applicant is not aware of any low-rise housing development achieving a net residential density of 70 dwellings per hectare whilst simultaneously accommodating Nationally Described Space Standard compliant dwellings, M4(2) accessibility requirements and policy-compliant parking provision. Such densities are typically associated with apartment-led development rather than low-rise housing schemes.

The applicant also respectfully disagrees with the assessment of the Willow Bank development.

The consultation response states that Willow Bank should not be relied upon because the site was affected by a number of constraints, including flood risk, archaeology, heritage considerations, parking requirements and Conservation Area impacts.

However, this observation serves only to reinforce the applicant's position.

The density figure referenced within the Supporting Statement relates to the **net residential density** achieved on the Willow Bank development following the accommodation of those site-specific constraints. The comparison was therefore made on a net developable area basis.

Indeed, if the gross site area of the Willow Bank development is considered, the overall density reduces to approximately **20 dwellings per hectare**. The applicant was therefore not seeking to compare gross site densities, but rather the density achieved on the net developable area once the various site constraints had been accommodated.

The Planning Policy consultation response appears to misunderstand this distinction. The applicant's comparison was between the **net residential density** achieved at Willow Bank and the **net residential density** achievable on the application site following the accommodation of its own environmental, ecological, landscape, heritage and topographical constraints.

By contrast, the Planning Policy consultation response applies the 70 dwellings per hectare requirement to the **gross** application site area before accounting for biodiversity enhancement, wildlife corridor requirements, landscape mitigation, level changes, woodland retention, green infrastructure and other identified constraints.

The applicant therefore considers that the comparison is not being undertaken on a like-for-like basis.

Finally, the consultation response concludes that:

"The development of the application site at a density of 22 dwellings per hectare is contrary to JP-H4 and NPPF paragraph 130 which expects development to make efficient use of land."

The applicant respectfully considers that this figure represents a gross site density calculation which takes no account of the significant environmental, ecological, landscape, heritage and topographical constraints affecting the site.

As demonstrated on the Opportunities & Constraints Plan (Appendix A), substantial areas of the site are required for biodiversity enhancement, wildlife corridor strengthening, landscape mitigation, tree retention and replacement planting, level transitions, earthworks and other green infrastructure functions. These areas cannot reasonably be treated as available development land when calculating development capacity.

Once these constraints are taken into account, the net developable area of the site is substantially reduced. The applicant's assessment indicates that the resulting net residential density is approximately **35 dwellings per hectare**, which is comparable to the net residential density achieved at the Willow Bank development.

The applicant therefore considers that the consultation response reaches an incorrect conclusion by applying the minimum density requirement to the gross site area rather than the net developable area available for residential development.

It is the applicant's position that the proposed development represents an efficient and appropriate use of land when assessed against the site's actual constraints and the requirements of Policy JP-H4.

Appendix A

Opportunities & Constraints Plan



Appendix B

Illustrative Sketch Layout



Appendix C

Topographical Survey



Appendix D

Heritage Statement

LAND AT BURY NEW ROAD RAMSBOTTOM, BURY

HERITAGE STATEMENT





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TABLE OF CONTENTS

Section 1 Introduction 5

Section 2 Planning Policy Context 6

2.1 Introduction 6
2.2 Bury Unitary Development Plan (Adopted 1997) 6
2.3 Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024) 6
2.4 National Planning Policy Framework and National Planning Practice Guidance 7
2.5 Other National Guidance Documents: Historic England 9

Section 3 Description of the Proposal Site 11

3.1 Location and Setting 11
3.2 The Site, Boundaries and Context 11

Section 4 History and Development of the Surrounding Area and the Proposal Site 15

4.1 History and Development of Ramsbottom 15
4.2 History and Development of the Proposal Site 18
4.3 Sequential Development of the Proposal Site 19

Section 5 Assessment of the Special Interest of the Conservation Area 26

5.1 Ramsbottom Conservation Area 26
5.1.1 Key Elements That Define Special Interest 26
5.1.2 Brief Description of Ramsbottom Conservation Area 27
5.2 Bury New Road and Peel Brow Character Area 36
5.2.1 General Character, Location and Uses 36
5.2.2 Historic Interest 36
5.2.3 Architectural Interest and Built Form 37
5.2.4 Positive Contributors and Locally Important Buildings 38
5.2.5 Spatial Analysis 38
5.2.6 Streets and Open Space, Parks and Gardens and Trees 39
5.2.7 Setting and Views 39
5.3 Summary of Significance 40

Section 6 Contribution of the Proposal Site to the Setting of the Conservation Area 41

6.1 Introduction 41
6.2 Key Elements Which Define Special Interest 41
6.3 The Physical Surroundings of the Conservation Area 41
6.4 How the Conservation Area is Experienced 42
6.5 Contribution of the Proposal Site to the Setting of the Conservation Area 42

Section 7 The Proposed Works 43

7.1 Overview 43
7.2 Access and Parking 43

Section 8 Heritage Impact Assessment 44

8.1 Method of Assessment 44
8.2 Impact of the Proposed Works on the Setting of the Heritage Asset 44
8.2.1 Identification of the Heritage Assets Affected 44
8.2.2 The Location and Siting of the Development 44
8.2.3 The Form and Appearance of the Development 44

8.2.4 Wider Effects of the Development 45
8.2.5 The Permanence of the Development 45
8.3 Summary of Impact 45
8.4 Heritage Impact Assessment Table 47
Section 9 CONCLUSIONS 48
9.1 History, Development and Usage 48
9.2 The Significance of the Nearby Heritage Asset 48
9.3 Contribution of the Proposal Site to the Setting of the Conservation Area 48
9.4 The Proposed Works 49
9.5 Impact of the Proposed Works on the Significance and Setting of the Heritage Asset 49
Section 10 Sources 50
Appendix 1: Historic Mapping 51
Appendix 2: Heritage Impact Assessment Methodology 63

Section 1 Introduction

This Heritage Statement supports the Permission in Principle planning application for the proposed development of up to 9 dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. The proposal site lies adjacent to the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow) and is subject to Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the proposal site to the north, west and south.

This Heritage Statement should be read in conjunction with the proposed plans, the planning statement, and other reports submitted with the planning application.

This Heritage Statement has been prepared in accordance with the NPPF chapter 16. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end, the statement provides a description of the existing site; a review of the historic uses of the site; an assessment of the contribution the site makes to the significance of the Ramsbottom Conservation Area including the importance of views; a review of designated heritage assets within the vicinity of the proposal site; an assessment of the setting of heritage assets within the vicinity of the proposal site; a summary of the proposed works and a heritage impact assessment describing the impact that the proposed works will have on the setting of the Conservation Area.

Section 2 Planning Policy Context

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Bury Unitary Development Plan, Places for Everyone Joint Development Plan Document 2022 To 2039, NPPF Chapter 16, the NPPG, and guidance from Historic England.

2.2 Bury Unitary Development Plan (Adopted 1997)

The current Bury UDP was adopted by the Council on 29 August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue be used to make planning decisions. Relevant extracts from the plan include:

EN1 - BUILT ENVIRONMENT
The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

EN1/1 - Visual Amenity
Development will not be permitted where proposals would have a detrimental effect on:

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

EN1/2 - Townscape and Built Design
The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

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

2.3 Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect

and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

Policy JP-P2: Heritage
We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.
Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:
1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.
Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.
Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.
Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.
Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

2.4 National Planning Policy Framework and National Planning Practice Guidance

Section 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the site:

Proposals affecting heritage assets
207. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic

environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

210. In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

214. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c)conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

217. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

218. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.5 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *The Setting of Heritage Assets*: *Historic Environment Good Practice Advice in Planning: 3* (2017); *Conservation Area Designation, Appraisal and Management (*2019) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets* Historic England Advice Note 12 (2019).

The Historic England document *The Setting of Heritage Assets* defines setting as: 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Setting is also described as being a separate term to curtilage, character and context. Curtilage is largely a legal term referring to the extent of a property boundary, as prescribed by ownership and the character of a place depends upon a sum of all of its attributes. Setting is largely a visual term and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors.

The guidance sets out a five staged process for assessing the implications of proposed developments on setting. The steps are as follows:

1: Identifying the heritage assets and their settings
The first stage of the analysis is to identify which heritage assets and associated settings are likely to be affected by the proposed development.

2: Assessing whether, how and to what degree settings make a contribution to the significance of the heritage asset
Initially, the significance of the heritage asset needs to be assessed. This assessment should be informed by both archival research and site survey. In assessing the contribution of the setting to significance, the physical surroundings of the asset should be considered, as well as the relationship with other heritage assets, the way in which the asset is experienced, the asset's associations with people and events and patterns of use. This information will provide a baseline for establishing the effects of a proposed development on the significance of a heritage asset.

3: Assessing the effect of the proposed development on the significance of the asset
The range of effects the proposals may have on the setting and the resultant degree of harm or benefit to the significance of the heritage asset can now be considered. The guidance advises on the best approach for assessing the effects of the specific proposals on the heritage assets concerned. In general,

> 'The assessment should address the key attributes of the proposed development in terms of its: location and siting, form and appearance, additional effects and permanence.'

4: Maximising enhancement and minimising harm
The guidance advises that adverse effects can be limited and the maximum advantage achieved if proposals liable to affect setting are considered from the project's inception. Further limitation of harm can be achieved by producing a well-designed scheme that will minimise detrimental impacts and identify opportunities for enhancement.

Steps to reduce the harm caused by proposals to the significance of a heritage asset include the relocation of a development or its elements, changes to the proposed designs, the creation of visual or acoustic screening, or management measures secured by planning conditions or legal agreements. When harm cannot be avoided, screening should be implemented, although the design of this should be in keeping with the surroundings and avoid having a further negative impact on the area.

5: Making and documenting the decision and monitoring outcomes
The final phase of the process is to come to the final decision about the proposals. All of the information gathered from the previous steps must be considered. It must also be considered that all

heritage assets are not of equal importance and the contribution made by their setting to their significance also varies. The capacity for a setting to accommodate change must also be considered and therefore decisions are therefore made on a case by case basis.

Section 3 Description of the Proposal Site

3.1 Location and Setting

The proposal site is located in the market town of Ramsbottom in the Metropolitan Borough of Bury in Greater Manchester. The town was historically located in Lancashire. Ramsbottom lies on the River Irwell in the West Pennine Moors approximately 4 miles northwest of the town of Bury and 12 miles of the City of Manchester. The proposal site lies adjacent to the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow) and is subject to Tree Preservation Order (TPO) (no. 360) which was made in 2023 and extends beyond the proposal site to the north, west and south. To the west, on land formerly occupied by a paper mill, there is an approved residential development (planning application no. 70222) for 57 dwellings, including an area within the Environmental Agency flood zone.



Current Location Plan (Red Line Proposal Site, Blue Line Ownership)

3.2 The Site, Boundaries and Context

The proposal site is predominantly woodland located to the west of Bury New Road. The site lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The site measures a gross area of 0.99 acres and a net area of 0.64 acres. At the northeast corner of the site lies the junction of Bury New Road and Peel Brow. Beyond the site to the northwest lies a builder's yard and outbuildings separated from the site by timber fencing. Bury New Road lies within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). Located to the south of the site are two detached substantial properties no. 40 Bury New Road built c1970 and no. 42 Bury New Road built c1990.



Looking West Towards Junction at Bury New Road and Peel Brow



Looking Towards the Northeast Corner of the Site



Looking South, Incline of Bury New Road



Low Boundary Stone Walling Aong Bury New Road



Looking West into the Site, Timber Fencing at the Builder's Yard



Overgrowth and Woodland within the Site



Overgrowth and Woodland within the Site





Nos. 1 & 2 Peel Brow



Terrace Housing Along Bury New Road



19-21 Bury New Road



23-31 Bury New Road



Looking North Towards Peel Brow



Looking South Towards 40 Bury New Road



Looking North, Eastern Boundary of Site Along Bury New Road



Entrance to 42 and 40 Bury New Road



Section 4 History and Development of the Surrounding Area and the Proposal Site

4.1 History and Development of Ramsbottom

Ramsbottom is considered to be largely a nineteenth century creation, however the surrounding area has a long history of human habitation. On the surrounding moors Bronze Age burial sites and artefacts have been discovered, some dating back 6,000 years. To the southwest of the proposal site an early bronze axe hammer was discovered (HER 3817.1.0) in Holcombe Village.

Its earliest written form in 1324 was *Romesbothum*. According to David Mills in his book *The Place Names of Lancashire,* Ramsbottom is old English for 'rams valley or valley where the wild garlic grow'[1]. The early settlement at Ramsbottom remained located well above the valley floor. In the medieval period the area was part of the Manor of Tottington, a large manorial estate established soon after the Norman Conquest, part of the de Lacy family's Lancashire holdings, laying within the Duchy of Lancaster; at this time the landscape appears to have comprised of areas of woodland and pasture. In a bequest, dated 1225, Roger de Montbegon gave 'the whole Forest of Holcombe and the pasture within the bounds' to Monk Bretton Monastery, which lay east of Barnsley in Yorkshire. Two inventory records held by the Diocese of Chester dated 1296 and 1305 ('Computus terrari') refer to two separate herds of cattle of over 40 animals in each herd.

A chapel of ease was in existence by the beginning of the 16th century; in 1509 records from the manorial court refer to a fine being exacted following an affray in the chapel. The mother church was Bury. The chapel of ease was located on the site of the current church and suggests the presence of a number of households in the area. Tradition maintains that the chapel of ease was partly used as prison by the Lord of the Manor of Tottington although the land continued to be owned by the Monk Bretton Monastery. In 1539 the monastery surrendered as part of the dissolution of the monasteries under Henry VIII and the land was acquired by John Bradyll of Whalley.[2]

The existence 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. In addition, there are two very ancient north south routes located along the edges of the moor land which flank the Irwell Valley north of Bury. It is considered that by avoiding local challenging local terrain such as 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.[3] There is further evidence of Medieval routes in the town's modern street pattern and in Medieval times the area was a royal hunting forest and farming was discouraged. However, in 1507 deforestation took the area into Forest Law increasing the population in the hamlets such as Holcombe and Carr, as well as in small folds such as Rake Fold. The woollen trade offered people the opportunity to increase their income and loomshops were integrated into farmhouses throughout the sixteenth and seventeenth centuries. Recent research has uncovered the existence of early industrial remains at Nuttall and Kibboth Crew at least as early as 1627.[4] Water powered fulling mills provided the opportunity for local farmer-weavers to cleanse the cloth of impurities and finish the product which could not be undertaken in their farmhouses.

Yates' 1786 map of Lancaster does not name the settlement but indicates a sparse scatter along the present Tanner's Street and Carr Street. Yates' map below shows the area and how the roads 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

[1] David Mills, *The Place Names of Lancashire.*1976. Harper Collins, UK. 124
[2] Kenneth Fields. *Holcombe: discovering Lancashire.* Lancashire Life, June 1982. 117.
[3] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.
[4] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.

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.[5]



Yates 1786 The County of Palatine of Lancaster



Greenwood's Map of Lancashire 1818

Greenwood's map in 1818 has Ramsbottom noted. Ramsbottom remained a rural area until the late eighteenth century. There were several farmsteads, a corn mill and a tannery now occupied by the town centre. During the second half of the eighteenth century the textile industry was becoming established in the area, with the establishment of mills in Edenfield and Ramsbottom. Other local influential families included the Grants and the Peels.

[5] Ramsbottom Conservation Area Appraisal & Management Plan. Bury Council. Nov 2011.

In 1783 Peel & Yates factory in Ramsbottom was originally built for printing cloth. The firm expanded to include calico bleaching and dyeing facilities in new offices and factories. Headed by Sir 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. Ramsbottom offered a plentiful supply of pure water which was essential for bleaching and dyeing. At around 1789 Peel and Yates built Peel Bridge over the Irwell to connect their works to the new Bury, Haslingden, Blackburn and Whalley turnpike road (on the line of the A56) to the east of Ramsbottom. In 1852 Peel Tower was erected on the moorland southwest of Holcombe in tribute to Robert Peel's son Sir Robert Peel and his achievements. Sir Robert Peel is considered as one of Bury's famous sons.



Peel Tower

The Grants came to the Manchester area from Scotland in 1783. They acquired the Old Ground Site from Peel and Yates and took up residence in Top o' th' Brow which became an inn in 1828 and is now the Grant Arms Hotel. By 1812 the Grants had acquired the Alsop mill at Nuttall and added other mills, turning Nuttal Hall into a farm of some international renown. They also built a new Nuttall Hall, in what is now Nuttal Park, a riverside park with leisure facilities and forms part of the Irwell Sculpture Trail.



Nuttal Hall in the 1970s
(Courtesy of Ramsbottom CAA)

The earliest housing was built up the western slopes of the valley. Whilst it is considered that Holcombe Village was the Medieval centre, Tanners and Carr Fold and Foot o' th' Rake appeared as small and loosely grouped settlements during the eighteenth century. At around 1850 with the arrival of the railway to Ramsbottom, these small settlements were absorbed into larger groups and terraces.

In John Marius Wilson's *Imperial Gazetteer of England and Wales 1870-72* Ramsbottom is described as a 'small town and chapelry in a Bury parish in Lancashire'.[6] The Gazetteer goes on to list a post office under Manchester, a railway station with telegraph, a commodious inn, a police station, a church, four dissenting chapels, a Roman Catholic Chapel, a public school, an athenaeum, a public library, and an Old Fellow's Hall.

The eastern side of Rawson's Rake, Tanners Street and Carr Street areas were developed into residential cottages and terraces. In the mid-1930s Ramsbottom was subjected to clearance orders, although primarily dealing with town centre streets, the area saw the removal of Carr Fold and possibly Gutter Lane. It is suggested that it was not until the mid-twentieth century when the mills and farmstead were cleared.

The cotton industry suffered a decline in the 20th century, although Ramsbottom Mills continued to produced cotton from waste into the 1980s and some mills were adapted into other industries. The railway closed in 1972. Ramsbottom today has become a tourist shopping destination assisted by the re-opening of the railway by the East Lancashire Railway in 1987. The railway is part of the heritage network from Heywood to Bury and Ramsbottom to Rawtenstall.

4.2 History and Development of the Proposal Site

The tithe map of 1838 shows the proposal site is located in plot no. 331, owned by the Earl of Derby and occupied by John Grant. The land is called 'Pengot', likely a phonetic English misspelling of the Welsh placename Pen-y-coed. English surveyors often recorded Pen-y-coed as Pengot or Pencot for ease of pronunciation. Pen-y-coed translates as 'The Top/Head of the Wood' or 'The Head of the Forest'.[7] The River Irwell is located in plot no. 340, owned and occupied by William Grant & Brothers.

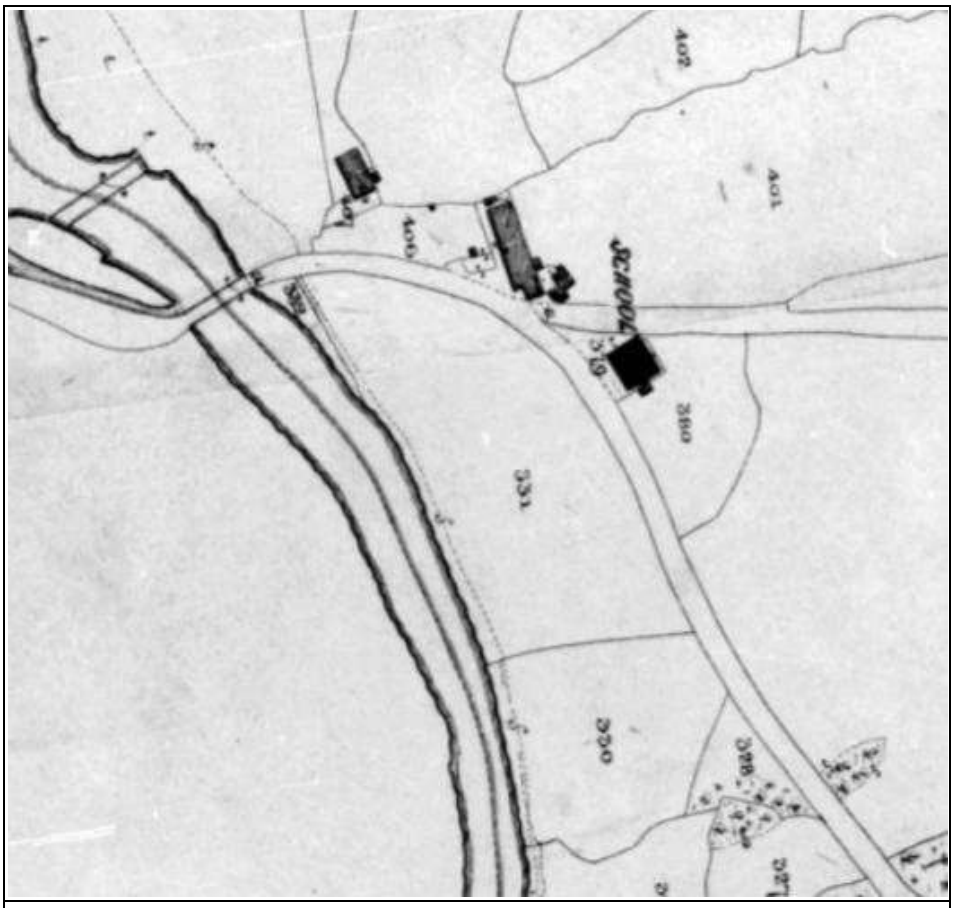
The OS mapping shows that the site has had several phases of alterations. The OS map of 1929 depicts the erection of a structure to the eastern boundary of the site along Bury New Road, with a curved access road from the north. The OS map of 1938 depicts an extended building, with the access road from the north altered to the west and lengthened and a new semi-circular road to the south of the building. The structure is not depicted on the OS map dated 1963-64, however, the map identifies the site of the building as a 'Refuse Tip' with a further, larger 'Refuse Tip', to the south along with a long curved access road running roughly north-south. At present, the site is an unmanaged wood, primarily with self-seeded Sycamore trees and a significant Japanese Knotweed infestation.



