



Design, Access & Heritage Statement 120 Railway Street, Summerseat, BL9 5QD

Author
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SKY Design & Consulting Ltd
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Revision A | May 2023

SKY | architecture,
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Executive Summary

SKY Design & Consulting Limited have been appointed as project agents by Lucia Cronin to undertake all architectural works and application management of a proposed ground floor roof replacement and dormer extension to their residential dwelling, located at 120 Railway Street, Summerseat. This document is to supplement the planning application and provide support and context to the proposed development located in both Green Belt and conservation areas.

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Introduction

This statement has been revised and edited to supplement a re-submission planning application following the refusal of an initial application (ref no: 69252).

Additional information and justification has been provided within this statement to reflect the revised scheme pertaining to the re-submission.

Location, Site & Surroundings

The site address is 120 Railway Street, Summerseat, BL9 5QD.

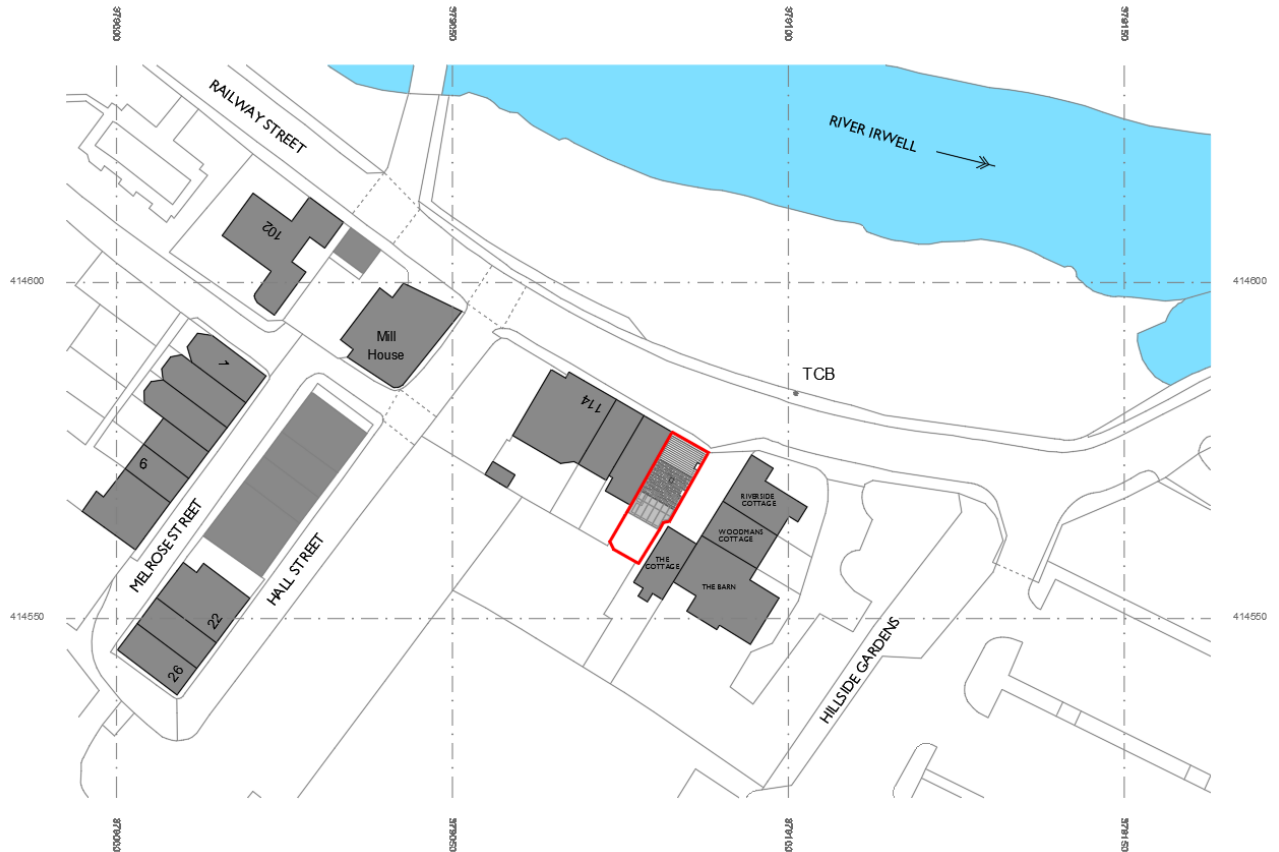


Figure 1 | Location Plan – site edged red | not to scale

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The site is located inside the Green Belt boundary, fronting on to Railway Street along the northern boundary with agricultural land to the rear southern boundary. The site also sits within the Higher Summerseat conservation area.

