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STATEMENT OF APPEAL

Planning application ref 69252 Bury Council for Linden Cottage 120
Railway Street Summerseat Bury

Bury Council Planning Reference: 69252, first acknowledged on 06 February 2023 by council planning officer Mo Warsame at Bury Council, Borough of Greater Manchester was submitted by Architect James Scott of Sky Design and Consulting Limited, Belmont House, Deakins Business Park, Egerton, BL7 9RP. The plans are included in the appendixes.

The address concerned is Linden Cottage, 120 Railway Street, Summerseat Bury BL9 5QD, owned by the author Lucia Cronin and partner Robert Adams, who have lived and owned the property since 2012. The property is within a conservation area. The requested renovations have been discussed with immediate neighbours and submitted with their encouragement and to date there have been no public objections.

I am presenting a case for appeal of the denied application above which was refused by Bury Council Conservation Officer for the following reasons:

'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. The proposed development therefore conflicts with the following policy of the Bury Unitary Development Plan: H2/3 – Alterations and Extensions and associated Supplementary Planning Document 6: Alterations and Extensions to Residential Properties.'

To avoid repetition, I will refer to the architects' prepared reports which are attached as appendix to this statement, which contain information presented in the application and contains relevant positional maps.



We appeal on the basis that the impact to the local street scene would not be as described in this objection. We consider this view as exaggerated and dramatic considering the proposal.

The impact on the local street scene is minimal as the dormer is rear facing and overlooked by a small number of properties, several of which have their own dormer renovations and our property is otherwise overlooked by fields to the rear. The materials to be used will blend well with the existing slate roofs along the terrace, being faced with leading. The proposed dormer size has been reduced, as can be seen in the attached drawings to coincide with other local dormers. This is the front south street view of Railway Street, with the subject property marked.



The front facing view of Railway Street would not be impacted. But there would some view from the sides of the house but again, this would only affect neighbours, not passers by nor ruin the street scene.



The picture to the left shows the street view from the north side of Railway Street, where our property is marked.

We can see that the proposed rear dormer could not be seen from Railway Street and would not affect the general street scene there. Hall Street is an unmade cul de sac road, only used by local occupants, who have raised no objections.



The view of my property from Hall Street is shown in these next 2 pictures. The first shows the junction of Railway Street with Hall Street, the second photograph shows the most exposed view of the cottages from near the end of the cul-de-sac. From many other angles, trees and foliage disguise the rear of the cottages.

The front views of Hall Street properties would also be impacted minimally, as they already overlook the rear and gardens of the properties of Railway Street.



The views from the back of Hall Street, shown here, are overlooked by a public footpath and the road, already have 2 similar dormer loft extensions which have been present ever since I have lived in the area, with no intrusiveness or detrimental effect to the street scene, simply part of it.



The rear view from the property is fields with no other overlooking properties. The other parts of the planning application do not appear to be part of the objections, the existing extension is simply going to be improved with a new Orangery style roof, to replace the current leaking glass one and a side window to enable light to the kitchen area. It has however all been submitted as one plan.



Additionally, a recent larger dormer has been built further along Railway Street, only a few hundred yards away just outside of the conservation area. This is more impactful in terms of the street scene, as it can be viewed from the local garden centre car park and sets another precedent in the general area.

In summary following advice from our Architect, who has also taken advice, we feel that the objection does not truly reflect the impact the dormer would have on the current street scene. We know it is important the dormer is aesthetically pleasing. When devising the plans, we have taken that into consideration and chosen materials to effectively blend into the roof from a distance and we think these images and the attached plans can show that effectively.

Given there is already other local precedents of similar cottages having loft extensions within the conservation area, we think the decision has been unduly severe and respectfully request the decision is reviewed and reconsidered with this appeal process.

Thank you,

Lucia Cronin & Robert Adams

Linden Cottage

120 Railway Street

Summerseat

Bury BL9 5QD.