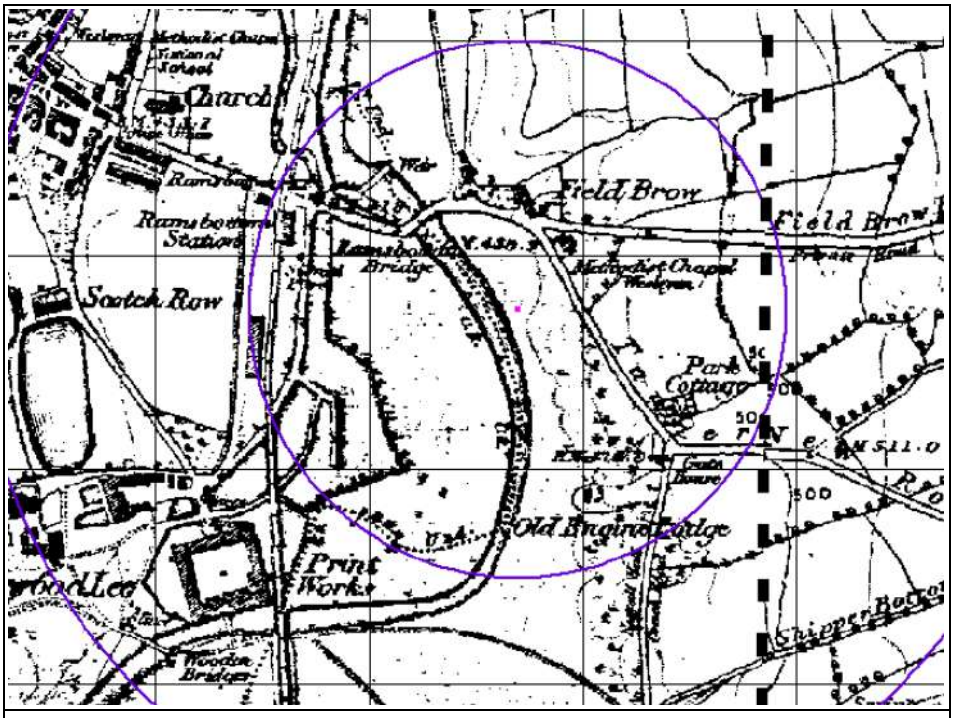
OS Map 1929	OS Map 1938	OS Map 1963-64

[6] G.B Historical GIS/University of Portsmouth, History of Ramsbottom, in Bury and Lancashire/Map and Description, A Vision of Britain Through Time.
[7] OS Maps, 'The Welsh origins of place names in Britain'.
https://osmaps.com/discover/guides/the-welsh-origins-of-place-names-in-britain/

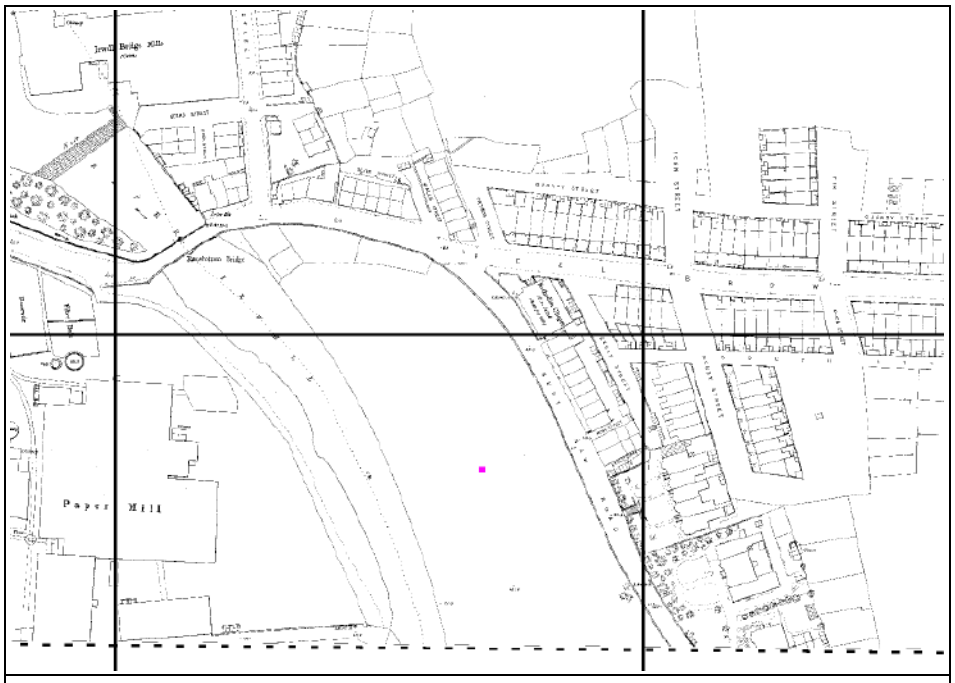
4.3 Sequential Development of the Proposal Site



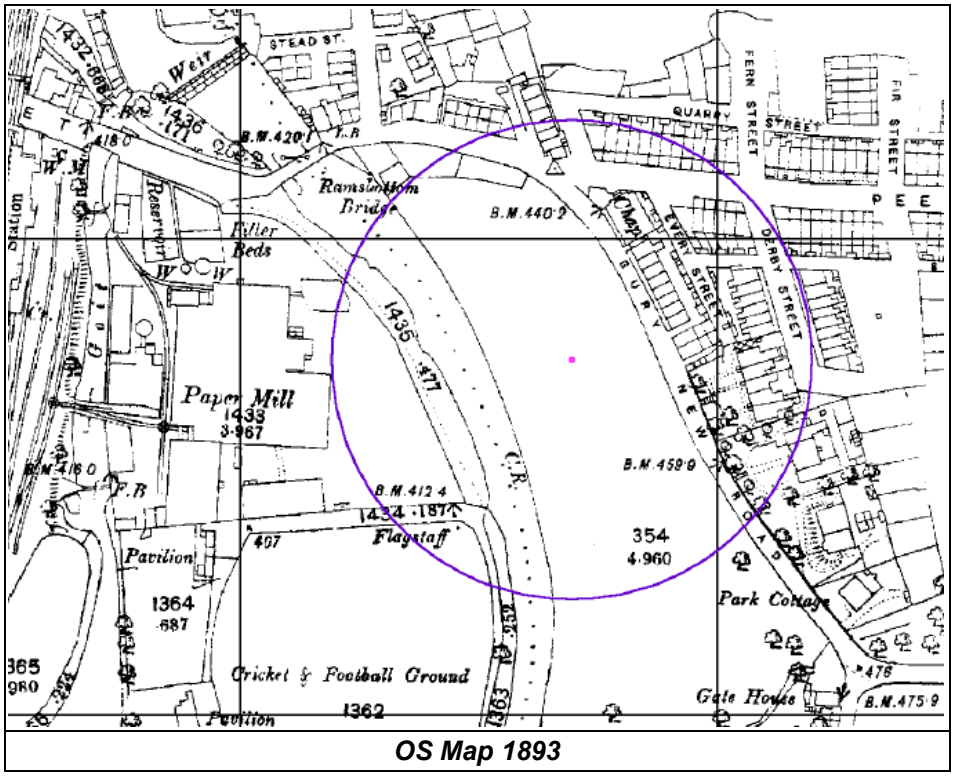
1838 Tithe Map of the Township of Walmersley