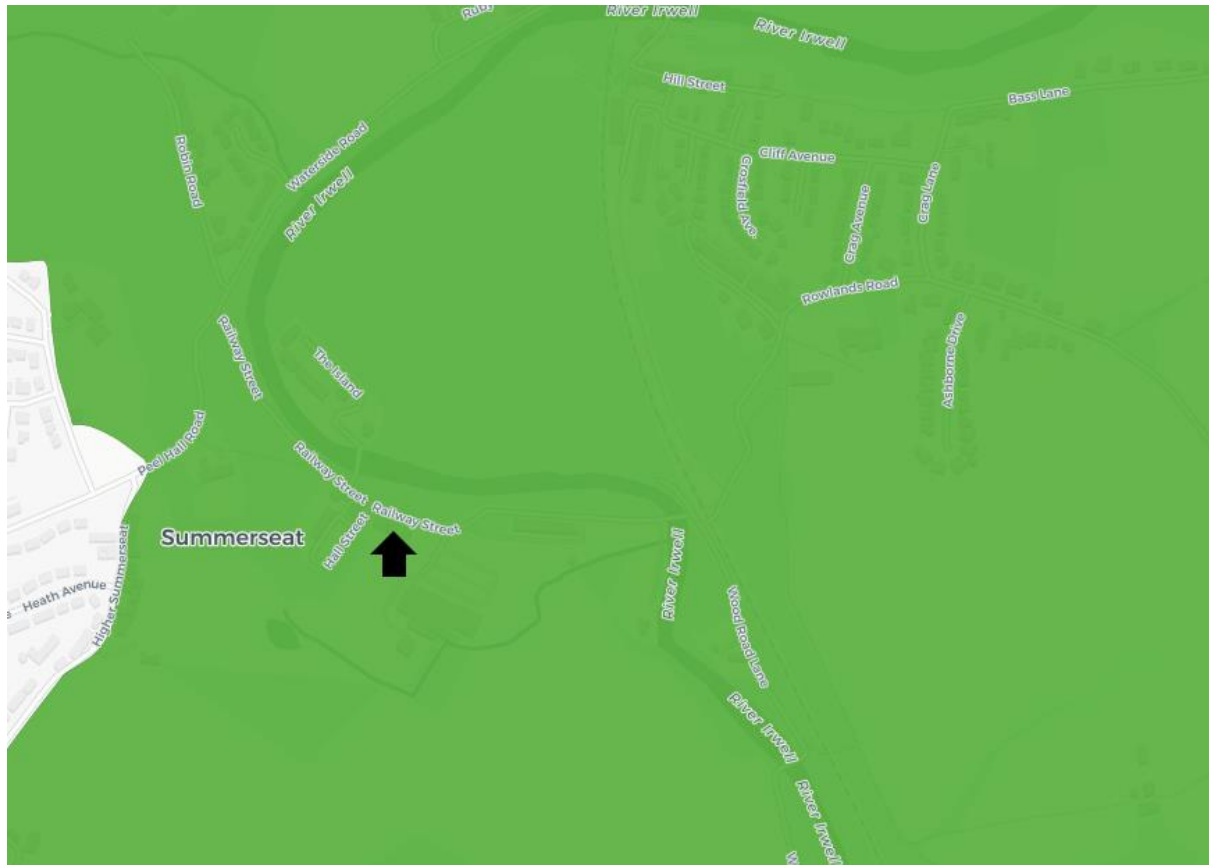


Figure 2 | Green Belt Boundary – black arrow denotes site | not to scale

The Property

The building is an end-terrace period two storey property, with natural stone finish to all façades and grey slate roof tiled finish.