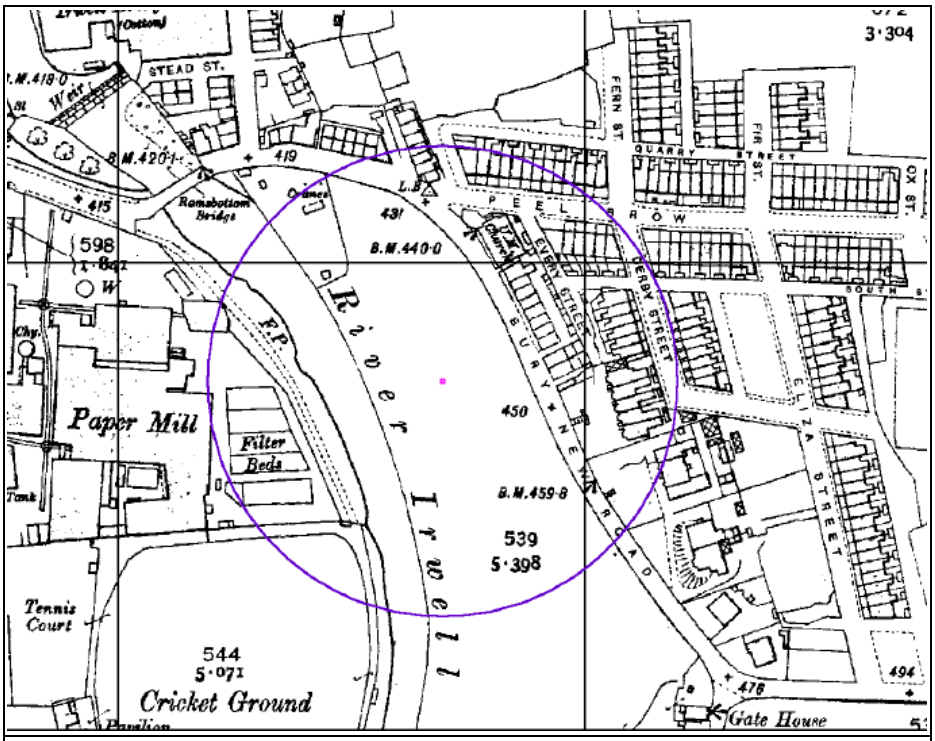
OS Map 1850-51



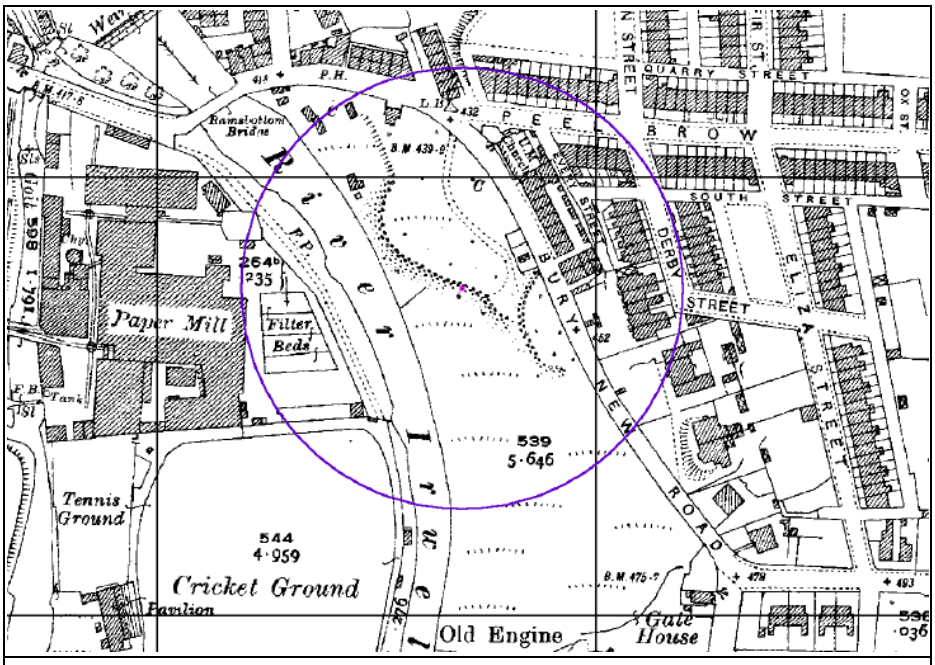
OS Map 1892



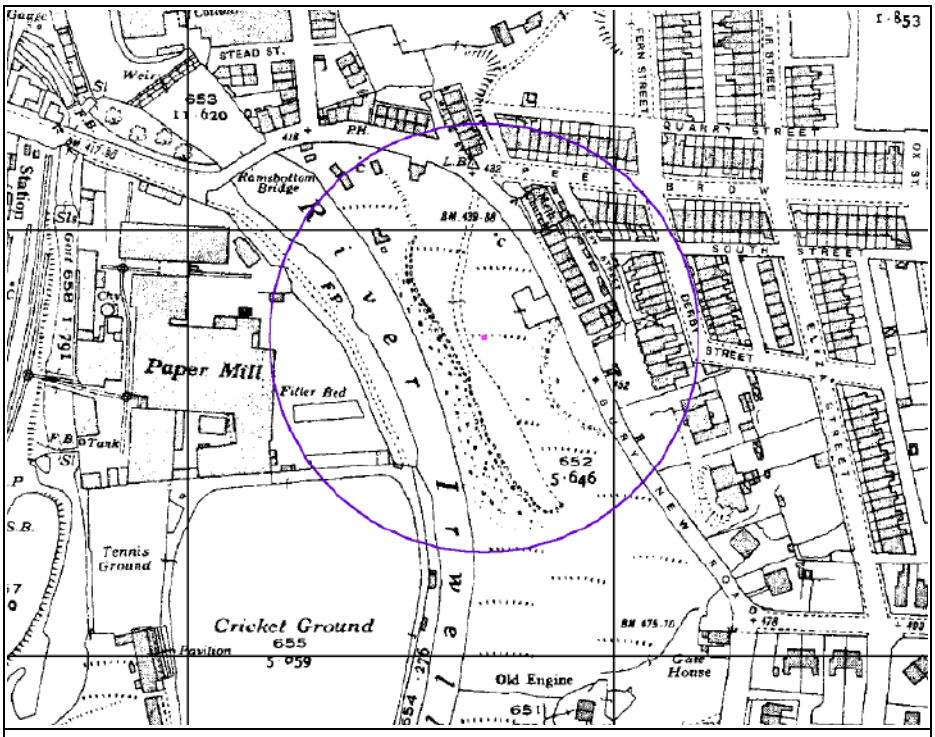
OS Map 1893



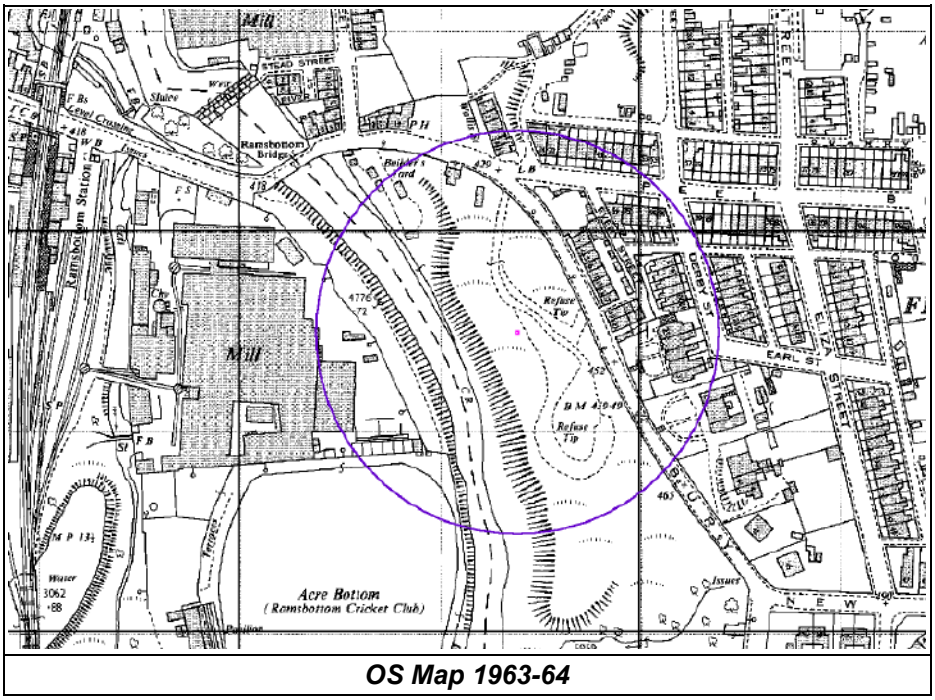
OS Map 1910



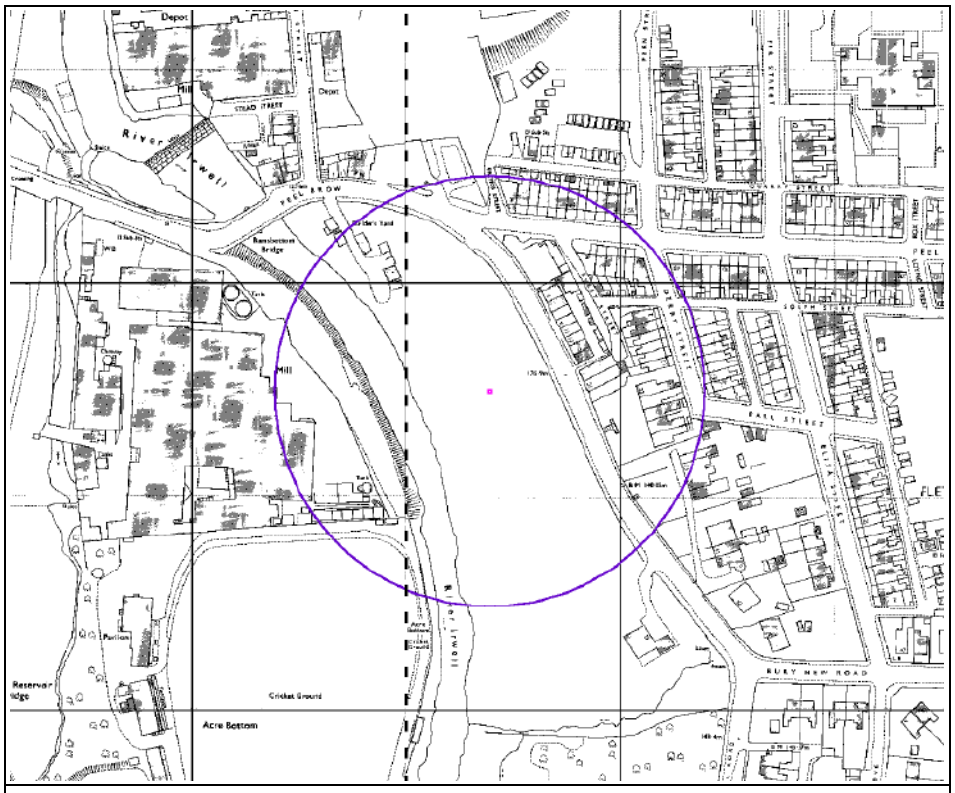
OS Map 1929



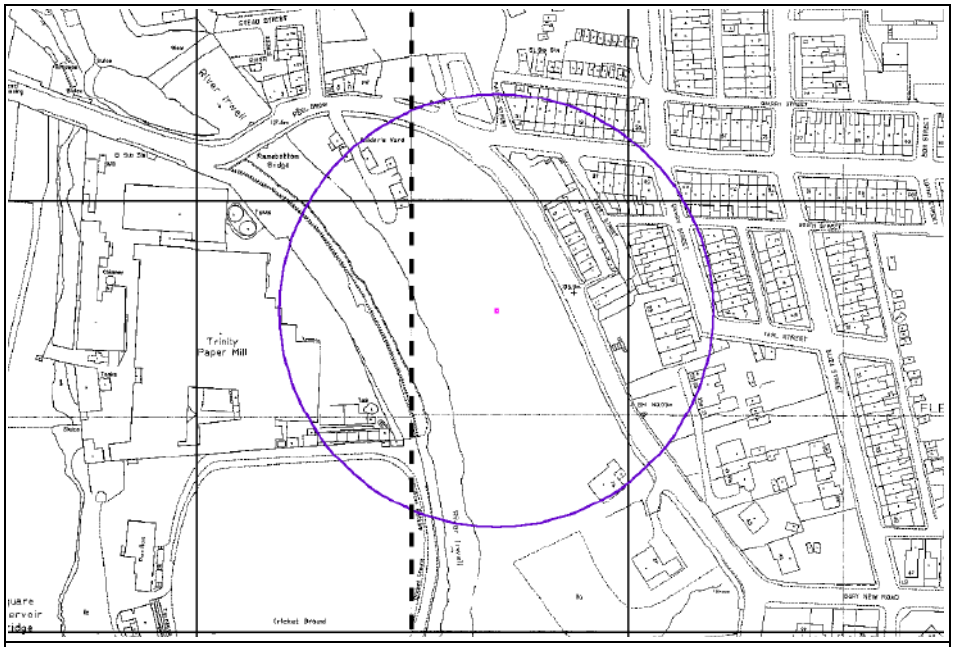
OS Map 1938



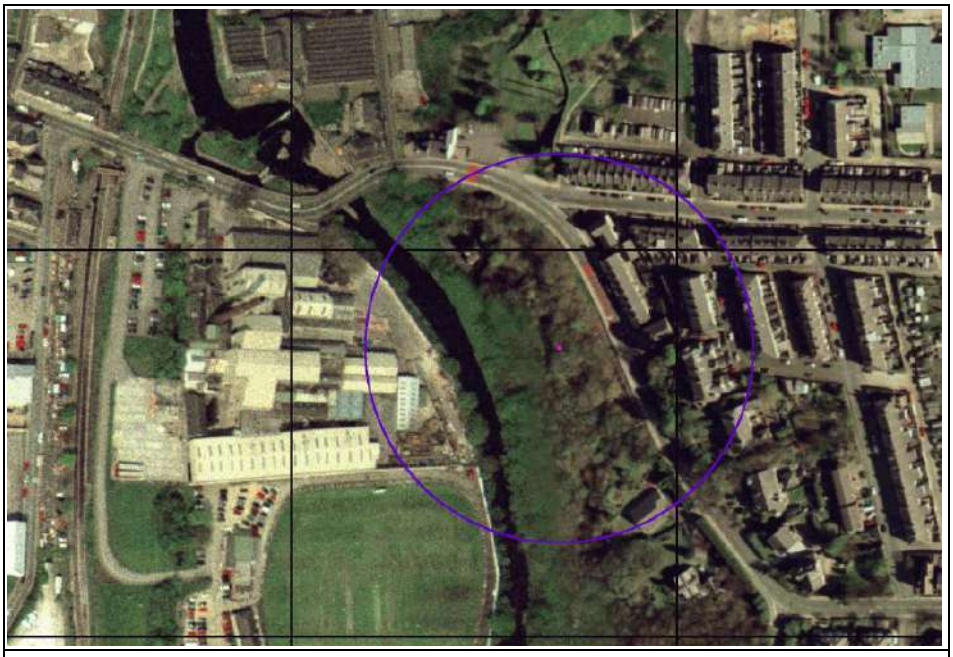
OS Map 1963-64



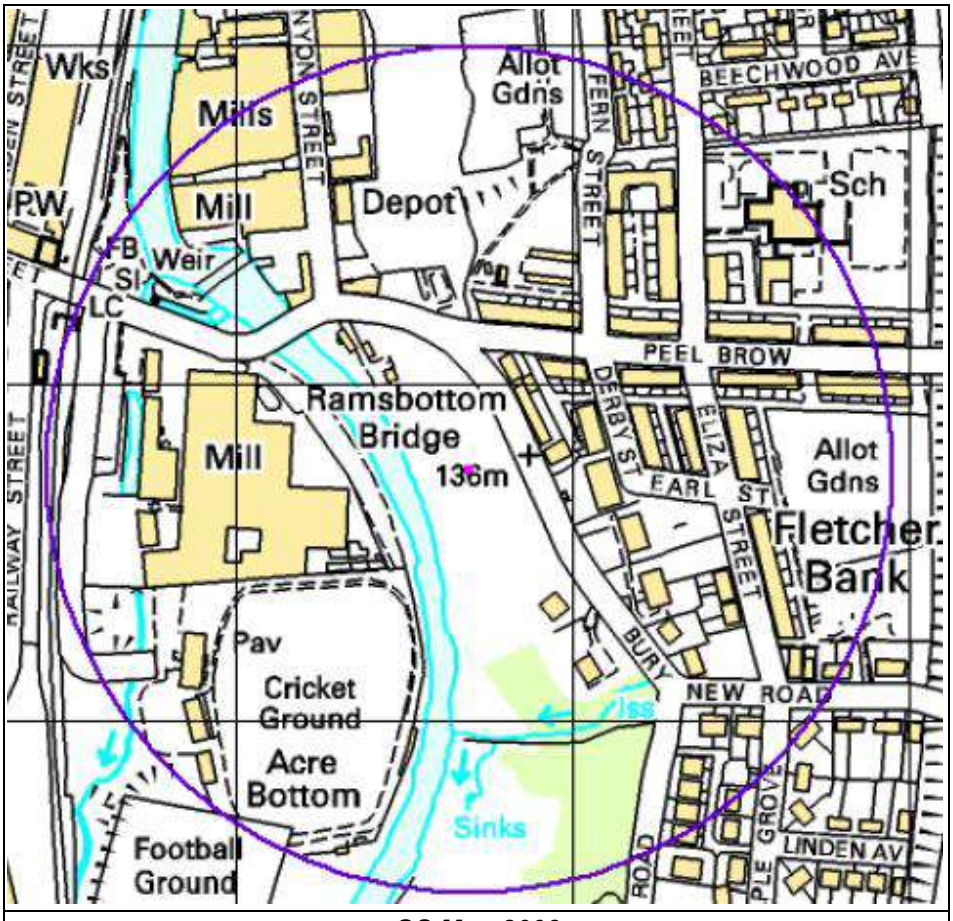
OS Map 1978



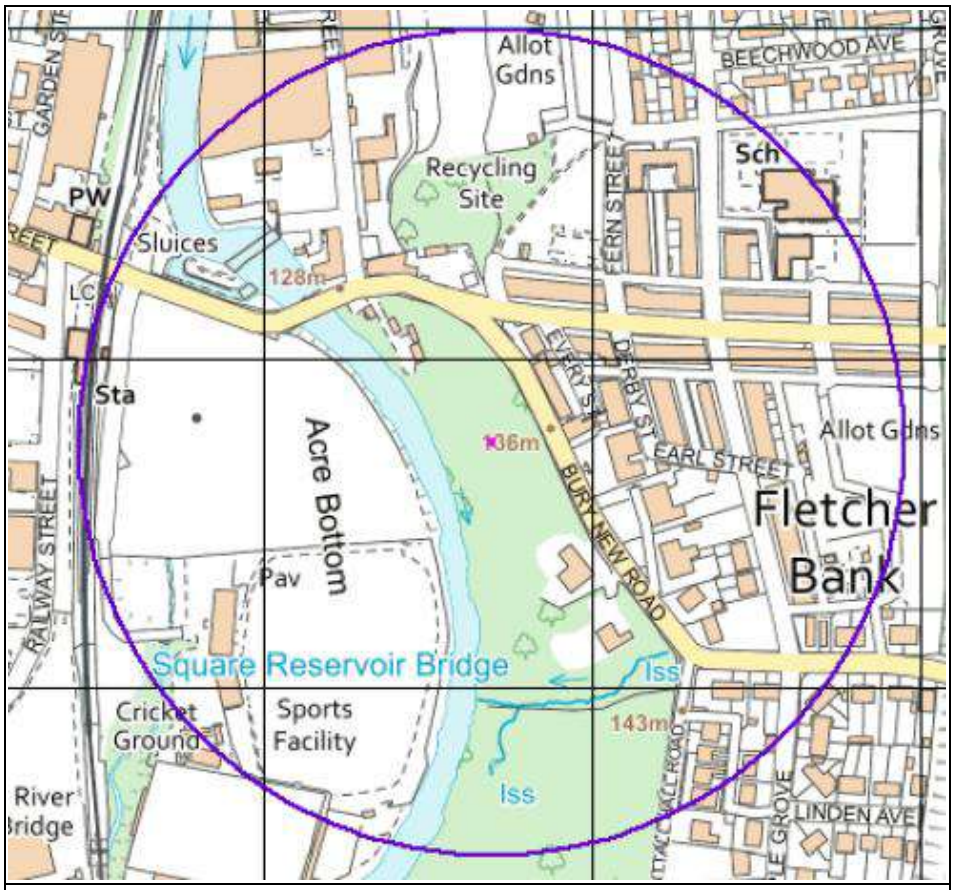
OS Map 1992



Historical Aerial Photography 2001



OS Map 2006



OS Map 2025



Current Location Plan (Red Line Proposal Site, Blue Line Ownership)

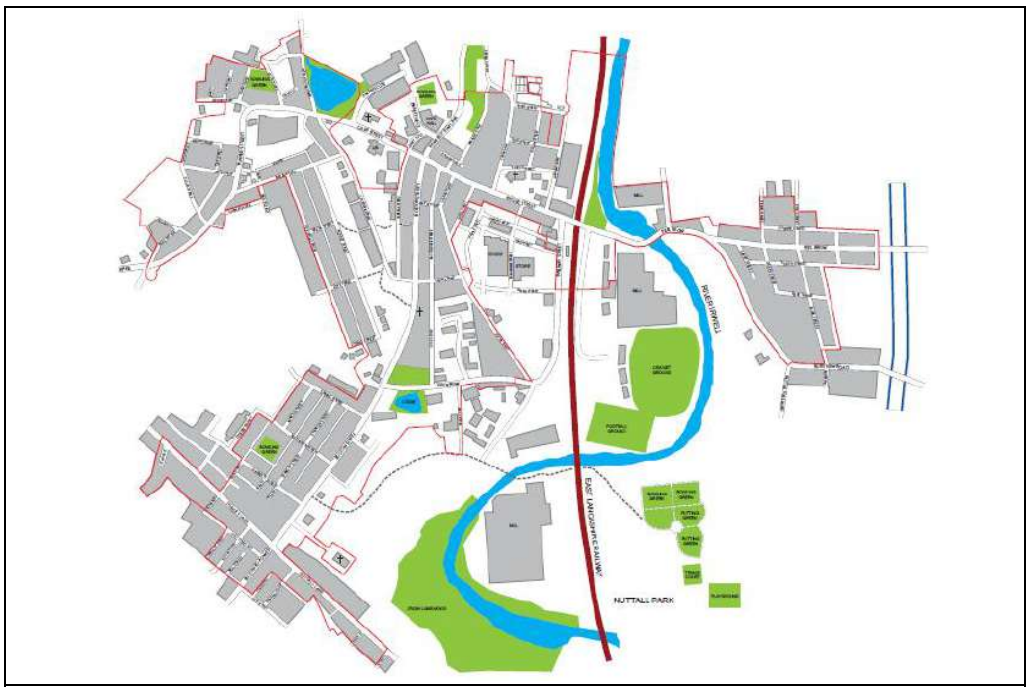
Section 5 Assessment of the Special Interest of the Conservation Area

5.1 Ramsbottom Conservation Area

5.1.1 Key Elements That Define Special Interest

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area. The Historic England document, *Conservation Area Designation, Appraisal and Management,* outlines the key elements that define special interest (significance) within a Conservation Area. These are as follows:

- General Character, Location and Uses
- Historic Interest
- Architectural Interest and Built Form
- Positive Contributors (sometimes referred to as key buildings)
- Locally Important Buildings
- Spatial Analysis
- Streets and Open Space, Parks and Gardens and Trees
- Setting and Views



Ramsbottom Conservation Area Boundary Map

The Ramsbottom Conservation Area has eleven Character Areas:

- Albert Street Area
- Bolton Street (south)
- Bridge Street and Square Street
- Bury New Road and Peel Brow
- Dundee Lane and Nuttal Lane
- Garnett Street and Spring Street
- Grant's Lane
- Irwell Bridge Area
- Market Place and Bolton Street (north)
- Paradise Street and Crow Lane
- Tanners and Carr

5.1.2 Brief Description of Ramsbottom Conservation Area

Ramsbottom Conservation Area lies on the lower slopes of the Irwell Valley, five miles north of Bury. The surrounding landscape shaped its historical development and physical character. The Irwell valley, rivers and streams provided the power for the industrial development. This in turn contributed to the local economy. The East Lancashire Railway allowed the area to become the retail hub for tourists as well making Ramsbottom a commuter town to Manchester.

The sloping topography of the town allowed for terraced streets built in the late 19th century both along and across the contours as well as a densely constructed area around the Market Place. Most of the houses are constructed in buff grey sandstone with stone decorative details. Sloping stone steps with some original handrails, alleyways and footpaths link the streets at the different levels, these allow for views of the town at different levels. Some original railings are also situated at the top of the retaining wall, steep drops, and some garden walls. Another feature of the Conservation Area are the chimneys which are generally built of course stone with weathering courses. Although the domestic chimneys are important, the more prominent ones are the those of the mills.

The Ramsbottom Conservation Area Appraisal and Management Plan of 2011 identifies 11 listed buildings/structures which are significant and contribute to the special character of the area. There are also several significant buildings that make a positive contribution to the character of the Conservation Area. There are significant green spaces and areas of mature planting within the Conservation Area. The green spaces tend to increase in size and number towards the edges of the town. The private gardens with mature trees and vegetation also add to the character of the Conservation Area. The sloping topography of the area provides fine views into and out of the Conservation Area. There are also views upriver along the River Irwell, as well as views of the moors and hills including the Peel Monument. Views across the town are highlighted by landmarks such as St Paul's Church, Holcombe Mill chimney, Kay's Soap Works chimney, and St Andrew's Church. Main gateways include Peel Brow, Bury New Road, and Irwell Bridge from the east; Stubbins Lane, Ramsbottom Lane, and Market Place from the west; and Bolton Road West at the Dundee Lane junction from the south. Ramsbottom has become a commuter town for the city of Manchester. There is also a growing market for residential conversion in former public, industrial and commercial buildings.

Listed buildings are;

- Church of St Andrew, Bolton Street, Grade II
- Nos. 50-58 (even), Grade II, Bridge Street
- Church of St Paul, Grade II, Bridge Street/Crow Lane
- No. 85, School House, Grade II, Dundee Lane
- Barwood House, Grade II, Grants Lane
- Nos. 10-18 (even), Grade II, Market Place
- Nos. 2-8 (even) including 59 Bridge Street, Grade II, Market Place
- Nos. 7 and 9 (odd), Grade II, Market Place
- Grant Arms Hotel, Grade II, Market Place
- Adderstone Mansions, former Wesleyan Methodist Chapel, Grade II, Ramsbottom Lane
- Market Chambers, Grade II, Ramsbottom Lane



East Lancashire Heritage Railway Station



Cast Iron Footbridge Over the Railway



Railway Hotel





Church of St Paul



27 Crow Lane





Numbers 50-58 Bridge Street



Council Chambers and K6 Kiosk, Ramsbottom Lane



Christ Church Chapel, Ramsbottom Lane



10 – 16 Ramsbottom Lane and 2 – 8 Market Place



Formerly Grant Arms Hotel, Market Place



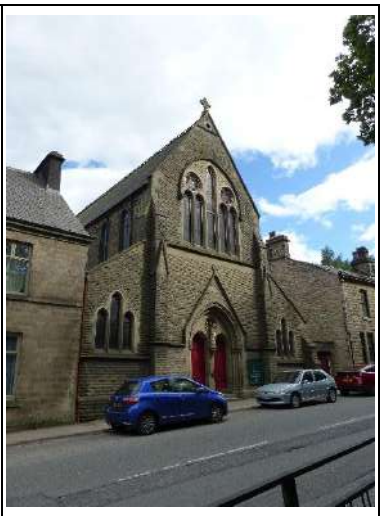
Numbers 7 and 9 Market Place



Ramsbottom Co-operative Hall and Adjacent 55 Bolton Street



View East Towards Cross Street off Bolton Street Looking Towards Peel Brow

	
Lodge View Dated 1868 Terrace Housing, Bolton Street	***St Joseph's Church, Bolton Street***

	
Park off Lever Street	***Housing at Verna Street***

	
132 Bolton Street	***Looking Northeast into Ramsbottom CA at Bolton Street***



Band Row, Bolton Street



Rose Villa, 140 Bolton Street



Pond at Kay Brow Lodge, Kay Brow



Rose Hill



174, 172, 170 Bolton Street



Hope House, Bolton Street



181 Bolton Street



2 Buchanan Street



Hest Bank, Bolton Street





Paved Footpath Leading from Bolton Street to Nuttall Park (Outside of the CA)



Looking Towards Garnett Street from Bolton Street





Church of St Andrews, Bolton Street



Barwood Lea Mill, Kay Brow





Barwood House, Grants Lane





Cobden Mill Square, Kay Brow



The Cornerhouse at Junction of Kay Brow and Square Street



Cobden Mews, Square Street

	
Looking Between Cobden Mews and Damar Court Glimpse of Rear of St Joseph's Court	***Damar Court, Square Street***

5.2 Bury New Road and Peel Brow Character Area

5.2.1 General Character, Location and Uses

The Bury New Road and Peel Brow Character Area is located to the east of the Ramsbottom Conservation Area and lies to the east of the River Irwell on elevated land which is characterised by a variety of residential housing. Setted rear lanes give access to stone outhouses and former earth closets, many of which remain behind Peel Brow. The elevated terrain offers broad western town views, especially from Peel Brow and its back lanes, while large retaining walls such as behind Numbers 3 - 17 Every Street indicate level changes.

	
Looking South Along Bury New Road	***Setted Lane to the Rear of Derby Street***

5.2.2 Historic Interest

Bury New Road was constructed c1835 by the Grants, Ashtons, and Duckworths to provide a less steep ascent from the town to the turnpike road; it remains the principal eastern route into the town. The creation of the road facilitated the eastward expansion of the town during the mid to late nineteenth century. According to the 1848 Ordnance Survey map, Peel Brow was then referred to as Field Brow, which served as a private access road to Fletcher Bank Quarry. At that time, the only

structures located on Bury New Road were the United Free Methodist Chapel and School (now replaced by Peel Court) at the junction with Field Brow, and Park Cottage currently 43 Bury New Road. Park Cottage, marked with an 1846 datestone, was constructed for the minister of Park Chapel on Walmersley Road, situated further up the hill. The Porritt family, prominent members of Park Chapel, held considerable influence in the area, owned Irwell Mount on Bury New Road, and leased land locally for development purposes.

5.2.3 Architectural Interest and Built Form

Numbers 23 to 41a Bury New Road feature substantial stone villas from the 1860s with original sash windows, spacious gardens, and stone walls. Numbers 3 to 19 Bury New Road form a terrace of 1860s homes built in water-shot masonry with notable details like coved stone cornices. Later 19th century development increased housing density, providing quality terraced housing on Peel Brow (formerly Field Brow), Derby Street, Every Street, and Fir Street, constructed by Thomas and James Foster, who used bay windows for higher-status homes.

Eliza Street and Fern Street terraces, developed in the early 20th century, feature small front gardens like those on Peel Brow. Some houses, such as numbers 49, 88, and 89 Peel Brow, still have original sash windows and doors. Former corner shops at numbers 100, 48, and 78 retain large shop windows.

Bury New Road features impressive stone walls with gate piers, often crafted from a single block of stone and bearing the house's original name. Even after the old Bury New Road Chapel was demolished, its original walls and railings were preserved and incorporated into the current residential development. Historical windows and doors are still visible in the Conservation Area, though they are becoming less common. Some of the larger houses on Bury New Road retain timber sash windows and original doors, while such features are rarely found on terraced homes except for a few notable examples that remain on Peel Brow.

	
Riversdale, 39 Bury New Road	***Park Cottage, 43 Bury New Road***



High Boundary Walling Along Eliza Street, to the Rear Gardens of the Villas Along Bury New Road



Early C20 Terraces Along Eliza Street



Modern Development Along Eliza Street



Looking North, Junction of Earl Street and Eliza Street

5.2.4 Positive Contributors and Locally Important Buildings

There are no listed buildings in the Bury New Road and Peel Brow Character Area. Listed below is the only significant building that makes a positive contributor to the character of the Bury New Road and Peel Brow Character Area:

- Good Samaritan, 19 Peel Brow, mid to late C19 Good frontage with original chimney pots.

5.2.5 Spatial Analysis

The Character Area lies to the east of New Bury Road with rows of later terraced houses with narrow front gardens and low walling located along Peel Brow with smaller narrow roads off shoot the principal road. Along Bury New Road there are higher status homes featuring larger gardens.

The town's compact and dense layout stands out against the vast openness of the surrounding moors. When viewed from afar, this striking difference heightens the dramatic appeal and charm of the town's location.



Looking West Towards Peel Monument from Peel Brow



Looking East Uphill Along Peel Brow



Looking West Towards Peel Monument from Eliza Street

5.2.6 Streets and Open Space, Parks and Gardens and Trees

Private gardens in Bury New Road's low-density suburbs add greatly to the area's visual appeal, with mature trees, evergreen hedges, and shrubs enhancing the streetscape. These gardens, found between the public road and homes, create a pleasant environment for historic houses whether they stand alone or in terraces. Additionally, railings, walls, and gate piers of various historic styles serve as notable features, marking the division between private gardens and public spaces within the Conservation Area. The rear of Peel Brow offers green space that enhances the terraced housing and supports the town's development.

5.2.7 Setting and Views

Peel Brow provides an excellent viewpoint across the Conservation Area from the east. Some of the key visual gateways into the town are Peel Brow, Bury New Road and the Irwell Bridge from the east. The area's unique landscape creates striking vistas both from within and outside the town. Expansive perspectives from approach roads and public footpaths offer a clear appreciation of Ramsbottom's position in the valley, set against the moorland backdrop. Landmarks like the Peel Monument and Holcombe Emmanuel Church break up views outward, making them stand out on the horizon. These scenes contribute to the town's dramatic setting and are vital for connecting the urban area to the

surrounding countryside. Observing Ramsbottom from afar helps reveal its valley origins. In contrast, narrower sightlines formed by buildings give curious glimpses into the town's close-knit scale, dense layout, and layered character.