More recent works to the property include a reduced-height loft conversion with rooflight fitting and ground floor single storey rear extension respectively.

The property is of significant age, however it does appear to be a more recent addition to an older run of terrace cottages along Railway Street frontage. This is demonstrated by the higher-level eaves and quality/type of stone façade. Although more recent, the period features including natural stone heads and cills accurately reflect the characteristics of the older attached properties.

At one stage in the past, the property was a grocery shop serving the village. See 'Figure 3' below:



Figure 3 | Early image of property as grocery store | Source unknown

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Private amenity space comprising hardstanding finish is provided to the rear, accessed via a communal courtyard and splayed passage bounded by the existing rear extension to the property.



Figure 4 | Front Elevation



Figure 5 | Rear Elevation



Figure 6 | Side Elevation and communal courtyard

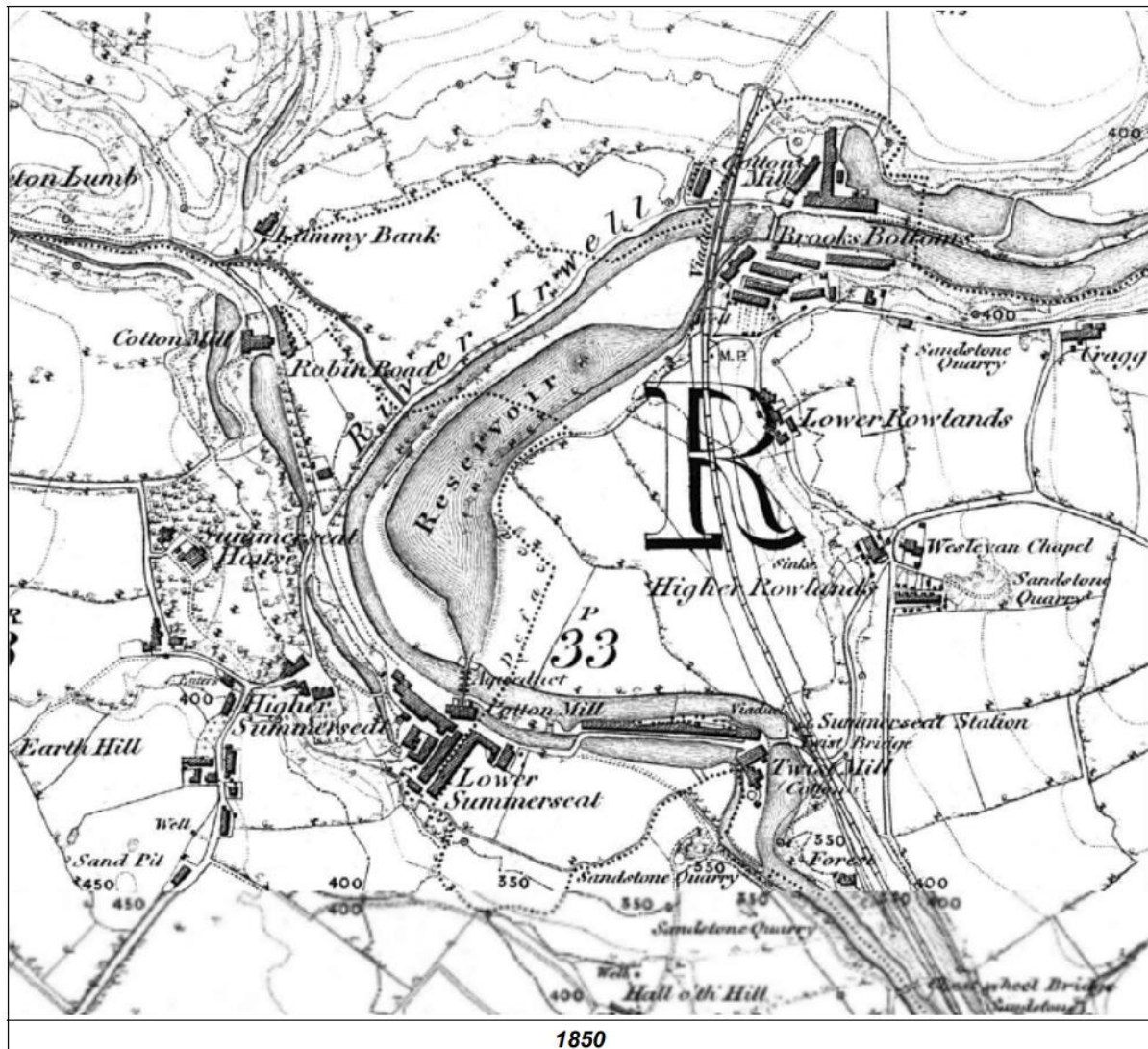


Figure 7 | Earliest recorded map with the application property shown | Source unknown

Historical Development of Summerseat

The history of the Summerseat can be closely associated with that of Brooksbottoms/Rowlands.

During the 1600s and 1700s the area of Brooksbottoms and Summerseat was scarcely populated with only a small number of farms and hand-loom weavers' cottages. The earliest reference to Summerseat is from 1556 when it was known as 'summersett', meaning a hut or shelter used in summertime.

In 1699, Edward Hamer, a fustian manufacturer from Tonge-within Bolton purchased the estate of Higher and Lower Summerseat, soon commissioning the construction of Peel Hall which lies on elevated ground to the west of the application site. The construction of Peel Hall was completed in 1706. Peel Hall originally had a Pele tower, or a fortified house with two to four storeys, attached. The estate passed to his son, Richard, who enlarged it and then to Samuel who again added to Peel Hall in 1759.

The River Irwell winds through Summerseat village and due to its established nature and flat land bounding the river in this location, the development of mills to serve the cotton industry began in the late eighteenth century, with the being built built in around 1773. Steam only replaced water power in the 1840s, although some of the mills retained water power until the early twentieth century and the Hoyle Mill at Brooksbottoms used hydroelectricity as a supplement to steam.

In 1787 Robert Peel and William Yates bought the lower part of the estate and an existing three-bay mill at Brooksbottoms. They were already successful calico printers and owners of spinning mills at Bury and Ramsbottom and employed hundreds of handloom weavers in surrounding villages and hamlets. Richard Hamer was employed as the factory supervisor. Peel, Yates & Company began to develop Summerseat and Brooksbottoms and by 1803 they had five spinning mills: Brooksbottoms, Robin Road, Upper Mill, Lower Mill and Wood Road. The company built rows of terraced cottages for their workers, such as those on Robin Road and Hall Street. Peel, Yates & Company employed a large number of children aged between 10 and 12, some of whom were pauper apprentices from as far afield as London, and Long Row on Railway Street was built to house them. Apprentices worked a 12 hour shift with an hour off for meals and recreation, sharing beds with children on the alternate shift. They were not paid and worked for food, clothing and lodging only.

In order to ensure an adequate water supply, Peel channelled the Irwell to create a reservoir in the river bend and constructed an aqueduct over the river to Upper Mill. Peel went on to develop a very large business, became Member of Parliament for Tamworth in Staffordshire and promoted the Health and Morals of Apprentices Act, effectively the first

British factory legislation. He was created a Baronet in 1800 and his heir, Sir Robert Peel, was Prime Minister on two occasions.

Peel and Yates sold their mills in 1812 to a consortium of Edward Hamer Howarth, Richard Hamer, Thomas Norris and William Hardman and Hamer added to the site at Brooksbottoms. Norris and Hardman had been employed by Peel & Yates as supervisors of the other two Irwell valley mills. The introduction of power looms to the Robin Road mill led to riots and the destruction of 38 looms. In 1824 Hamer bought out his partners' interests in the estate and became sole owner. In 1829 Thomas and John Robinson Kay, both Methodists, arrived in Summerseat from Rawtenstall and bought Brooksbottoms Mill from Richard Hamer, adding further buildings to the site. By this time, each mill had a cluster of employees' cottages and there were areas of older cottages and farms on the higher ground to the east and west. A year later a Wesleyan Methodist chapel was built which later became known as Rowlands Methodist chapel. In 1836 Hamer built the large mansion, Summerseat House, for his son, Daniel. He himself lived outside the village at Bury Lane. Three years later John Robinson Kay married Hamer's daughter, Mary, who later inherited the Wood Road Mill and who also came from a Methodist family.