5.3 Summary of Significance

The Conservation Area is of special interest due to the sloping landscape with the distinctive pattern of terraced streets. The dense development, narrow streets, stone steps and alleyways add to character of the Conservation Area. There is a sharp contrast between the dense, spatial character of the town and the openness of the moors beyond. The longer views add to the beauty of the Conservation Area setting. The historic buildings mostly constructed from the local sandstone give the town a distinct colour, coupled with stone steps with original handrails and the mill chimneys all add to the character of the Conservation Area. Bury New Road and Peel Brow is one of the 11-character areas, set in the steep hillside of Ramsbottom with a semi- rural atmosphere. The variety of residential housing, setted rear lanes, elevated terrain offers broad western town views all add to the significant character of the area. Following heritage impact assessment methodology (Appendix 2), the Conservation Area is assessed as having a medium level of significance, as it is a Conservation Area containing buildings that contribute significantly to its historic character.

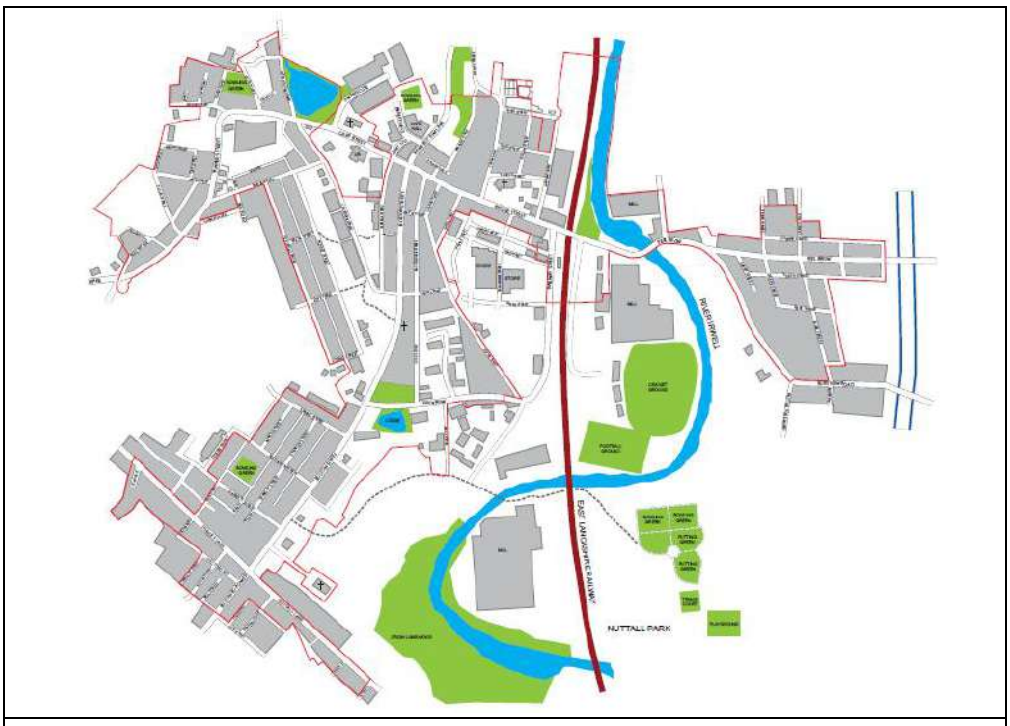
Section 6 Contribution of the Proposal Site to the Setting of the Conservation Area

6.1 Introduction

Due to proximity, the proposal site has the potential to affect the setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). When assessing the contribution to the setting of a heritage asset, Historic England guidance recommends considering the physical surroundings of the asset and how the heritage asset is experienced.

6.2 Key Elements Which Define Special Interest

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area.



Ramsbottom Conservation Area Boundary Map

6.3 The Physical Surroundings of the Conservation Area

Ramsbottom Conservation Area lies on the lower slopes of the Irwell Valley, five miles north of Bury. The surrounding landscape shaped its historical development and physical character. The Irwell valley, rivers and streams provided the power for the industrial development. This is turn contributed to the local economy. The East Lancashire Railway allowed the area to become the retail hub for tourists as well making Ramsbottom a commuter town to Manchester.

There are no listed buildings in the Bury New Road and Peel Brow Character Area. Listed below is the only significant building that makes a positive contributor to the character of the Bury New Road and Peel Brow Character Area:

- Good Samaritan, 19 Peel Brow, mid to late C19 Good frontage with original chimney pots.

6.4 How the Conservation Area is Experienced

The Bury New Road and Peel Brow Character Area is experienced along the roads of Bury New Road and Peel Brow and connecting Roads; Quarry Street, Fern Street, Fir Street, Every Street, South Street, Derby Street, Earl Street and Eliza Street. The area is characterised by the variety of residential housing. Setted rear lanes give access to stone outhouses and former earth closets, many of which remain behind Peel Brow. The elevated terrain offers broad western town views, especially from Peel Brow and its back lanes, while large retaining walls such as behind Numbers 3 - 17 Every Street indicate level changes. Main gateways in the Conservation Area include Peel Brow and Bury New Road

The proposal site is not visible from either Bury New Road or Peel Brow due to the dense vegetation and therefore does not impact on the Conservation Area.

6.5 Contribution of the Proposal Site to the Setting of the Conservation Area

The proposal site lies to the west of Bury New Road, and to the south of Peel Brow, both of which lie within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). To the south of the site are two substantial detached properties built in the late 20thC. The site is predominantly woodland located and lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary, which is an appropriate boundary treatment in the setting of the Conservation Area. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The proposal site is visible from Bury New Road but not from Peel Brow due to the dense vegetation and builder's yard. The proposal site is not visible from the west of the River Irwell, due to dense vegetation to the east side of the river. Overall, the proposal site makes a neutral contribution to the setting, significance and character of the Ramsbottom Conservation Area, based on the number of dead and diseased trees, and the Japanese Knotweed infestation, and the fact that the site is not a significant historic site which contributes to the understanding of the development of Ramsbottom, but a former refuse tip, now overgrown with self-seeded trees. However, the low stone boundary wall makes a very low contribution to the setting of the Conservation Area.

Section 7 The Proposed Works

7.1 Overview

The proposed works seek to erect up to nine dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. Additionally, it is envisaged that the associated landscaping to be determined at the Technical Details Consent stage will include including improved tree management of the retained woodland and removal of the Japanese Knotweed across the entire site. The proposal site will be accessed via Bury New Road. The proposed dwellings will be constructed in a similar design and materials to that of housing within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow).



Illustrative Layout Plan

7.2 Access and Parking

The proposal site will be accessed via Bury New Road.

Section 8 Heritage Impact Assessment

8.1 Method of Assessment

The following assessment identifies the impact of the proposed development on the significance and setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow), the heritage asset. The potential impact of the new development is assessed differently depending on the type of heritage asset affected. The impact of the proposed works on the setting of the heritage assets is assessed following Historic England guidance on settings. The potential impact on the Conservation Area is assessed following Historic England guidance on Conservation Areas.

The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the CIfA/ IHBC/ IEMA guidance, Principles of Cultural Heritage Impact Assessment in the UK of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. This methodology sets out three stages of evaluating the consequences of change:

- Understanding change (a factual statement of how a proposal would change a cultural heritage asset or its setting, including how it is experienced).
- Assessing impact (an assessment of the degree to which any change would impact cultural significance).
- Weighting the effect (a conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset).

A brief explanation of the HIA methodology is set out in Appendix 2.

8.2 Impact of the Proposed Works on the Setting of the Heritage Asset

8.2.1 Identification of the Heritage Assets Affected

The proposals have the potential to have an impact on the setting of Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). The assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets.

8.2.2 The Location and Siting of the Development

The proposal site is located to the west of Bury New Road, across from the boundary of the Ramsbottom Conservation Area. The proposal site is currently an area of previously developed land, with a demolished structure and formerly used as a structure and refuse tip. The site is bounded by timber fencing, a low stone wall to Bury New Road, shrubs and self-seeded trees, and contaminated with Japanese Knotweed. The proposed new dwellings will be sited to the eastern and central section of the proposal site alongside Bury New Road, outside of the Conservation Area. There are no important views identified to or from the Conservation Area which include the proposal site. The proposed new dwellings are sited such that they will not physically or visually isolate the heritage asset.

8.2.3 The Form and Appearance of the Development

The proposed new dwellings will not be prominent, dominant, or conspicuous in the setting of the Conservation Area as it is envisaged that they will be designed in a similar design and materials to dwellings within the Conservation Area, and will be partly screened by the mature trees to the north, south and west. The proposed materials will be carefully chosen to match those of buildings in the Conservation Area so that the new dwellings will not compete with or distract from the significant elements of the Conservation Area.

The Conservation Area Appraisal describes the housing along Bury New Road as a lower density suburb and as an area with lower building densities. The density of the proposed development is very similar to the density of the dwellings in the immediate vicinity. Therefore, the proposed density for the site is entirely appropriate within the setting of the Conservation Area.

8.2.4 Wider Effects of the Development

The proposed development will be located outside of the Conservation Area and will change the general character and land use of the proposal site, however, the wider site will remain wooded, to the north, south and west. The site will become residential in use. The residential development will allow the envisaged woodland management, including removing the significant number of dead and diseased trees and removal of the Japanese Knotweed infestation, which is both a public benefit and a heritage benefit. The character of the proposed development will not affect the setting of the Conservation Area as the proposed dwellings are an appropriate type of housing in the setting of the Conservation Area and the materials are expected to also be contextual to the Conservation Area. The construction period may temporarily increase noise, odour, vibration and dust near the heritage asset, but planning conditions should be able to keep these to an acceptable level. The setting of the Conservation Area will not be affected from any wider effects of the proposed development.

8.2.5 The Permanence of the Development

The new dwellings sited outside of the Conservation Area, will become a permanent feature to the west of Bury New Road, but this will not have a detrimental impact on the significance and setting of Ramsbottom Conservation Area.

8.3 Summary of Impact

The impact of the proposed development on the setting of the Conservation Area has been assessed using Historic England guidance on the setting of heritage assets and the heritage impact assessment methodology, see Appendix 2. The heritage impact assessment methodology first assesses the value of the heritage asset, and then the magnitude of impact is assessed. These two values are set in a matrix to finally assess the significance of impact.

As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology. The proposed new development constitutes a negligible change to the setting and significance of the entire Conservation Area. As the proposed development constitutes 'slight' changes to historic building elements or setting that hardly affect it', the magnitude of the impact is assessed as a negligible magnitude of change.

Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral or slight impact, i.e. having little or no impact. The proposed development will not have an impact on significant views or setting of the Conservation Area.

The impact of the proposed works on the significance of the Ramsbottom Conservation Area has been assessed as neutral the proposed residential use will provide significantly improved woodland, with improved management and Japanese Knotweed removal. The dwellings proposed are appropriate for the setting of the Conservation Area.

As the proposed development is assessed as having a neutral and slight beneficial impact on the setting and significance of the Conservation Area, there is no harm to the affected heritage asset. Therefore paras 213 to 216 of the NPPF, which discuss substantial harm or less than substantial harm, do not apply here.

It has been assessed that the proposed development will not cause harm to the setting of the Ramsbottom Conservation Area. This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in Palmer v Herefordshire Council & Anr [2016] EWCA Cov 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm"'.

8.4 Heritage Impact Assessment Table

The following table sets out the proposed works, which could impact the significance and setting of the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow), identifying the significance, magnitude of the change, the weight of impact of the proposed works and proposed mitigation if required.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS AFFECTED	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT / IMPACT OF WORK & PROPOSED MITIGATION
Construct up to 9 dwellings and associated landscaping and car parking.	Ramsbottom Conservation Area: Medium	Negligible: The proposed dwellings are a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Neutral Impact: The proposals will have a neutral impact on the setting of the Conservation Area.
Retention and repair of low stone wall to Bury New Road.	Ramsbottom Conservation Area: Medium	Negligible: The work to the low stone wall is a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: The low stone wall is appropriate to the setting of the Conservation Area and the retention and repair of the wall is beneficial to the setting of the Conservation Area.
Tree removal to the proposed residential area, improved woodland management to wider site and Japanese Knotweed eradication to entire site.	Ramsbottom Conservation Area: Medium	Negligible: The proposed woodland management is a slight change to the setting of the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: The proposed improved tree management and Japanese Knotweed removal will have a slight beneficial impact on the setting of the Conservation Area.

Section 9 CONCLUSIONS

9.1 History, Development and Usage

The tithe map of 1838 shows the proposal site is located in plot no. 331, owned by the Earl of Derby and occupied by John Grant. The land is called 'Pengot', likely a phonetic English misspelling of the Welsh placename Pen-y-coed. English surveyors often recorded Pen-y-coed as Pengot or Pencot for ease of pronunciation. Pen-y-coed translates as 'The Top/Head of the Wood' or 'The Head of the Forest'.[8] The River Irwell is located in plot no. 340, owned and occupied by William Grant & Brothers.

The OS mapping shows that the site has had several phases of alterations. The OS map of 1929 depicts the erection of a structure to the eastern boundary of the site along Bury New Road, with a curved access road from the north. The OS map of 1938 depicts an extended building, with the access road from the north altered to the west and lengthened and a new semi-circular road to the south of the building. The structure is not depicted on the OS map dated 1963-64, however, the map identifies the site of the building as a 'Refuse Tip' with a further, larger 'Refuse Tip', to the south along with a long curved access road running roughly north-south. At present, the site is an unmanaged wood, primarily with self-seeded Sycamore trees and a significant Japanese Knotweed infestation.

9.2 The Significance of the Nearby Heritage Asset

The Ramsbottom Conservation Area Appraisal and Management Plan was produced in November 2011. The Conservation Area was designated in 1977 and extended in 1988 and 2004 by Bury Borough Council. On the 27th of March 2007 the Council's planning committee authorised the amalgamation and extension of the Ramsbottom, Tanners and Bury New Road Conservation Areas to form one larger Ramsbottom Conservation Area. As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology.

9.3 Contribution of the Proposal Site to the Setting of the Conservation Area

The proposal site lies to the west of Bury New Road, and to the south of Peel Brow, both of which lie within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow). To the south of the site are two substantial detached properties built in the late 20thC. The site is predominantly woodland located and lies on an elevated position which follows the contour of Bury New Road which inclines further. A low stone boundary wall is located along the Bury New Road boundary, which is an appropriate boundary treatment in the setting of the Conservation Area. To the west of the site lies the River Irwell and beyond is the Willow Bank residential development. The proposal site is visible from Bury New Road but not from Peel Brow due to the dense vegetation and builder's yard. The proposal site is not visible from the west of the River Irwell, due to dense vegetation to the east side of the river. Overall, the proposal site makes a neutral contribution to the setting, significance and character of the Ramsbottom Conservation Area, based on the number of dead and diseased trees, and the Japanese Knotweed infestation, and the fact that the site is not a significant historic site which contributes to the understanding of the development of Ramsbottom, but a former refuse tip, now overgrown with self-seeded trees. However, the low stone boundary wall makes a very low contribution to the setting of the Conservation Area.

[8] OS Maps, 'The Welsh origins of place names in Britain'.
https://osmaps.com/discover/guides/the-welsh-origins-of-place-names-in-britain/

9.4 The Proposed Works

The proposed works seek to erect up to nine dwellings on land off Bury New Road, Ramsbottom, BL0 0BT. Additionally, it is envisaged that the associated landscaping to be determined at the Technical Details Consent stage will include including improved tree management of the retained woodland and removal of the Japanese Knotweed across the entire site. The proposal site will be accessed via Bury New Road. The proposed dwellings will be constructed in a similar design and materials to that of housing within the Ramsbottom Conservation Area (Character Area Bury New Road and Peel Brow).

9.5 Impact of the Proposed Works on the Significance and Setting of the Heritage Asset

The impact of the proposed development on the setting of the Conservation Area has been assessed using Historic England guidance on the setting of heritage assets and the heritage impact assessment methodology, see Appendix 2. The heritage impact assessment methodology first assesses the value of the heritage asset, and then the magnitude of impact is assessed. These two values are set in a matrix to finally assess the significance of impact.

As the heritage asset is a Conservation Area 'containing buildings that contribute significantly to its historic character', Ramsbottom Conservation Area is assessed as having a significance level of medium following the heritage impact assessment methodology. The proposed new development constitutes a negligible change to the setting and significance of the entire Conservation Area. As the proposed development constitutes 'slight' changes to historic building elements or setting that hardly affect it', the magnitude of the impact is assessed as a negligible magnitude of change.

Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral or slight impact, i.e. having little or no impact. The proposed development will not have an impact on significant views or setting of the Conservation Area.

The impact of the proposed works on the significance of the Ramsbottom Conservation Area has been assessed as neutral the proposed residential use will provide significantly improved woodland, with improved management and Japanese Knotweed removal. The dwellings proposed are appropriate for the setting of the Conservation Area.

As the proposed development is assessed as having a neutral and slight beneficial impact on the setting and significance of the Conservation Area, there is no harm to the affected heritage asset. Therefore paras 213 to 216 of the NPPF, which discuss substantial harm or less than substantial harm, do not apply here.

It has been assessed that the proposed development will not cause harm to the setting of the Ramsbottom Conservation Area. This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in Palmer v Herefordshire Council & Anr [2016] EWCA Cov 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm"'.

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OS Maps Scale 1:10,000. 2006, 2025

OS Maps Scale 1: 2,500 1893, 1910, 1929, 1938, 1963-64,1978

OS Maps Scale 1:1,250 1992

OS Maps Scale 1:500 1892

Historical Aerial Photograph 2001

Archives and Libraries Consulted

Greater Manchester Historic Environment Record

Websites Consulted

G.B. Historical GIS/University of Portsmouth, History of Ramsbottom, in Bury and Lancashire/Map and Description, A Vision of Britain through time.

URL:http://www.visionofbritain.org.uk/place/774

Date Accessed 11/05/2026.

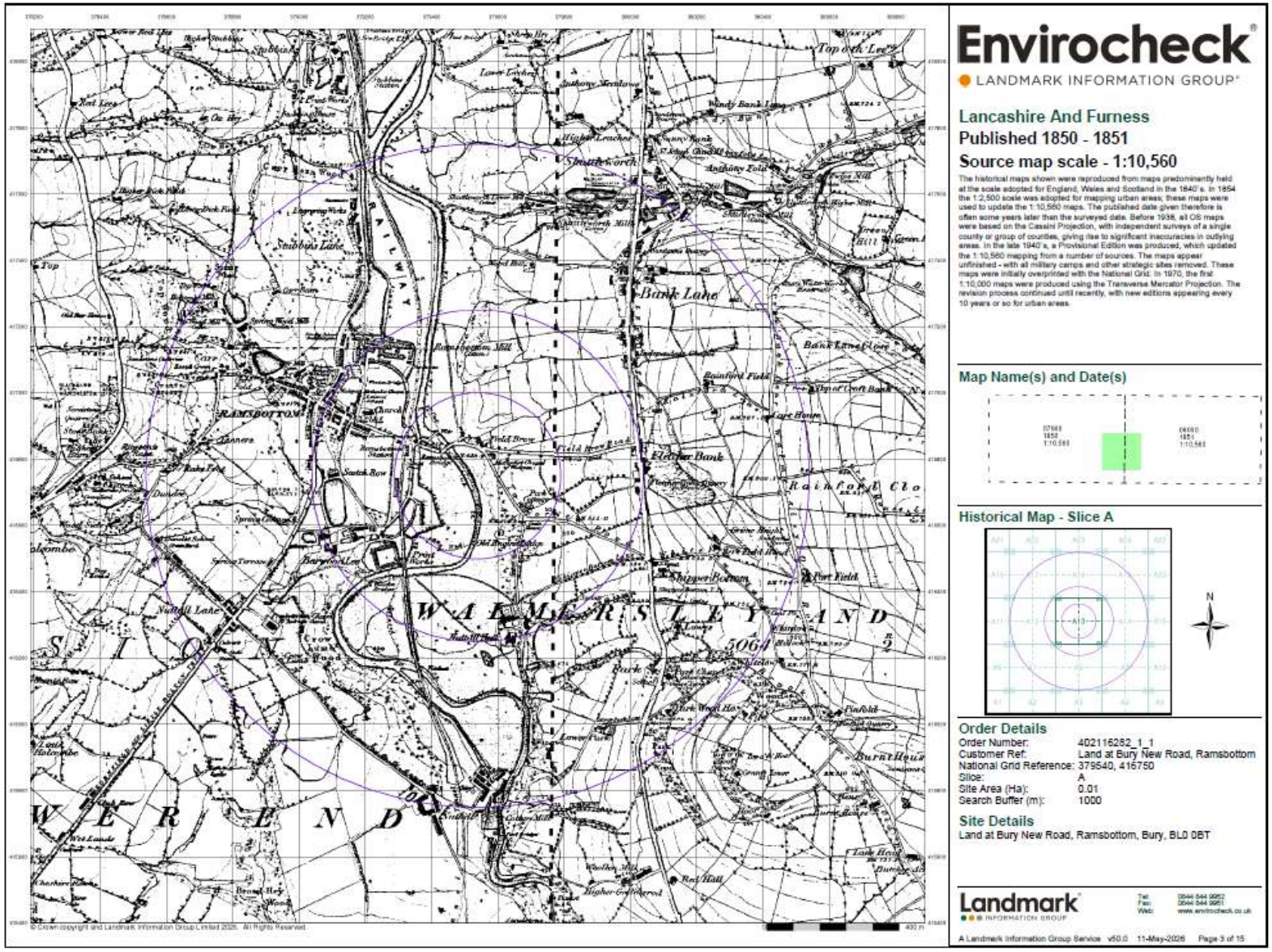
OS Maps, 'The Welsh origins of place names in Britain'.

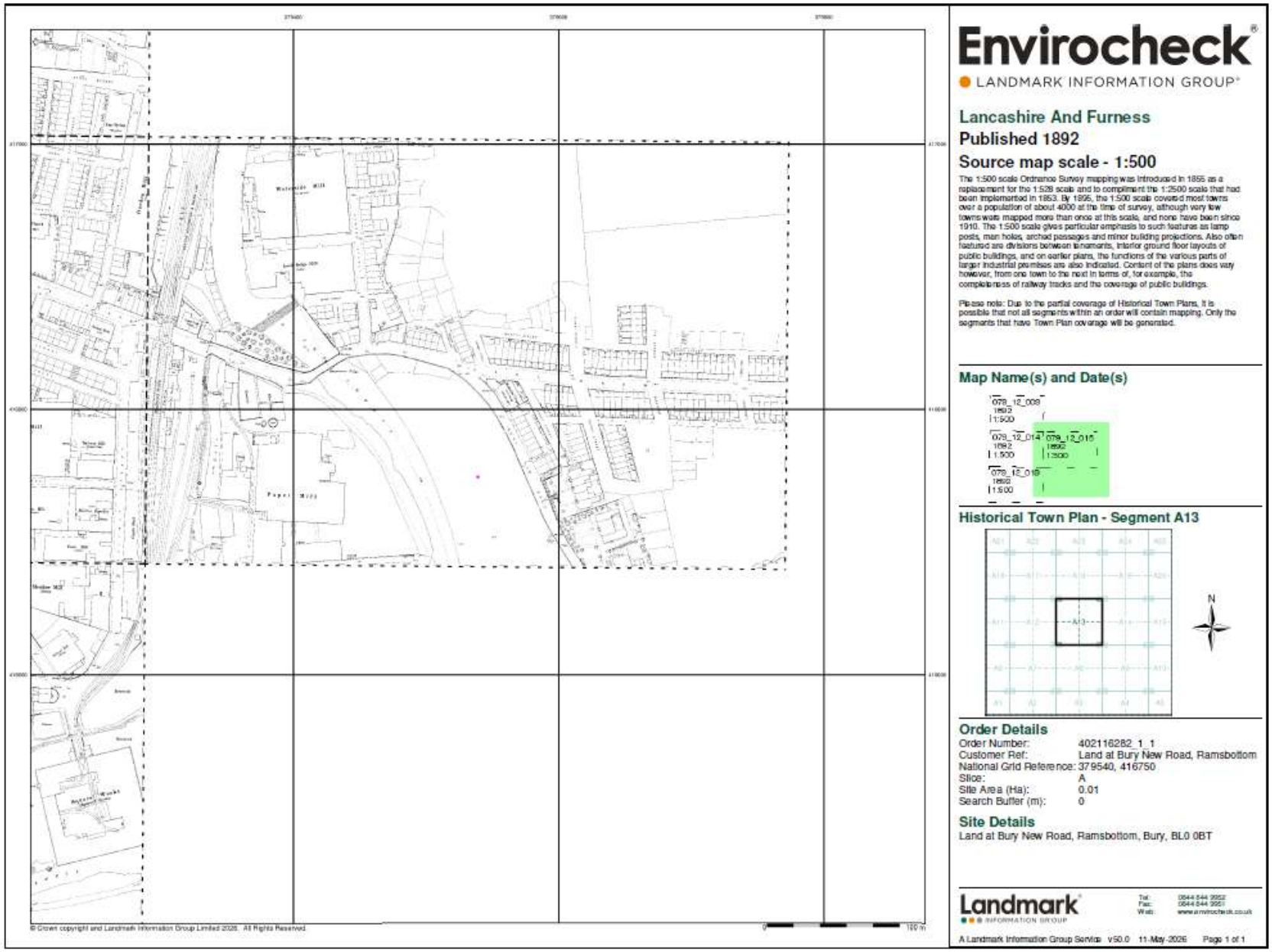
https://osmaps.com/discover/guides/the-welsh-origins-of-place-names-in-britain/

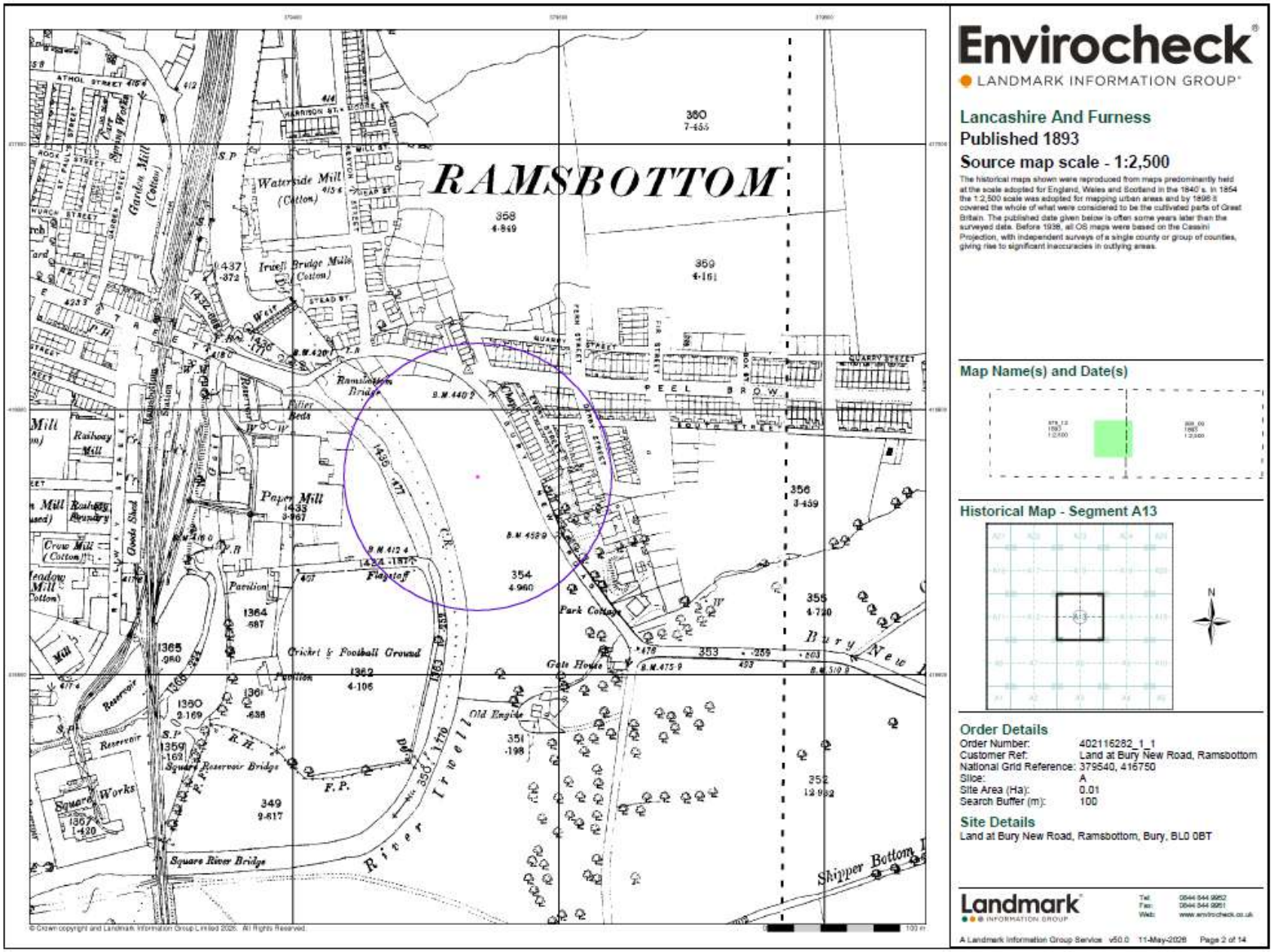
Date Accessed 11/05/2026.

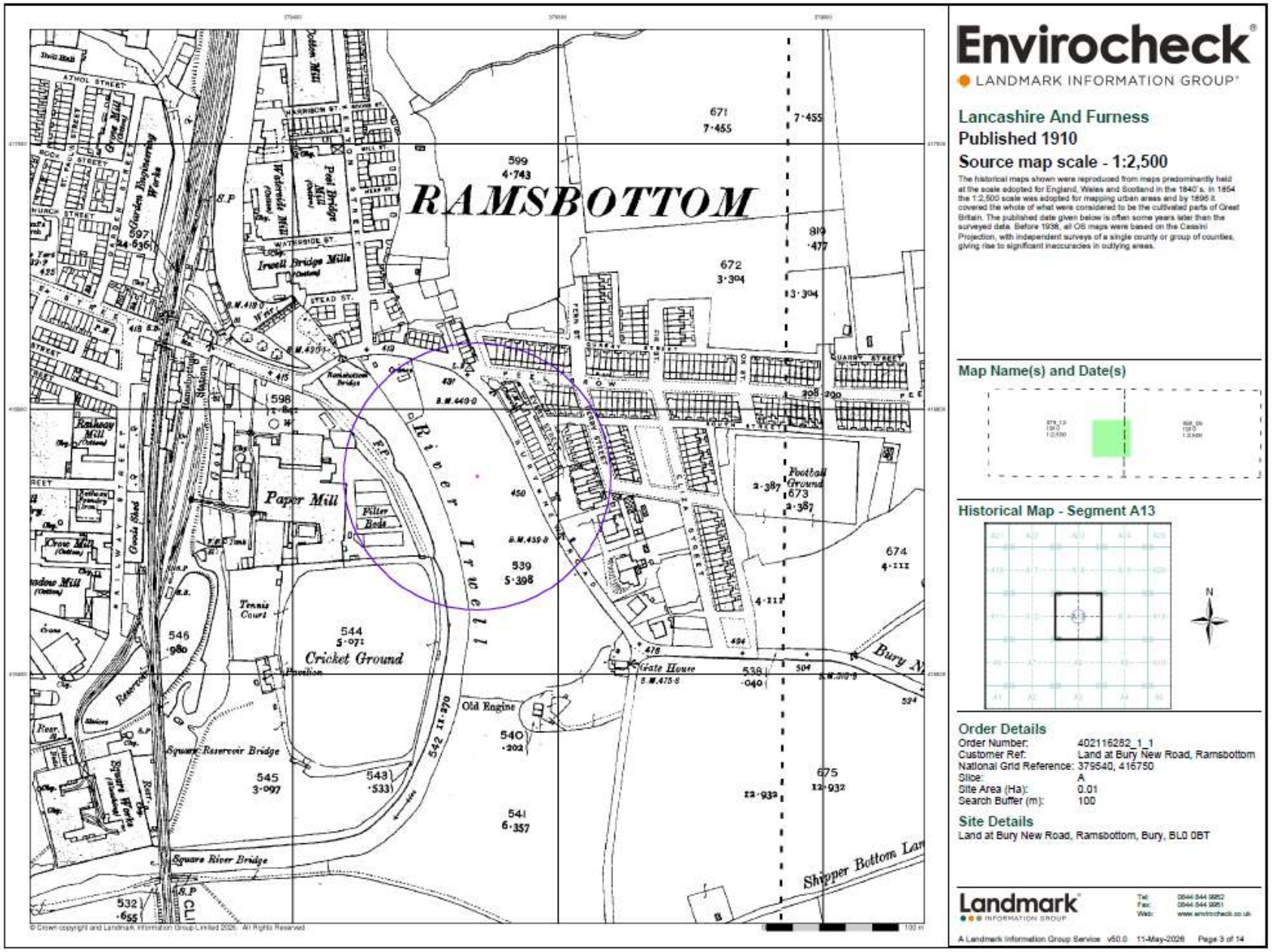
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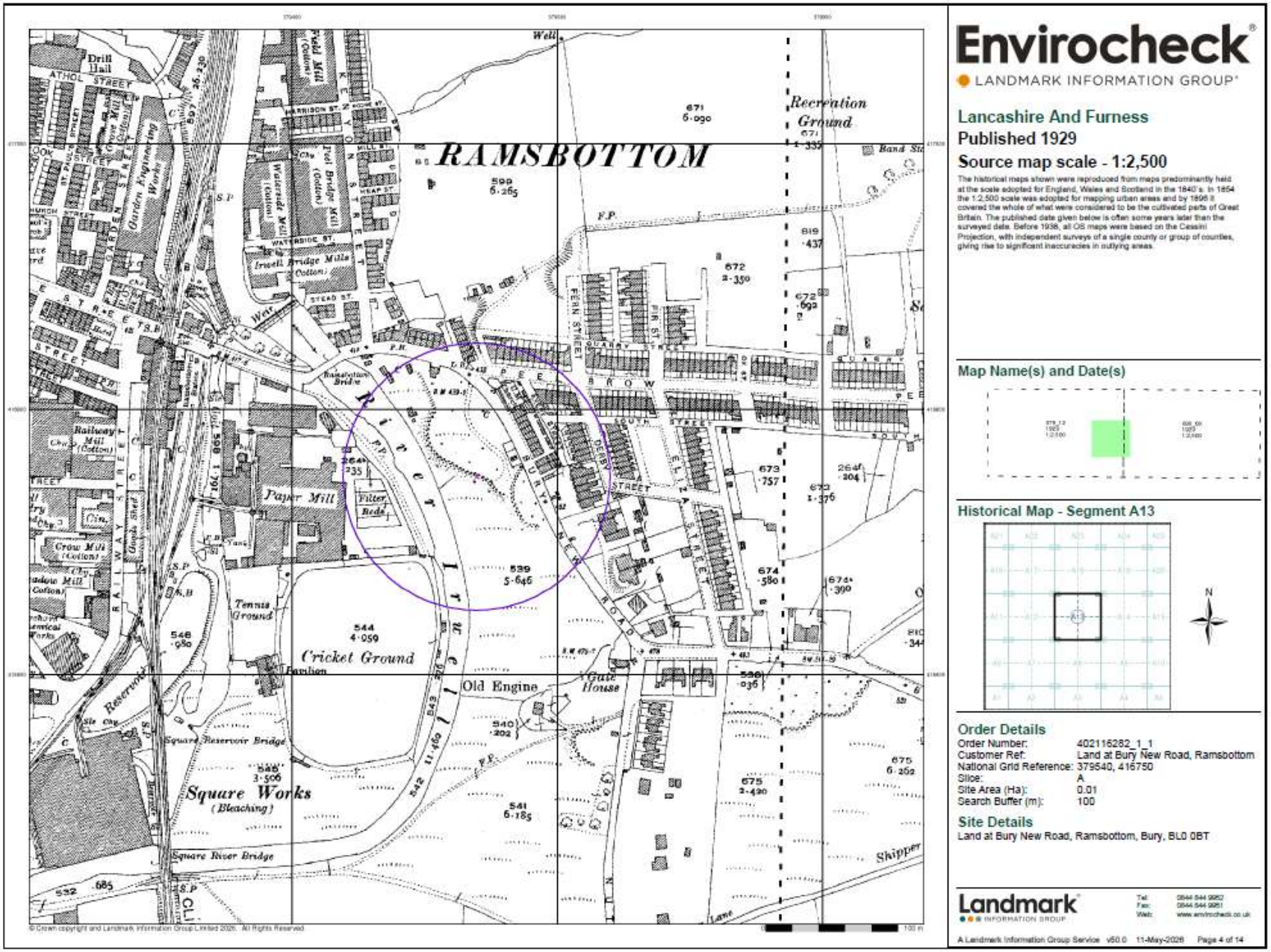
Appendix 1: Historic Mapping

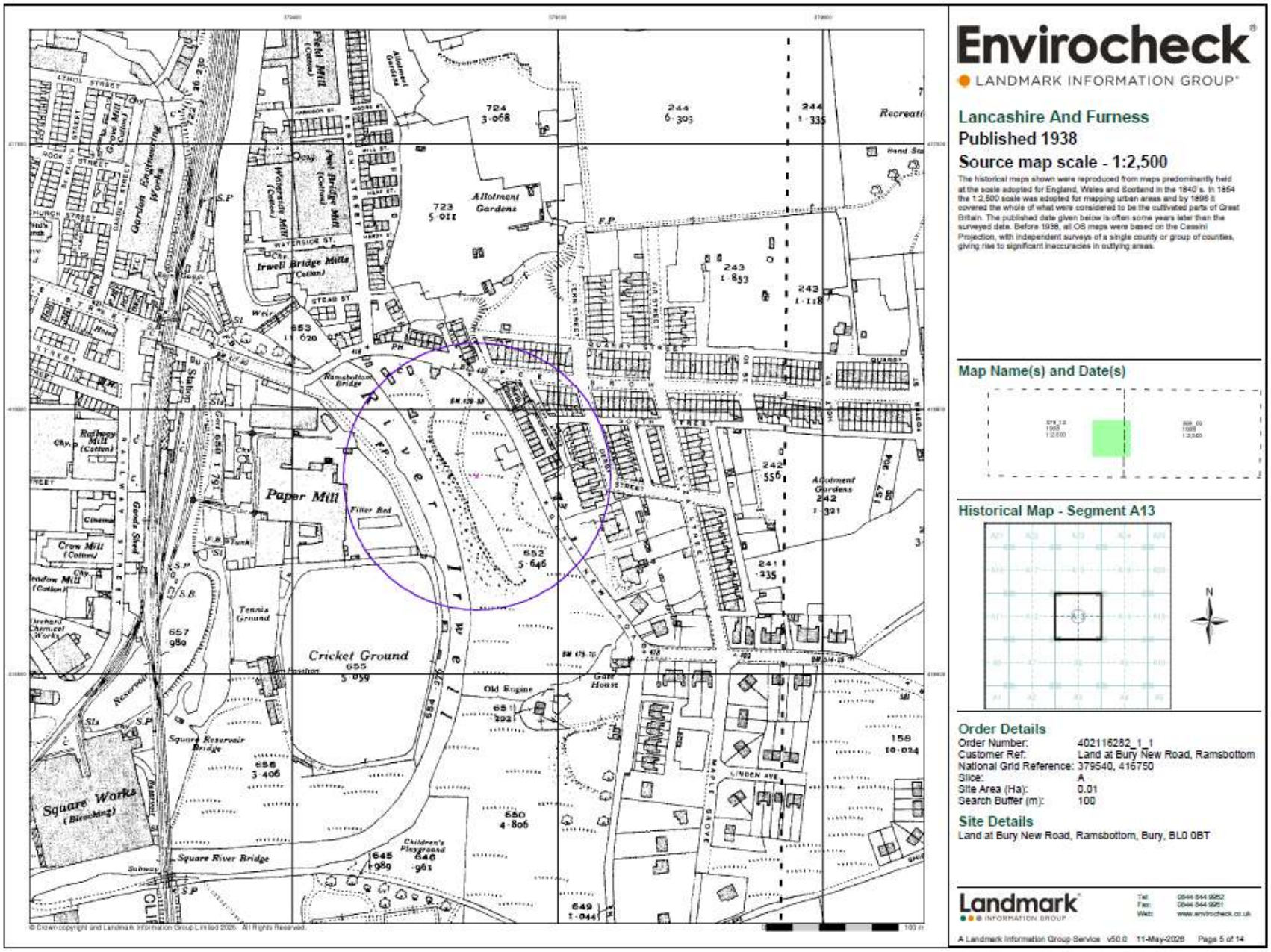


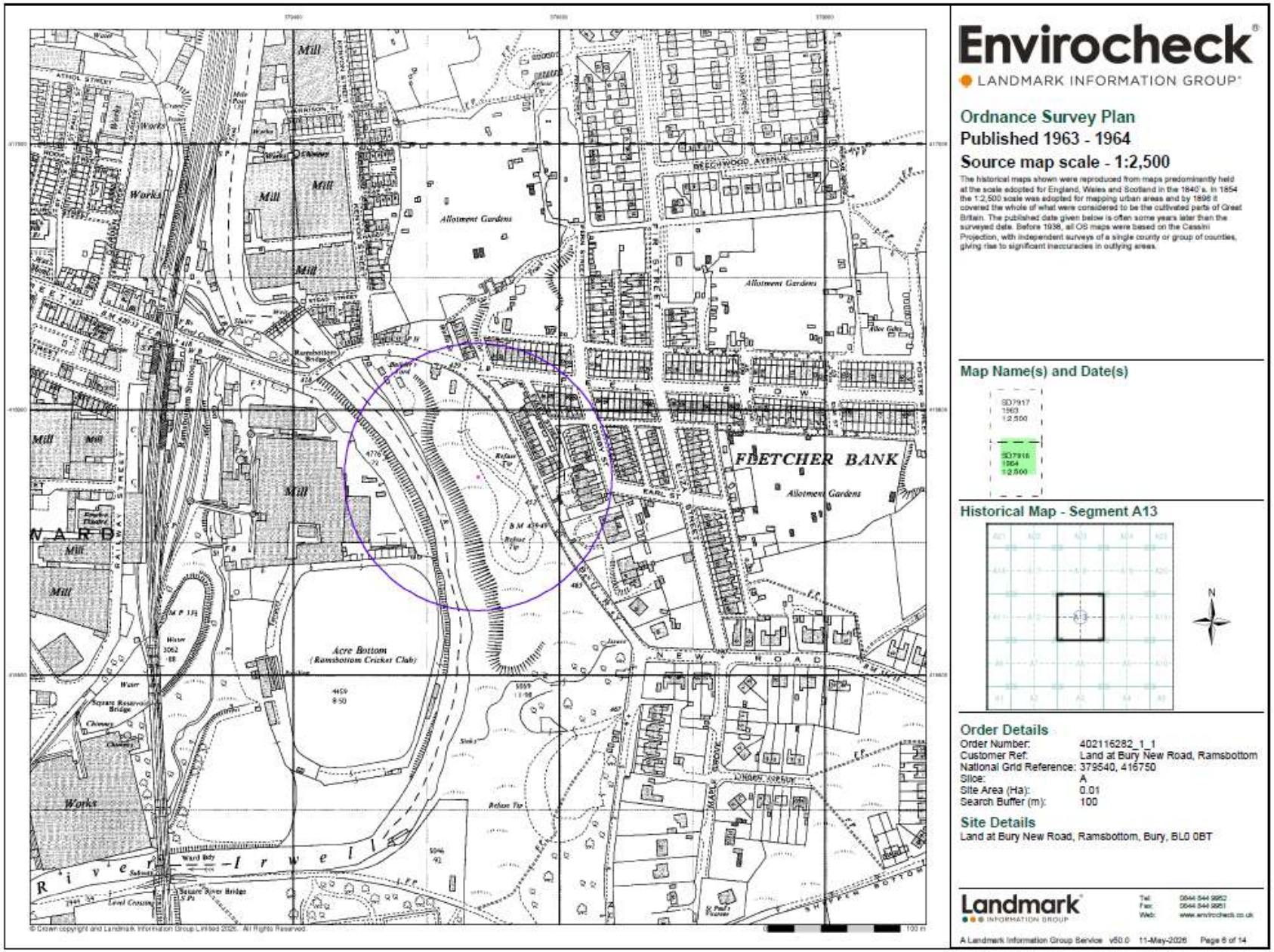

Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1892
Source map scale - 1:500
The 1:500 scale Ordnance Survey mapping was introduced in 1855 as a replacement for the 1:528 scale and to compliment the 1:2500 scale that had been implemented in 1853. By 1895, the 1:500 scale covered most towns over a population of about 4000 at the time of survey, although very few towns were mapped more than once at this scale, and none have been since 1910. The 1:500 scale gives particular emphasis to such features as lamp posts, man holes, arched passages and minor building projections. Also often featured are divisions between tenements, interior ground floor layouts of public buildings, and on earlier plans, the functions of the various parts of larger industrial premises are also indicated. Content of the plans does vary however, from one town to the next in terms of, for example, the completeness of railway tracks and the coverage of public buildings.
Please note: Due to the partial coverage of Historical Town Plans, it is possible that not all segments within an order will contain mapping. Only the segments that have Town Plan coverage will be generated.
Map Name(s) and Date(s)
078_12_009
1892
1:500
078_12_014
1892
1:500
078_12_015
1892
1:500
078_12_019
1892
1:500
Historical Town Plan - Segment A13
N
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 0
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark
INFORMATION GROUP
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk
A Landmark Information Group Service v50.0 11-May-2026 Page 1 of 1
© Crown copyright and Landmark Information Group Limited 2026. All Rights Reserved.
0
100 m