During the mid-nineteenth century Summerseat and Brooksbottoms developed into a village settlement. The census returns show a steadily developing population, although with a large proportion of young women, many of whom had come from the surrounding area and other parts of the UK to work in the mills. In 1840 the first school was built on Hill Street and was educating 95 pupils seven years later. Kay set up a fund to train teachers and provide books and equipment. He went on to help set up the Westminster Training College and was treasurer to the Wesleyan Committee for Education.

The Wood Road Mill was re-built and later owned by James Ashworth. The East Lancashire Railway line opened in 1846, linking the Manchester to Bolton line with Radcliffe, and Summerseat was provided with a station and goods platform, probably to serve Twist Mill on the other side of the river.

The Wesleyan Methodist Society grew rapidly and a new chapel opened in 1847, largely financed by John Robinson Kay and designed by James Simpson in the Perpendicular Gothic style. He was a leading non-conformist in the North West of England and the chapel at Summerseat was the most notable of his few Gothic chapels. The old chapel remained empty until its demolition in 1869.

Richard Hamer died in 1850 and his property was divided amongst his three surviving daughters, all of whom married mill owners. Ann married William Hampson and lived at Peel Hall.

There was further development of the village during the 1860s. The station was re-built by the railway company's resident engineer John Perring. The goods warehouse building was probably constructed over the earlier platform at the same time. The Summerseat and Brooksbottoms Industrial Co-operative Society opened on Railway Street (closed 1963) and the present Methodist Primary School was built, again financed by John Robinson Kay, in the old sandstone quarry next to the chapel. The school had to close temporarily in 1879 and again in 1895 for outbreaks of highly contagious and dangerous diseases. In 1899 the school was extended to provide another classroom, work this time financed by the mill owner, Isaac Hoyle.

In 1872 John Robinson Kay died and was buried in the chapel he helped to build. Brooksbottoms Mill was taken over by Joshua Hoyle & Sons which closed and re-built it in sandstone from the Wild's Delph Quarry at nearby Edenfield. Joshua's son, Isaac, married Mary Hamer Kay the same year and the new mill started operation in 1876, intended to employ 900 workers. However, Upper Mill and the Twist Mill closed in 1880, followed by the Robin Road Mill in 1888, probably superseded by the large mills at Brooksbottoms. In the mid-1880s, 10 rows of brick houses were built at Brooksbottoms, followed by larger houses at Queens Place for managers and overseers. Isaac Hoyle set up trusts for a medical fund to pay workers' hospital bills and provide for their convalescence, a fund for the support of a nurse and a fund for local boys to study at technical schools. A gas works was built by mill owners Hoyle and Hampson and provided street lighting. A Mission was also built on Waterside Road as a meeting place for workers. This later became St Wilfrid's Church of England Church. The 1893 map shows the Liberal Club on Robin Road, although it is not marked as such and may originally have been built as a private house. It also shows the Co-operative stores at the northern end of Railway Street. At the turn of the twentieth century members bought land next to the stores and built a small chapel and Sunday school below. These buildings were demolished, probably in the early 1960s.

By the beginning of the 1900s there were only two mills trading in Summerseat and Brooksbottoms. The fluctuating fortunes of the cotton industry led to workers becoming hungry and unfit for work. In 1908 up to 38 children were given a hot meal at lunchtime and again in 1913. However, around this time public utilities were improved, with mains water being installed in 1911 (people having previously collected water from the mills or wells) and mains sewers in 1914, thereby making a major contribution to the eradication of infectious diseases. The gas lamps were replaced by electric street lights in 1915 and mains electricity became available to residents. In 1911 Summerseat House was sold for use as a convalescent home for girls. It is now empty awaiting sale.

On the 14th July 1912 the King and Queen visited Bury and a special train was provided to take local children to see them. After the First World War families were encouraged to move into the area and people immigrated from Scarborough, Wigan, the Isle of Man and Ireland. In the late 1930s there was development of the housing and infrastructure in the area. Newcombe Road was constructed, improving access from the west, some cottages at Higher Summerseat and part of Kay Street, Irwell Street and Hall Street were demolished and 44 council houses built to re-house local families. By this time there were around 690 people working at Brooksbottoms Mill, some of whom were three generations of the same family, and Hoyles provided many facilities for its workers. The mill later became part of the Illingworth-Morris Group and by 1969 only employed around 200 workers.