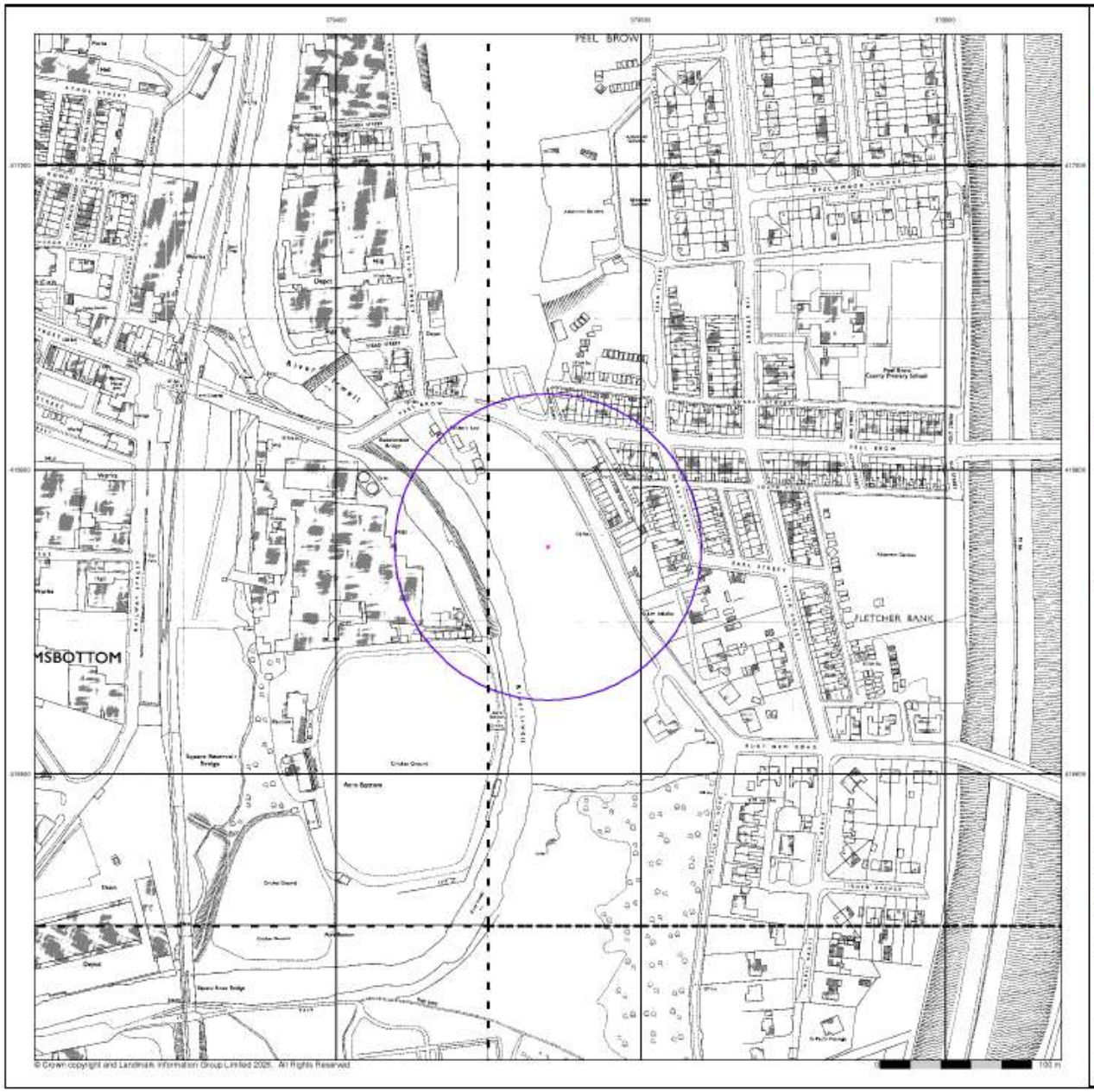

RAMSBOTTOM
Waterside Mill (Cotton)
Irwell Bridge Mills (Cotton)
Paper Mill
Square Works
Square Reservoir Bridge
Square River Bridge
Cricket & Football Ground
Pavilion
Park Cottage
Gate House
Old Engine
Flagstaff
Ramsbottom Bridge
Bury New
River Irwell
PEEL BROW
Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1893
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1936, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
Map Name(s) and Date(s)
Historical Map - Segment A13
N
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark
INFORMATION GROUP
A Landmark Information Group Service v50.0 11-May-2026 Page 2 of 14


RAMSBOTTOM
River Irwell
Paper Mill
Filter Beds
Cricket Ground
Tennis Court
Pavilion
Football Ground
Gate House
Old Engine
Square Reservoir Bridge
Square River Bridge
Irwell Bridge Mills
Ramsbottom Bridge
Shipper Bottom Lane
Bury New Road
Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1910
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
Map Name(s) and Date(s)
Historical Map - Segment A13
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark INFORMATION GROUP
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RAMSBOTTOM
Recreation Ground
Drill Hall
ATHOL STREET
Garden Engineering Works
Fuel Bridge Mill (Cotton)
Irwell Bridge Mills (Cotton)
Railway Mill (Cotton)
Paper Mill
Filter Beds
Crow Mill (Cotton)
Tennis Ground
Cricket Ground
Pavilion
Old Engine
Gate House
Reservoir
Square Reservoir Bridge
Square Works (Bleaching)
Square River Bridge
River Irwell
Bury New Road
Derby Street
Fern Street
Fir St.
Quarry Street
South Street
Railway Street
Stead St.
Waterside Mill (Cotton)
Irwell Bridge Mills (Cotton)
Insulation Bridge
Shipper Lane
Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1929
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
Map Name(s) and Date(s)
Historical Map - Segment A13
N
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark INFORMATION GROUP
A Landmark Information Group Service v50.0 11-May-2026 Page 4 of 14


Allotment Gardens
Irwell Bridge Mills (Cotton)
Ramsbottom Bridge
River Irwell
Paper Mill
Filter Bed
Cricket Ground
Tennis Ground
Square Reservoir
Square Reservoir Bridge
Square Works (Bleaching)
Square River Bridge
Railway Mill (Cotton)
Crow Mill (Cotton)
Old Engine
Graft House
Children's Playground
Linden Ave
Envirocheck
LANDMARK INFORMATION GROUP
Lancashire And Furness
Published 1938
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1898 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
Map Name(s) and Date(s)
Historical Map - Segment A13
N
Order Details
Order Number: 4021162821_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
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Envirocheck
LANDMARK INFORMATION GROUP
Ordnance Survey Plan
Published 1963 - 1964
Source map scale - 1:2,500
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.
Map Name(s) and Date(s)
Historical Map - Segment A13
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark
INFORMATION GROUP
A Landmark Information Group Service v50.0 11-May-2026 Page 6 of 14
FLETCHER BANK
Allotment Gardens
Acre Bottom
(Ramsbottom Cricket Club)
NEW ROAD
BEECHWOOD AVENUE
EARL ST
MAPLE GROVE
KINDER AVENUE
Mill
Works
River Irwell
N



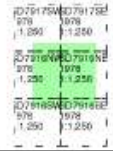
Envirocheck®
LANDMARK INFORMATION GROUP®

Ordnance Survey Plan
Published 1978

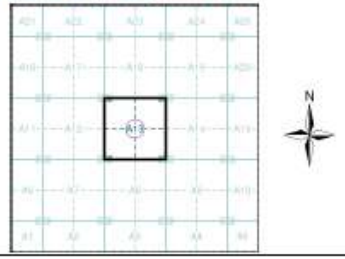
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

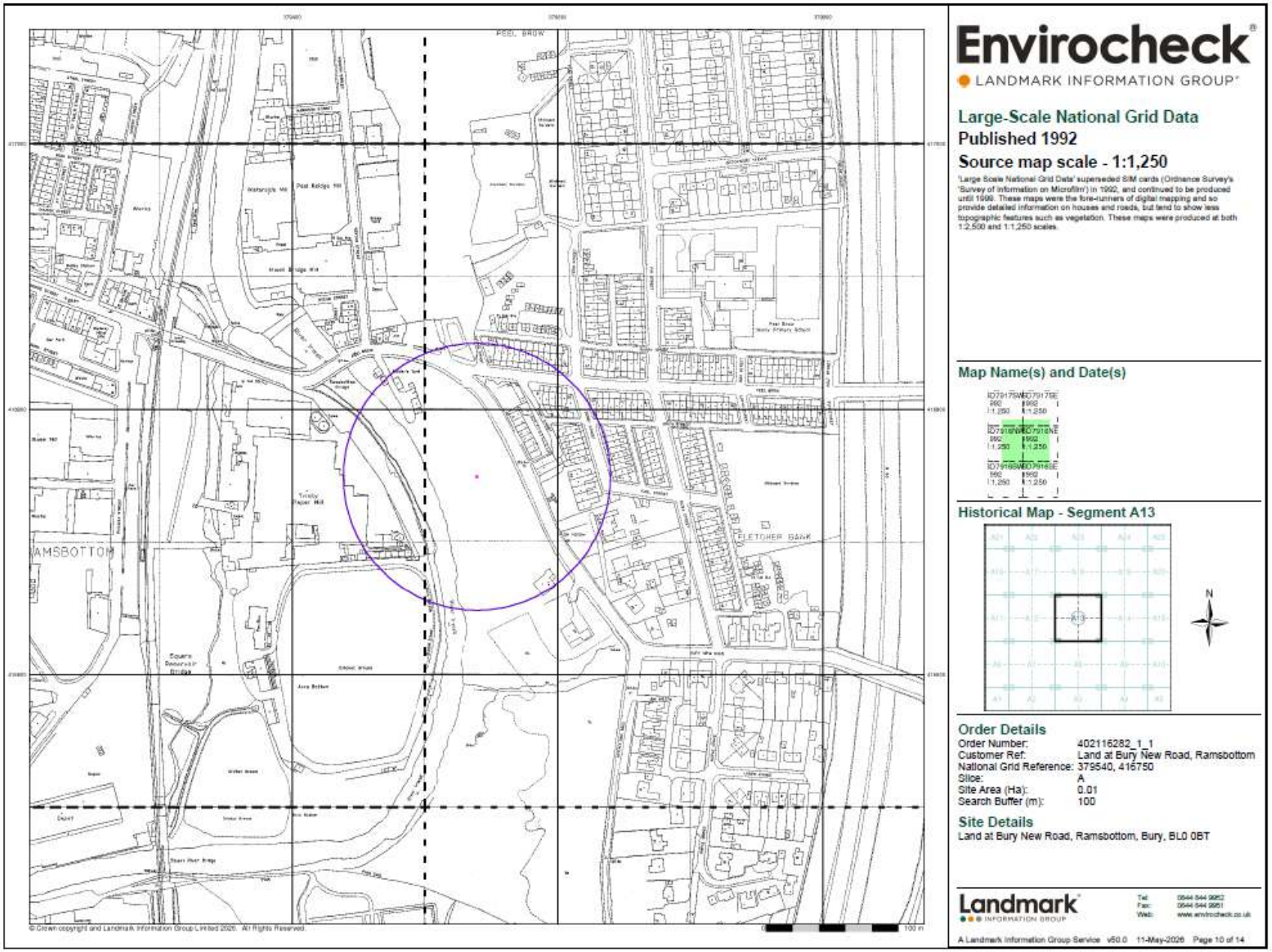
Order Number:	402116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	100

Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT

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Large-Scale National Grid Data

Published 1992

Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

Historical Map - Segment A13

Order Details

Order Number:	402116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	100

Site Details

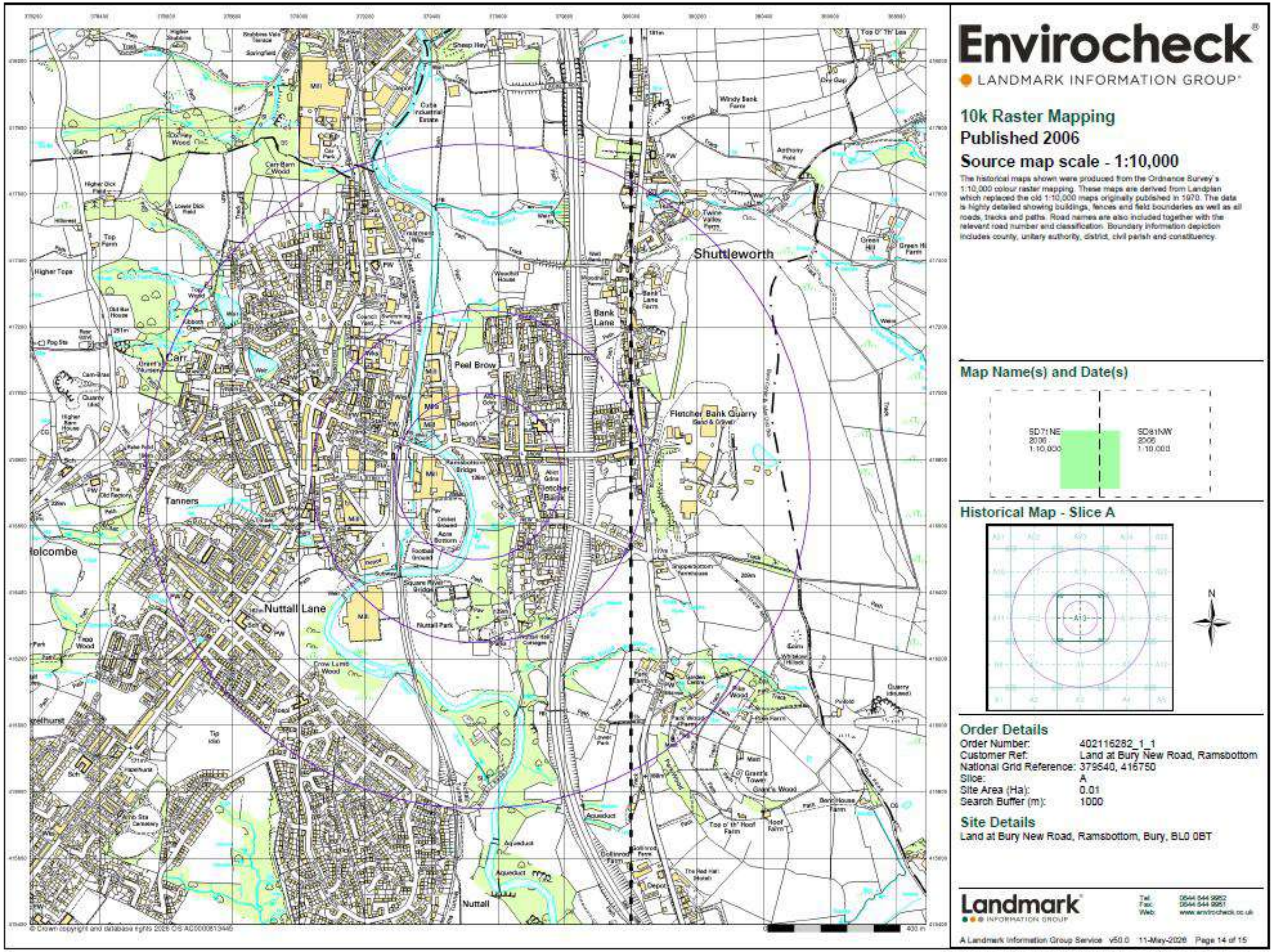
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT

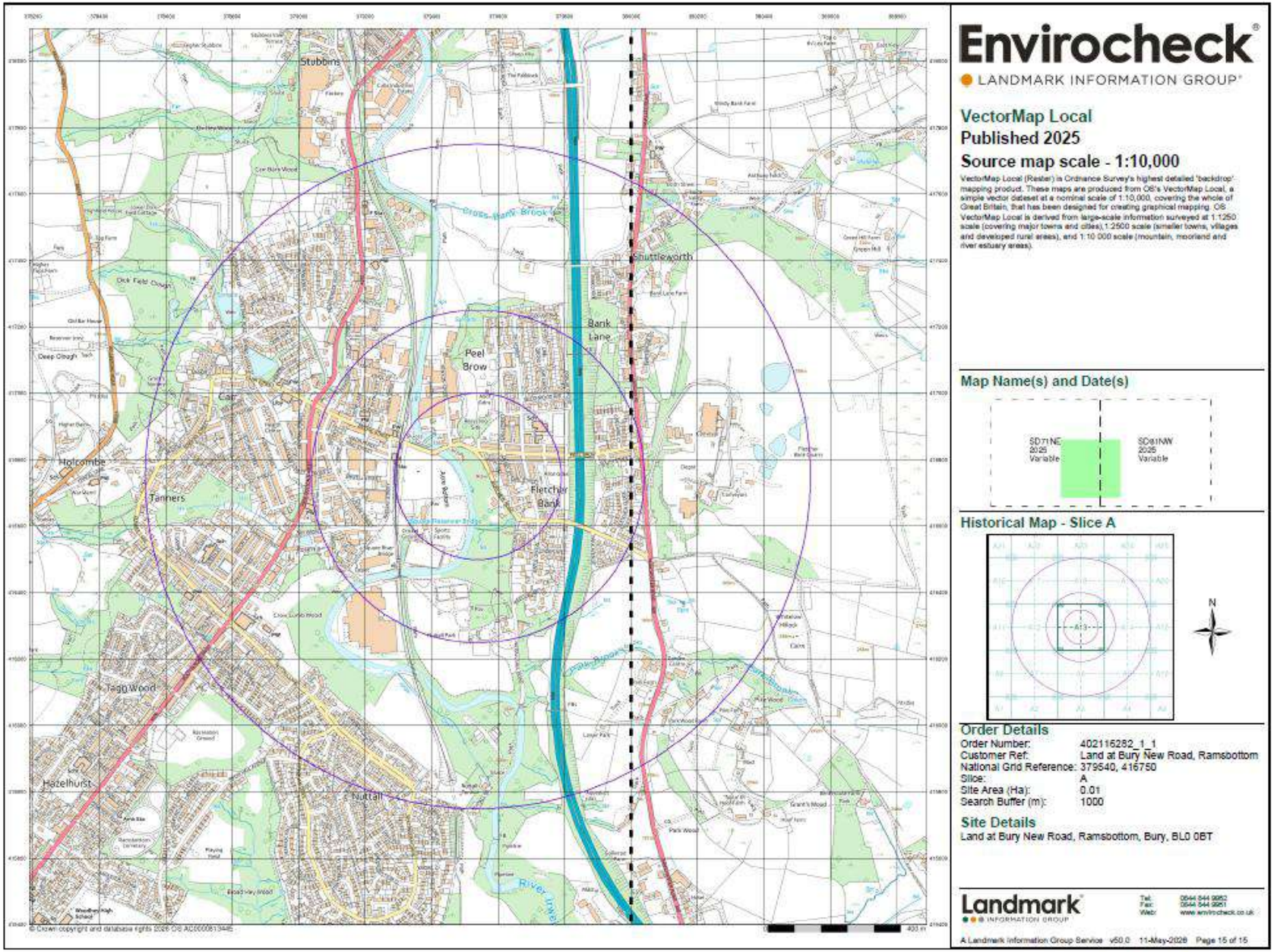
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A Landmark Information Group Service v50.0 11-May-2026 Page 10 of 14


Envirocheck
LANDMARK INFORMATION GROUP
Historical Aerial Photography
Published 2001
This aerial photography was produced by Getmapping, these vertical aerial photographs provide a seamless, full colour survey of the whole of Great Britain
Historical Aerial Photography - Segment A13
N
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark
A Landmark Information Group Service v50.0 11-May-2026 Page 14 of 14


Envirocheck
LANDMARK INFORMATION GROUP
10k Raster Mapping
Published 2006
Source map scale - 1:10,000
The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevent road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.
Map Name(s) and Date(s)
SD71NE 2006 1:10,000
SD81NW 2006 1:10,000
Historical Map - Slice A
Order Details
Order Number: 402116282_1_1
Customer Ref: Land at Bury New Road, Ramsbottom
National Grid Reference: 379540, 416750
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 1000
Site Details
Land at Bury New Road, Ramsbottom, Bury, BL0 0BT
Landmark INFORMATION GROUP
A Landmark Information Group Service v50.0 11-May-2026 Page 14 of 15
Shuttleworth
Holcombe
Nuttall Lane
Peel Brow
Fletcher Bank Quarry
Tanners
Bank Lane
Carr
Nuttall
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Envirocheck

LANDMARK INFORMATION GROUP

VectorMap Local

Published 2025

Source map scale - 1:10,000

VectorMap Local (Raster) is Ordnance Survey's highest detailed 'backdrop' mapping product. These maps are produced from OS's VectorMap Local, a simple vector dataset at a nominal scale of 1:10,000, covering the whole of Great Britain, that has been designed for creating graphical mapping. OS VectorMap Local is derived from large-scale information surveyed at 1:1250 scale (covering major towns and cities),1:2500 scale (smaller towns, villages and developed rural areas), and 1:10 000 scale (mountain, moorland and river estuary areas).