There was further development in the area during the early 1960s. Long Row on Railway Street and cottages next to Peel Hall were demolished. New development also took place around Newcombe Road. However, the railway line stopped carrying passengers in 1972 and goods traffic also declined because of competition from road transport.

Brooksbottoms Mill closed and most families had to travel out of the area to work. The Wesleyan Methodist Chapel closed in 1973 and was demolished shortly afterwards as it was in very poor condition and the funds to restore it were lacking. In the 1980s the Council improved the area by carrying out major refurbishment of the brick houses at Brooksbottoms. Although the front spinning section of Brooksbottoms Mill was statutorily listed, the weaving sheds, other parts of the spinning section and the chimney were demolished.

In 1987 the East Lancashire Railway Company began running a steam service on four miles of the disused line, with financial assistance from Bury and Rossendale Councils. It now runs from Heywood to Bury and Rawtenstall and carries an average of 120,000 passengers every year. The development of the railway has been a major agent in the regeneration of the Irwell valley, leading to an improvement in the area's image and attracting inward investment. The environmental improvements and reclamation of derelict land associated with the railway has won national and European recognition. In 2005 the new Methodist Church was built next to the school. The former Hillside Farm that sits immediately to the south-east of the application site is now the Waterside Garden Centre.

The Proposed Works

The proposed development comprises of 2 No separate elements:

- Removal of existing Perspex roof over existing ground floor extension to be replaced with new flat roof construction within the footprint of the existing structure
- Dormer construction to serve existing attic space

The existing Perspex roof will be removed with new external cavity wall construction will be built-up to necessary height with reconstituted stone façade. A new flat roof construction with traditional glazed lantern installed over the existing extension footprint.

The proposed dormer construction will be faced with vertical hanging slate tiles.

All fascias and rainwater goods will be black uPVC to match existing.

The proposed windows and doors to the rear elevation to have anthracite coloured frames.

The proposed window to the side elevation will be a white framed uPVC fitting with obscure glazed pane.

Justification Summary

It is proposed that the intended development can be justified despite the application site being located within the Green Belt and a conservation area for the following reasons:

1. All proposed works are located to the rear of the dwelling and will not be visible from Railway Street, subsequently negating any adverse effect on the existing street scene.
2. The scale of the development will not have an impact on the openness of the Green Belt.
3. The proposed works are negligible in scale in comparison to the construction works being carried out in the local area.
4. The design is in keeping with the existing rear façade.
5. All materials will match the existing dwelling in colour and type.
6. Both ground floor roof works and second floor dormer construction sit within the existing dwelling footprint

Additional Justification Following Refusal

The main reason for the refusal within the decision notice states: *'The proposed dormer, by reason of its size and design, would be a prominent and intrusive feature in the street scene and would therefore, be seriously detrimental to the visual amenities of the area'*.

Please see below further justification to support the revision re-submitted scheme:

7. The revised dormer arrangement has been reduced in scale and massing.
8. The rear of the application site is surrounded by agricultural land and sits within Green Belt land. As such, the proposed dormer would not overlook any future development, and by virtue, not be deemed 'detrimental to the visual amenities of the area' as it would not be seen by anyone or anything other than farm animals.
9. There is a very acute gap through the communal access where any development to the rear of the application property would be visible from Railway Street – see below image 'Application Site - view from Railway Street'.

The revised footprint of the proposed dormer is now been stepped in from side and rear elevations eaves/verges by a minimum of 900mm and the structure would not now be visible from this aspect. The decision notice stated that the original dormer scheme was a *'prominent and intrusive feature in the street scene'*, however this cannot now be considered the case as no element of the dormer would be seen.

Further, the trees that you can see in this image offer around 8 months worth of natural screening when in bloom, therefore reducing any perceived visual impact.



Application Site - view from Railway Street

10. There are dormer constructions within the local vicinity, and whilst they are of similar design, they are more dominant and cause significantly more visual impact. Precedent has been set with this development and it is proposed that the subservient nature of the revised scheme within this re-submission is deemed acceptable.