Map Name(s) and Date(s)

Historical Map - Slice A

Order Details

Order Number:	4021116282_1_1
Customer Ref:	Land at Bury New Road, Ramsbottom
National Grid Reference:	379540, 416750
Slice:	A
Site Area (Ha):	0.01
Search Buffer (m):	1000

Site Details

Land at Bury New Road, Ramsbottom, Bury, BL0 0BT

Landmark INFORMATION GROUP

Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk

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Appendix 2: Heritage Impact Assessment Methodology

The impact of the proposed works has been assessed using a cultural heritage impact assessment methodology based upon the CIfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. Relevant paragraphs are extracted below.

Cultural Heritage Impact Assessment

1.4 Cultural Heritage Impact Assessment ('CHIA') is concerned with understanding the consequences of change to cultural significance. At a fundamental level, CHIA is used to make informed decisions about the sustainable management of cultural heritage assets.
1.7 This document provides guidance for cultural heritage practitioners in regard to the principles of CHIA. These are:
A. understanding cultural heritage assets; and
B. evaluating the consequences of change.

A. UNDERSTANDING CULTURAL HERITAGE ASSETS

A.2 The process of gaining this understanding is split into three stages:
• Description: Research and investigations leading to a factual statement that establishes the nature of the asset.
• Cultural significance: Analysis of what is valued about the asset, leading to a statement of cultural significance.
• Importance: A conclusion regarding the level of protection that the asset merits in planning policy and cultural heritage legislation.

Attributing importance

A.17 Importance is scaled (unlike cultural significance) and requires the competent practitioner to make a judgement regarding the merits of different cultural heritage assets. It is therefore appropriate to refer to 'high', 'medium' or 'low' importance or any other simple scale that offers a form of gradation.

B. EVALUATING THE CONSEQUENCES OF CHANGE

B.3 The process of evaluating the consequences of change falls into three stages:
• Understanding change: A factual statement of how a proposal would change a cultural heritage asset or its setting (including how it is experienced).
• Assessing impact: An assessment of the degree to which any change would impact cultural significance.
• Weighting the effect: A conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset.

Assessing impact

B.7 An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.

B.9 The magnitude of the impact on cultural significance needs to be assessed. A distinction needs to be drawn as to whether the change will result in only a 'small' impact on, say, just one component of cultural significance or whether the change would have a greater impact on the totality of cultural significance. The terms 'large', 'medium' or 'small' are acceptable or any other simple scale that offers a form of gradation easily articulated in a written report.

Weighting the effect

B.10 The effect is the measure that brings together the magnitude of the impact and the cultural heritage asset's importance. This is a critical stage of the assessment process as this determines the weight that should be given to the matter in either influencing the design of the proposal or, ultimately, in the test as to whether the proposal will be acceptable and permitted.

B.12 In relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance. For instance, a proposal that results in the total loss (i.e. the largest magnitude of adverse impact) of a cultural heritage asset of low importance would be an effect that should be given considerably less weight by the decisionmaker than the total loss of an asset of high importance.

B.13 A simple graded scale of effects should be defined and applied (as recommended for impact magnitude, above). However, decisions regarding the acceptability of a proposal will often require the effect to also be articulated within the parameters of the relevant legislative or policy tests that use their own specific language and terminology. For instance, in Environmental Impact Assessment ('EIA') an impact can result in significant or nonsignificant effects.

MAYBERN
PLANNING + DEVELOPMENT

Appendix 8

NOTICE OF REFUSAL OF PERMISSION IN PRINCIPLE

Town and Country Planning Act 1990
Town and Country Planning (Permission in Principle) Order 2017

To:
Mr Stephen Hodson
Hodson homes Limited
Lake View
Millstone Close
Whittle-le-Woods
Chorley
PR6 7FP

PART 1 - Particulars of Application

Application Number: 73182

Date of Registration: 14/05/2026

Proposal:
Application for permission in principle for erection of up to 9 no. dwellings.

Location:
Land on the west side of Bury New Road/Peel Brow, Ramsbottom, BL0 0AZ

PART 2 - Particulars of Decision

The Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **REFUSED** for the carrying out of the development referred to in Part 1 hereof for the following reasons:-

1 The proposed development for up to 9 dwellings on a 0.4ha site would not make optimal use of the potential of the site. Therefore, the proposed development would conflict with Policy JP-H4 of the Places for Everyone Joint Development Plan and Chapter 11, particularly paragraph 130 of the National Planning Policy Framework.

2 The application and submitted plans contain insufficient information in relastion to land stability and contamination to assess whether the proposed development would be acceptable in principle. Therefore, the proposed development would conflict with Paragraph 196 of Section 15 of the National Planning Policy Framework.

3 The proposed development is likely to require significant tree removal on a site, which has significant tree cover and are protected by a Tree Preservation Order. The removal of trees would have a harmful impact upon the visual character of the town centre and Ramsbottom Conservation Area. Therefore, the location of the proposed development would be unacceptable in principle and would conflict with the following Policies of the Bury Unitary Development Plan:
Policy EN2/1 - Townscape and Built Design
Policy EN2/1 - Character of Conservation Areas
Policy EN2/2 - Conservation Area Control

The following policies of the Bury Unitary Development Plan, National and Regional

Government were considered relevant:

H2/1	H2/1 - The Form of New Residential Development
H2/2	H2/2 - The Layout of New Residential Development
H1/2	H1/2 - Further Housing Development
EN1/2	EN1/2 - Townscape and Built Design
EN1/7	EN1/7 - Throughroutes and Gateways
EN2/1	EN2/1 - Character of Conservation Areas
EN2/2	EN2/2 - Conservation Area Control
EN6/3	EN6/3 - Features of Ecological Value
EN7/5	EN7/5 - Waste Water Management
EN7/2	EN7/2 - Noise Pollution
EN8/1	EN8/1 - Tree Preservation Orders
EN8/2	EN8/2 - Woodland and Tree Planting
OL5/2	OL5/2 - Development in River Valleys
RT3/2	RT3/2 - Additional Provision for Recreation in the Countryside
HT2/4	HT2/4 - Car Parking and New Development
SPD1	Supplementary Planning Document 1 - Open Space, Sport and Recreation Provision in New Housing Development
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-H3	Type, Size and Design of New Housing
JP-H1	Scale of New Housing Development
JP-G3	River Valleys and Waterways
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-P2	Heritage
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C8	Transport Requirements of New Development
NPPF	National Planning Policy Framework

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:
3008/L01
Indicative planning layout
Supporting statement - 18-233

NOTES TO APPLICANT

1. Strategic Planning & Infrastructure

Type, Size and Design of New Housing - PfE Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes. All new dwellings must 1. comply with the nationally described space standards and 2. be built to the 'accessible and adaptable standard in Part M4(2) of Building Regulations unless specific site conditions make this impracticable. This will need to be addressed at Technical Details stage.

Landscape Character Area - The site is within the River Irwell (north Bury) and Kirklees (LCA23), an area of Incised Urban Fringe Valleys as assessed by the GM Landscape Character and Sensitivity Assessment. Policy JP-G1: Landscape Character states that development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken.

Recreation - The site is identified in the UDP under Policy RT3/2 (specifically part of RT3/2/1 - Nuttall, Ramsbottom) as additional provision for recreation in the countryside. However, this has not been implemented.

Wildlife Links - Policy EN6/4 states that wildlife corridors should be consolidated and where appropriate, strengthened. Furthermore, the policy states that development which would adversely affect wildlife corridors will not be permitted. Any new development within or adjacent to wildlife corridors should contribute to their effectiveness by way of design, landscaping and siting of the proposals, along with mitigation works.

Whilst detailed ecological information is not expected at the Permission in Principle stage, the absence of supporting surveys and assessment means there is insufficient evidence to demonstrate that the development could be delivered without harm to the wildlife corridor. In particular, the submission does not address potential impacts on habitat, connectivity, or lighting, nor does it indicate how the corridor could be maintained or enhanced through design or mitigation.

As such, there remains uncertainty as to whether the principle of development complies with Policy EN6/4. Based on the information currently available, the proposal is therefore considered to be in potential conflict with the policy. This information will be required at the technical details stage.

Biodiversity Net Gain - PfE policy JP-G8 requires development to follow the mitigation hierarchy of avoiding significant harm to biodiversity through consideration of alternative sites, then adequately mitigating and compensating for any remaining harm. It also requires development to avoid fragmenting or severing connectivity

between habitats and to achieve a net gain in biodiversity of no less than 10%. This reflects national statutory requirements.

This policy requires planning applications to be accompanied by a completed metric and written statement or draft Biodiversity Gain Plan. The policy also requires proposals to make appropriate provision for long-term management of habitats and geological features connected to the development. This information will be required at the technical details stage**.**

2. Traffic Section

The proposal would result in the creation of sub-standard access arrangements onto the Bury New Road with poor visibility at a hazardous location on the highway network in close proximity to other vehicular accesses, which would be detrimental to the free flow of traffic and road safety.

3. Drainage Section

No objections, subject to the condition and informatives below:
CONDITION: Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided.
REASON: To promote sustainable development. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact.

The site is to be drained on a separate system of drainage with surface water and foul sewage being combined at the last manhole before connection to public sewer

Surface water discharge to be limited to existing flow from site less a minimum 40% reduction in run-off to allow for climate change to prevent surcharge of public sewerage system downstream of the proposed development Chapter 10 of the National Planning Policy Framework - Meeting the Challenge of Climate Change, Flooding and Coastal Change and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk and its associated SPD 16 Design and Layout of New Development in Bury. Climate change allowance should be increased to 70% for sites which fall within Flood Zone 3

Application forms for permission to connect to the public sewer should be obtained by telephoning United Utilities PLC on 08456 020406 or online at www.unitedutilities.com

Applications for sewer requisitions should be obtained by telephoning United Utilities PLC at either Dawson House (01925 235871) or Hathersage Road (0161 609 7513)

The applicant should ensure that any proposed driveways/paved areas (in excess of 5m²) situated at the front of properties are constructed of permeable or porous materials. The applicant should refer to Dept. of Communities & Local Government publication "Guidance on the Permeable Surfacing of Front Gardens" for design & construction details.

4. Environmental Health - Contaminated Land

Should this application be approved, to avoid pre-commencement conditions sufficient information must be submitted at Stage 2, Technical Details Consent stage, to demonstrate that no remedial measures are required or to agree such measures. Further information regarding Land Contamination and the planning process can be found in Bury Council's Developers Guide and on the Planning Portal. Given the site history, substantial site investigation works and assessment would be expected as a minimum

5. Environmental Health - Air Quality

For this type of development, it would be expected that parking would be included. The site is not located within an Air Quality Management Area. Due to the scale of the proposed development, it is considered very unlikely that the proposed development could create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), as part of the Stage 2, Technical Details Consent stage, the developer should provide information regarding Electric Vehicle Infrastructure to the following specification:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at https://www.gov.uk/transport/low-emission-and-electric-vehicles.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points will be required to be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

6. Conservation Officer

There is no objection to the proposed development in principle with regard to heritage conservation.
Although outside the Ramsbottom town centre conservation area, it is immediately adjacent to it to the west of Bury New Road between its junction with Nuttall Hall Road and Peel Brow. As such the site is considered to be within the setting of the conservation area. That part of Bury New Road is an important gateway into the town centre and is part of the conservation area.

The technical details application will need to address a number of issues affecting the setting of the conservation area regarding layout, mass, scale, design and materials in order to at least preserve its character and appearance.

The architectural grain of that part of the conservation area is predominantly characterised by dwellings on the east side of Bury New Road at No.s 3-19. They are small, low rise two storey terraced dwellinghouses of vernacular form, function,

architecture and materials. They have uniform fenestration rhythm. They have a very shallow frontage with no on-site parking or vehicular access.
The proposed indicative layout would suggest detached properties with vehicle access and parking to the front of the dwellings. This type of design would be at odds with and incongruous to the existing layout of the dwellings immediately opposite and in the vicinity of the site.
It is strongly recommended that, to at least preserve the character and appearance of the conservation area, the proposed development should be a row of low rise two storey terraced dwellinghouses with parking and access to the rear and constructed from vernacular materials of local natural stone and natural slate roof covering with uniform fenestration.

7. GM Ecology Unit

We do not regard that permission in principle should be granted as there are potential ecological reasons to object and or could prevent the development being viable. These should be dealt with through a standard planning application either outline or full.

This is because the development falls with the Irwell Valley currently protected under UDP policy EN6/4 and falling within the Greate Manchester Nature Network. The GMEU will therefore likely object on these grounds unless strong evidence is provided to justify that mitigation can be provided.

Second the site is wooded and will have potential to provide habitat for protected species such as badger and there may be mature trees on the site capable of providing bat roosting habitat and the development is in close proximity to the River Irwell, where otter are known to be present. The risks are therefore high enough that accepting permission in principle could theoretically result in an illegal permission if protected species were subsequently found on the site as part of technical details that could not resolved via a license.

"Current guidance states it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development is established before the planning permission is granted otherwise all relevant material considerations may not have been addressed in making the decision (UK Government Guidance within the ODPM Government Circular 06/2005)"
Finally, the development is woodland likely of moderate ecological value but potentially of high ecological value, which will be replaced primarily with negligible and low value habitats. There is the potential for a significant net loss at the site level that would require the purchase of a significant off-site contribution that could make the development unviable.

8. United Utilities

We strongly recommend that the applicant or any subsequent developer contacts United Utilities, using our pre-development enquiry service to discuss their proposals directly with our Developer Services team. They can find further advice, along with a **pre-development enquiry form**, on our website: Building & Developing - United Utilities

Any queries that might result from the information contained within this letter should be addressed as follows:

- **From the Local Planning Authority**. Please email Planning.Liaison@uuplc.co.uk
- **From the Applicant.** Specific email contacts related to each category of work are located beneath each section header. Alternative ways to contacts the team(s)

are available in the Appendix, Section 6.0 ‘Contacts’.

DRAINAGE
Email: SewerAdoptions@uuplc.co.uk
Directed by the principles set out in the National Planning Practice Guidance and the new National Standards for Sustainable Drainage Systems (2025) we require developers and Local Planning Authorities, to do all that they can to avoid surface water entering the public sewer, unless absolutely necessary. This applies to all proposed development. See Appendix 1.1 ‘Surface Water Hierarchy’.

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

Should the applicant receive Planning in Principle permission for this proposal, United Utilities will review the drainage element of any application for Technical Detail Consent in line with comments made above.

In the event of us reviewing an application for Technical Detail Consent, it is likely we may request the following condition:

CONDITION Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
(i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.
The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as a main river).

Management and maintenance of Sustainable Drainage Systems (SuDS)
Without effective management and maintenance SuDS can fail or become ineffective which may have a detrimental impact on the surrounding area, including the performance of the public sewer network (where the two systems interact).

Therefore, where SuDS is included in a proposed development, we recommend the Local Authority include a condition relating to SuDS management and maintenance in any subsequent Decision Notice. An example condition is included with the Appendix, Section 2.2.

When considering their drainage proposal, it is the applicant's responsibility to investigate the existence of <u>any</u> infrastructure that might impact their detailed design. This includes water, wastewater, operational and/or abandoned pipelines. United Utilities will not routinely review proximity or positioning of drainage proposals in relation to existing pipelines when assessing the suitability of a specific drainage design. Where infrastructure exists, the drainage design must comply with the relevant United Utilities guidelines and/or Building Regulations. Further information is available on our website: Working near our pipes - United Utilities. Failure to consider existing infrastructure when designing a drainage proposal may result in the applicant having to redesign proposals at a later date.

<u>UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE</u>

<u>It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.</u>

It is important that the supporting information contained in the Appendix, Section 3.0 'United Utilities' Property, Assets and Infrastructure', is read in conjunction with this letter. This provides information that might impact a proposed layout and additional guidance that an applicant or developer must consider when United Utilities assets are located in, or in the locality of, the proposed site. Additional information is available on our website: Working near our pipes - United Utilities

The applicant should also review United Utilities' 'Standard Conditions for Works Adjacent to Pipelines' document which can be found on our website: standard-conditions-for-works-adjacent-to-pipelines-issued-july-2015.pdf.
They, or any subsequent developer working on the proposed site must adhere to the details contained within this document.

<u>WATER EFFICIENCY IN NEW DEVELOPMENT</u>
All new homes are required to meet the mandatory national standard of 125 litres of water used per person per day (l/p/d) as set out in Building Regulations Approved Document G. If your adopted development plan includes a policy that implements the tighter water efficiency standard of 110 l/p/d for new-build dwellings in Part 3 of Building Regulations, you should ensure that this is a condition of any planning permission you may grant. You should also consider whether there is any adopted development plan policy relating to water efficiency in the construction of non-residential development. As this is a matter for the local planning authority / building control body, United Utilities would not be involved in the discharge of conditions relating to water efficiency.

Signed:



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On behalf of the Council

Date of Decision: 18/06/2026

MAYBERN
PLANNING + DEVELOPMENT

Appendix 9

DELEGATED REPORT

DELEGATED REPORT

Report by Helen Leach	**Date of report:** 18/06/2026	**Ref**:73182/PIP
Registration: 14/05/2026	**LDFC:** 05/06/2026	**Expiry Date:** 18/06/2026
Site Visit: 18/05/2026	**Site Notice:** 18/05/2026	**Press Date:** 21/05/2026
Objections: 3	**Con Area:**	**Adv Type:** CAAF
Reason for Delay:		**EIA:** NA
N/A		**Dec Level:** DEL
		Stat Class: MIDW

Proposal: Application for permission in principle for erection of up to 9 no. dwellings.

Location: Land on the west side of Bury New Road/Peel Brow, Ramsbottom, BL0 0AZ

Description

The site relates to an area of land, which is 0.2 hectares in size and is covered with trees, which are subject to a Tree Preservation Order (TPO). The site is located in the river valley. There is a residential dwelling to the south with trees beyond and trees to the north, with a builders yard beyond. Bury New Road forms the boundary to the east with residential dwellings beyond. The wooded site slopes down to the River Irwell to the west.

The applicant seeks a Permission in Principle (PiP) for the development of the site for up to 9 dwellings.

A PiP application is an alternative route for applying for planning permission for housing-led development which separately assesses the consideration of principle for proposed development 'Stage 1', from the technical detail of the development 'Stage 2'.
This application relates to the Stage 1 of the process, to establish the principle aspect of the development for residential on this site.

The submission of a valid PiP application requires a completed application form, plan which identifies the land to which the application relates and the correct fee. There are no other details or reports which are required for the submission of a PiP. The application does include a Planning Statement.

A decision must be made in accordance with relevant policies in the development plan and material considerations including the National Planning Policy Framework.

To assess PiP applications, an Local Planning Authority's (LPAs) consideration is limited to location, land use and amount of development, with other matters considered at technical details stage.

Local Planning Authorities consult anybody that would be required to be consulted in relation to an application for planning permission but matters relating to ecology, landscaping, contamination, design, transport/highways and heritage are considered in a Stage 2 Technical Details application. Any responses received can be included as informatives notes to advise the applicant of the requirements at a technical details stage.

Conditions cannot be attached to a PIP.

Relevant Planning History

None relevant.

Publicity

The neighbouring properties were notified by means of a letter on 15 May 2026 and site

notices were posted on 18 May 2026.

3 letters have been received, which have raised the following issues:

- The site is in a conservation area so the trees have a level of protection. There is an emergency TPO put on these trees in 2023 and now you want to cut them down. Where will wildlife live?
- There has been significant building work in the area recently and the houses on the mill site are not complete. The incremental growth is stretching facilities and services.
- The trees soak up a lot of pollution and noise from the traffic on a busy road.
- Concerns regarding whether the indicative form of development for this prominent gateway site would preserve or enhance the character of the conservation area.
- The layout introduces a cramped, driveway dominated, suburban estate like form of development, which conflicts with the spacious, landscaped and tree screened character of this part of Bury New Road.
- Concerned that the compressed layout and parking arrangements would create an overly urbanised appearance at a key gateway into Ramsbottom, contrary to the character identified within the Conservation Area Appraisal and relevant heritage and design policies.

Statutory/Non-Statutory Consultations
Traffic Section - Object.
Drainage Section - No objections.
Environmental Health - Contaminated Land - Object.
Environmental Health - Air Quality - No objections in principle.
Waste Management - No response.
Conservation Officer - No objections in principle.
GM Ecology Unit - No objections in principle.
United Utilities - No objections in principle.
Strategic Planning & Infrastructure - Object.

Pre-start Conditions - Not relevant.

Development Plan and Policies

H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H1/2	Further Housing Development
EN1/2	Townscape and Built Design
EN1/7	Throughroutes and Gateways
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN7/2	Noise Pollution
EN8/1	Tree Preservation Orders
EN8/2	Woodland and Tree Planting
OL5/2	Development in River Valleys
RT3/2	Additional Provision for Recreation in the Countryside
HT2/4	Car Parking and New Development
SPD1	Open Space, Sport and Recreation Provision
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-H3	Type, Size and Design of New Housing
JP-H1	Scale of New Housing Development
JP-G3	River Valleys and Waterways
JP-G7	Trees and Woodland

JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-P2	Heritage
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C8	Transport Requirements of New Development
NPPF	National Planning Policy Framework

Issues and Analysis
The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:
The elimination of discrimination, harassment and victimisation;
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

DELEGATED REPORT

Principle - The Permission in Principle (PiP) application seeks to establish whether in principle, the site is suitable for a residential development for 9 dwellings. Consideration of PiP applications are limited to location, land use and amount of development. Other matters are considered at technical details stage.

Consultations of the planning application can be carried out but conditions cannot be attached to a PiP approval.

The issues to establish acceptance of the proposed PiP development are analysed below.

Land use and location

RIVER VALLEY - Policy OL5/2 states that within the River Valleys, new buildings or the change of use of
existing buildings or the change of use of land will not be permitted. The only exceptions considered acceptable will be those where the development would not lead to the division of the open parts of the valleys into sections and it falls within the terms below:

a. where the area is designated as Green Belt the established Green Belt policies will apply; or
b. where the area does not form part of the Green Belt, at least one of the following circumstances is met:
    - that the development represents limited infilling to an established valley settlement or industrial area;
    - that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance;
    - that the development is required in association with an outdoor recreation or appropriate tourist facility;
    - that the development is limited and will form part of, and be essential to, the maintenance of the provision and improvement of public services and utilities;
    - any other development that would be appropriate in the Green Belt.

The site is not located within the Green Belt, so Green Belt policies do not apply in this case.

In the context of the surrounding area, including the ongoing Willow Bank development (planning ref: 70222) comprising 57 dwellings, the site is well contained by existing built form. It is now effectively enclosed by development, forming a self-contained parcel of land within the wider settlement.

As a result, the proposal can be viewed as limited infilling within an established valley settlement. It would sit comfortably within the existing built-up area and would not extend development into open countryside.Therefore, the proposed development would be in accordance with Policy OL5/2 of the Bury Unitary Development Plan.

HOUSING LAND SUPPLY

Five year supply - The National Planning Policy Framework (NPPF) is a material planning consideration in planning decisions and emphasises the Government's objective of significantly boosting the supply of homes. The Framework states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with either a 5% buffer to ensure choice and competition in the market for land, or a 20% buffer where there has been significant under-delivery of housing over the previous three years. As set out in NPPF paragraph 78, the supply of housing must be assessed against the housing requirement set out in adopted strategic policies where these are less than five years old.

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

Bury's Strategic Housing Land Availability Assessment is an assessment of potential sites for residential development and is used to assess the housing land supply. It includes sites that have an extant planning permission, sites allocated through the joint Places for Everyone Plan and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed.

The Council has carried out an assessment of the housing land supply to determine whether sites meet the deliverability tests in the NPPF and can contribute to the five-year supply of housing land. Based on the 2025 5-year supply statement, the Council has demonstrated a 4.3 year supply of housing land. This includes a 20% buffer (as currently required in Bury due to past under delivery) and accounts for past oversupply when assessed against the adopted PfE housing requirement. The Council is therefore currently unable to demonstrate a deliverable five-year supply of housing land against the adopted housing requirement.

Housing delivery test - The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be considered in the decision-taking process. The latest results published by the Government (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%.

The five year supply position and the housing delivery test result need to be treated as material factors when determining applications for residential development.

Paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

i. The application of policies in the Framework that protect areas, or assets of particular importance, provide a strong reason for refusing the development proposed; or
ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

As a result of the lack of five year supply and the latest published HDT result, the 'tilted balance' set out in NPPF paragraph 11(d) applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

CONTAMINATED LAND - As noted in the Supporting Statement, historical mapping indicates that the site has been subject to waste disposal (albeit prior to Waste Management Legislation). Environmental Health - Contaminated Land Section also has historical information indicating that foundry waste and ash from the local mills may have been deposited in this location. Furthermore, the Council is aware that a recent appeal relating to the refusal of a PiP application on land subject to waste disposal was dismissed. Given the absence of information in relation to land instability and contamination, it is not possible at this stage to determine whether or not the location of the application is suitable. As such, there is insufficient information to assess whether the proposed development would be suitable for the proposed use and the Environmental Health - Contaminated Land

Section objects to the principle of residential development. Therefore, the proposed development would conflict with paragraph 196 of the NPPF.

CHARACTER - The application site is heavily treed and the trees are all protected by a Tree Preservation Order (TPO). This treed landscape contributes positively to the character of the town centre and the Conservation Area. The proposed development is likely to require significant tree removal, which would have a harmful impact upon the visual character of the town centre and conservation area. Therefore, the proposed development would not be appropriate in terms of location as it would be detrimental to the character of the conservation area and Policies EN2/1 and EN2/2 of the Bury Unitary Development Plan.

Housing - The NPPF supports the efficient use of land, and PfE policy JP-H4 requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered, with this site falling in an area where a minimum net residential density of 70 dwellings per hectare applies.

The site covers an area of approximately 0.4 hectares, so development at 70 dwellings per hectare would equate to 28 dwellings.

The proposal is for up to 9 dwellings. 9 dwellings would equate to 22 dwellings per hectare but could be as low as 1 dwelling, which would equate to 2 dwellings per hectare. This would be significantly below the policy requirement and fails to make efficient use of the land.

Policy JP-H4 allows for lower densities where they can be clearly justified by:

- Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
- Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure.

The site's designation as river valley and wildlife links and corridors does not automatically justify a lower density, and the applicant's planning statement doesn't provide a clear justification for a lower density. The Conservation Officer has commented that this area is characterised by small, low rise two storey terraced dwellings and the terraced row opposite measures 37 metres in length. Using 37 metres as a guide, the red edge site could accommodate 24 dwellings. As such, it is considered that the site could accommodate a large number of smaller units without increasing the impact. Given the terraced dwellings opposite, a higher density would be consistent with the design context.

The applicant's supporting statement references the development under construction at the Former Mondi site (Willow Bank, planning ref 70222) at around 35dph. However this was a derelict brownfield site with site specific issues, including flood issues, car parking, archaeological / heritage issues and the impact upon the Conservation Area, and on balance this density was accepted for this specific site. The application site is located outside the conservation area and is not within flood zones 2 or 3. As such, the Mondi development does not set a precedent for lower density on the application site, which is not located

The development of the application site at a density of between 2 and 22 dwellings per hectare would conflict with Policy JP-H4 of the Places for Everyone Joint Development Plan and NPPF paragraph 130, which expects development to make efficient use of land.

Conclusion - The proposal can be viewed as limited infilling within an established valley settlement. It would sit comfortably within the existing built-up area and would not extend development into open countryside, instead reflecting the character of the surrounding area. Therefore, the proposed development would be in accordance with Policy OL5/2 of

the Bury Unitary Development Plan.

The proposed development of 9 dwellings is not in accordance with the density requirements set out in Policy JP-H4 of the Places for Everyone Plan and the NPPF.

Given the absence of information in relation to land instability and contamination, it is not possible at this stage to determine whether or not the location of the application is suitable for the proposed residential use. Therefore, the proposed development would conflict with paragraph 196 of the NPPF.

The application site is heavily treed, which contributes positively to the character of the town centre and the Conservation Area. The proposed development is likely to require significant tree removal, which would have a harmful impact upon the visual character of the town centre and conservation area, which would conflict with Policies EN2/1 and EN2/2 of the Bury Unitary Development Plan.

Therefore, the proposal is considered to be unacceptable in principle.

It is considered that a PIP application may not be the best application for this proposal as there are many factors to be considered and a full application may be a better option.

Other matters - The applicant has provided a heritage statement and rebuttal of the consultee responses. The heritage statement was not considered relevant to the issues of location, land use and amount. The information submitted on weeks 3 and 5 of the application and both required re-consultation with the public and consultees, which could not have been completed within the statutory timescales. In addition, the information submitted would not have overcome the reasons for refusal. As such, this information was not accepted and the application has been determined on the information originally submitted.

Consultee responses

Strategic Planning & Infrastructure

Type, Size and Design of New Housing - PfE Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes. All new dwellings must 1. comply with the nationally described space standards and 2. be built to the 'accessible and adaptable standard in Part M4(2) of Building Regulations unless specific site conditions make this impracticable. This will need to be addressed at Technical Details stage.

Landscape Character Area - The site is within the River Irwell (north Bury) and Kirklees (LCA23), an area of Incised Urban Fringe Valleys as assessed by the GM Landscape Character and Sensitivity Assessment. Policy JP-G1: Landscape Character states that development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken.

Recreation - The site is identified in the UDP under Policy RT3/2 (specifically part of RT3/2/1 - Nuttall, Ramsbottom) as additional provision for recreation in the countryside.

However, this has not been implemented.

Wildlife Links - Policy EN6/4 states that wildlife corridors should be consolidated and where appropriate, strengthened. Furthermore, the policy states that development which would adversely affect wildlife corridors will not be permitted. Any new development within or adjacent to wildlife corridors should contribute to their effectiveness by way of design, landscaping and siting of the proposals, along with mitigation works.

Whilst detailed ecological information is not expected at the Permission in Principle stage, the absence of supporting surveys and assessment means there is insufficient evidence to demonstrate that the development could be delivered without harm to the wildlife corridor. In particular, the submission does not address potential impacts on habitat, connectivity, or lighting, nor does it indicate how the corridor could be maintained or enhanced through design or mitigation.

As such, there remains uncertainty as to whether the principle of development complies with Policy EN6/4. Based on the information currently available, the proposal is therefore considered to be in potential conflict with the policy. This information will be required at the technical details stage.

Biodiversity Net Gain - PfE policy JP-G8 requires development to follow the mitigation hierarchy of avoiding significant harm to biodiversity through consideration of alternative sites, then adequately mitigating and compensating for any remaining harm. It also requires development to avoid fragmenting or severing connectivity between habitats and to achieve a net gain in biodiversity of no less than 10%. This reflects national statutory requirements.

This policy requires planning applications to be accompanied by a completed metric and written statement or draft Biodiversity Gain Plan. The policy also requires proposals to make appropriate provision for long-term management of habitats and geological features connected to the development. This information will be required at the technical details stage**.**

Traffic Section
The proposal would result in the creation of sub-standard access arrangements onto the Bury New Road with poor visibility at a hazardous location on the highway network in close proximity to other vehicular accesses, which would be detrimental to the free flow of traffic and road safety.

Drainage Section
No objections, subject to the condition and informatives below:
CONDITION: Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided.
REASON: To promote sustainable development. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact.

The site is to be drained on a separate system of drainage with surface water and foul sewage being combined at the last manhole before connection to public sewer

Surface water discharge to be limited to existing flow from site less a minimum 40% reduction in run-off to allow for climate change to prevent surcharge of public sewerage

system downstream of the proposed development Chapter 10 of the National Planning Policy Framework - Meeting the Challenge of Climate Change, Flooding and Coastal Change and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk and its associated SPD 16 Design and Layout of New Development in Bury. Climate change allowance should be increased to 70% for sites which fall within Flood Zone 3

Application forms for permission to connect to the public sewer should be obtained by telephoning United Utilities PLC on 08456 020406 or online at www.unitedutilities.com

Applications for sewer requisitions should be obtained by telephoning United Utilities PLC at either Dawson House (01925 235871) or Hathersage Road (0161 609 7513)

The applicant should ensure that any proposed driveways/paved areas (in excess of 5m²) situated at the front of properties are constructed of permeable or porous materials. The applicant should refer to Dept. of Communities & Local Government publication "Guidance on the Permeable Surfacing of Front Gardens" for design & construction details.

Environmental Health - Contaminated Land
Should this application be approved, to avoid pre-commencement conditions sufficient information must be submitted at Stage 2, Technical Details Consent stage, to demonstrate that no remedial measures are required or to agree such measures. Further information regarding Land Contamination and the planning process can be found in Bury Council's Developers Guide and on the Planning Portal. Given the site history, substantial site investigation works and assessment would be expected as a minimum.

Environmental Health - Air Quality
For this type of development, it would be expected that parking would be included. The site is not located within an Air Quality Management Area. Due to the scale of the proposed development, it is considered very unlikely that the proposed development could create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), as part of the Stage 2, Technical Details Consent stage, the developer should provide information regarding Electric Vehicle Infrastructure to the following specification:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used.
Further information regarding minimum standards can be found at https://www.gov.uk/transport/low-emission-and-electric-vehicles.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points will be required to be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

Conservation Officer
There is no objection to the proposed development in principle with regard to heritage conservation.
Although outside the Ramsbottom town centre conservation area, it is immediately adjacent to it to the west of Bury New Road between its junction with Nuttall Hall Road and Peel Brow. As such the site is considered to be within the setting of the conservation area. That

part of Bury New Road is an important gateway into the town centre and is part of the conservation area.

The technical details application will need to address a number of issues affecting the setting of the conservation area regarding layout, mass, scale, design and materials in order to at least preserve its character and appearance.

The architectural grain of that part of the conservation area is predominantly characterised by dwellings on the east side of Bury New Road at Nos. 3-19. They are small, low rise two storey terraced dwellinghouses of vernacular form, function, architecture and materials. They have uniform fenestration rhythm. They have a very shallow frontage with no on-site parking or vehicular access.
The proposed indicative layout would suggest detached properties with vehicle access and parking to the front of the dwellings. This type of design would be at odds with and incongruous to the existing layout of the dwellings immediately opposite and in the vicinity of the site.
It is strongly recommended that, to at least preserve the character and appearance of the conservation area, the proposed development should be a row of low rise two storey terraced dwellinghouses with parking and access to the rear and constructed from vernacular materials of local natural stone and natural slate roof covering with uniform fenestration.

GM Ecology Unit
We do not regard that permission in principle should be granted as there are potential ecological reasons to object and or could prevent the development being viable. These should be dealt with through a standard planning application either outline or full.

This is because the development falls with the Irwell Valley currently protected under UDP policy EN6/4 and falling within the Greater Manchester Nature Network. The GMEU will therefore likely object on these grounds unless strong evidence is provided to justify that mitigation can be provided.

Second the site is wooded and will have potential to provide habitat for protected species such as badger and there may be mature trees on the site capable of providing bat roosting habitat and the development is in close proximity to the River Irwell, where otter are known to be present. The risks are therefore high enough that accepting permission in principle could theoretically result in an illegal permission if protected species were subsequently found on the site as part of technical details that could not resolved via a license.

"Current guidance states it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development is established before the planning permission is granted otherwise all relevant material considerations may not have been addressed in making the decision (UK Government Guidance within the ODPM Government Circular 06/2005)"
Finally, the development is woodland likely of moderate ecological value but potentially of high ecological value, which will be replaced primarily with negligible and low value habitats. There is the potential for a significant net loss at the site level that would require the purchase of a significant off-site contribution that could make the development unviable.

United Utilities
We strongly recommend that the applicant or any subsequent developer contacts United Utilities, using our pre-development enquiry service to discuss their proposals directly with our Developer Services team. They can find further advice, along with a **pre-development enquiry form**, on our website: Building & Developing - United Utilities

Any queries that might result from the information contained within this letter should be addressed as follows:

- **From the Local Planning Authority**. Please email Planning.Liaison@uuplc.co.uk

- **From the Applicant.** Specific email contacts related to each category of work are located beneath each section header. Alternative ways to contacts the team(s) are available in the Appendix, Section 6.0 'Contacts'.

DRAINAGE
Email: SewerAdoptions@uuplc.co.uk
Directed by the principles set out in the National Planning Practice Guidance and the new National Standards for Sustainable Drainage Systems (2025) we require developers and Local Planning Authorities, to do all that they can to avoid surface water entering the public sewer, unless absolutely necessary. This applies to all proposed development. See Appendix 1.1 'Surface Water Hierarchy'.

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

Should the applicant receive Planning in Principle permission for this proposal, United Utilities will review the drainage element of any application for Technical Detail Consent in line with comments made above.

In the event of us reviewing an application for Technical Detail Consent, it is likely we may request the following condition:

CONDITION Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
(i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.
The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as a main river).

Management and maintenance of Sustainable Drainage Systems (SuDS)
Without effective management and maintenance SuDS can fail or become ineffective which may have a detrimental impact on the surrounding area, including the performance of the public sewer network (where the two systems interact). Therefore, where SuDS is included in a proposed development, we recommend the Local Authority include a condition relating to SuDS management and maintenance in any subsequent Decision Notice. An example

condition is included with the Appendix, Section 2.2.

When considering their drainage proposal, it is the applicant's responsibility to investigate the existence of any infrastructure that might impact their detailed design. This includes water, wastewater, operational and/or abandoned pipelines. United Utilities will not routinely review proximity or positioning of drainage proposals in relation to existing pipelines when assessing the suitability of a specific drainage design. Where infrastructure exists, the drainage design must comply with the relevant United Utilities guidelines and/or Building Regulations. Further information is available on our website: Working near our pipes - United Utilities. Failure to consider existing infrastructure when designing a drainage proposal may result in the applicant having to redesign proposals at a later date.

UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE

It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.

It is important that the supporting information contained in the Appendix, Section 3.0 'United Utilities' Property, Assets and Infrastructure', is read in conjunction with this letter. This provides information that might impact a proposed layout and additional guidance that an applicant or developer must consider when United Utilities assets are located in, or in the locality of, the proposed site. Additional information is available on our website: Working near our pipes - United Utilities

The applicant should also review United Utilities' 'Standard Conditions for Works Adjacent to Pipelines' document which can be found on our website: standard-conditions-for-works-adjacent-to-pipelines-issued-july-2015.pdf.
They, or any subsequent developer working on the proposed site must adhere to the details contained within this document.

WATER EFFICIENCY IN NEW DEVELOPMENT
All new homes are required to meet the mandatory national standard of 125 litres of water used per person per day (l/p/d) as set out in Building Regulations Approved Document G. If your adopted development plan includes a policy that implements the tighter water efficiency standard of 110 l/p/d for new-build dwellings in Part 3 of Building Regulations, you should ensure that this is a condition of any planning permission you may grant. You should also consider whether there is any adopted development plan policy relating to water efficiency in the construction of non-residential development. As this is a matter for the local planning authority / building control body, United Utilities would not be involved in the discharge of conditions relating to water efficiency.

Recommendation: Refuse

Conditions and Reasons:

1 The proposed development for up to 9 dwellings on a 0.4ha site would not make optimal use of the potential of the site. Therefore, the proposed development would conflict with Policy JP-H4 of the Places for Everyone Joint Development Plan and Chapter 11, particularly paragraph 130 of the National Planning Policy Framework.

2 The application and submitted plans contain insufficient information in relation to land stability and contamination to assess whether the proposed development would

be acceptable in principle. Therefore, the proposed development would conflict with Paragraph 196 of Section 15 of the National Planning Policy Framework.

3 The proposed development is likely to require significant tree removal on a site, which has significant tree cover and are protected by a Tree Preservation Order. The removal of trees would have a harmful impact upon the visual character of the town centre and Ramsbottom Conservation Area. Therefore, the location of the proposed development would be unacceptable in principle and would conflict with the following Policies of the Bury Unitary Development Plan:
Policy EN2/1 - Townscape and Built Design
Policy EN2/1 - Character of Conservation Areas
Policy EN2/2 - Conservation Area Control

Case Officer Date	Sign off Officer DM Date 18/6/2026
HL - 18/06/2026	