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

Author
Date

SKY Design & Consulting Ltd
January 2023

Revision A | May 2023

SKY | architecture,
design & consulting

Design, Access & Heritage Statement

120 Railway Street, Summerseat

Revision A | May 2023



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.

Design, Access & Heritage Statement

120 Railway Street, Summerseat

Revision A | May 2023

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design & consulting

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.

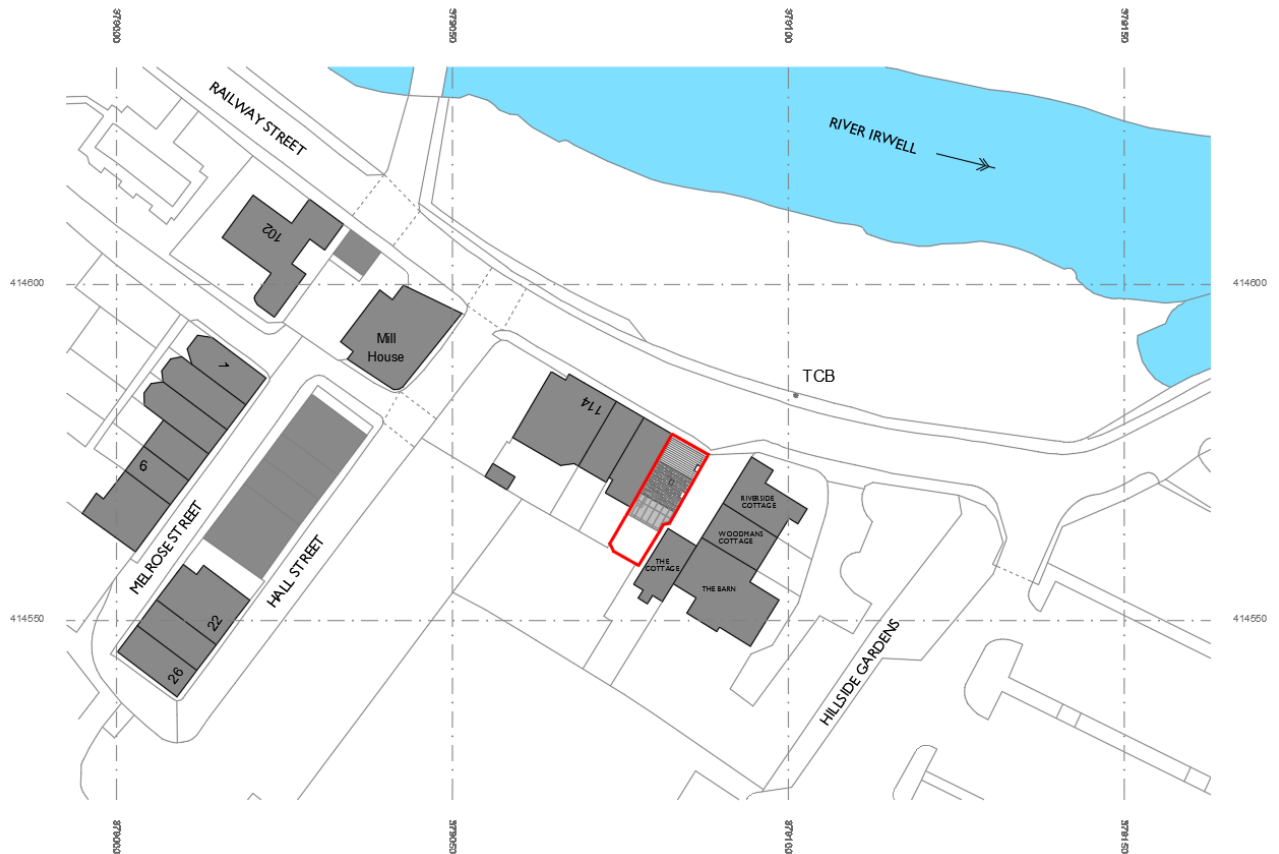


Figure 1 | Location Plan – site edged red | not to scale

Design, Access & Heritage Statement

120 Railway Street, Summerseat

Revision A | May 2023

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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.

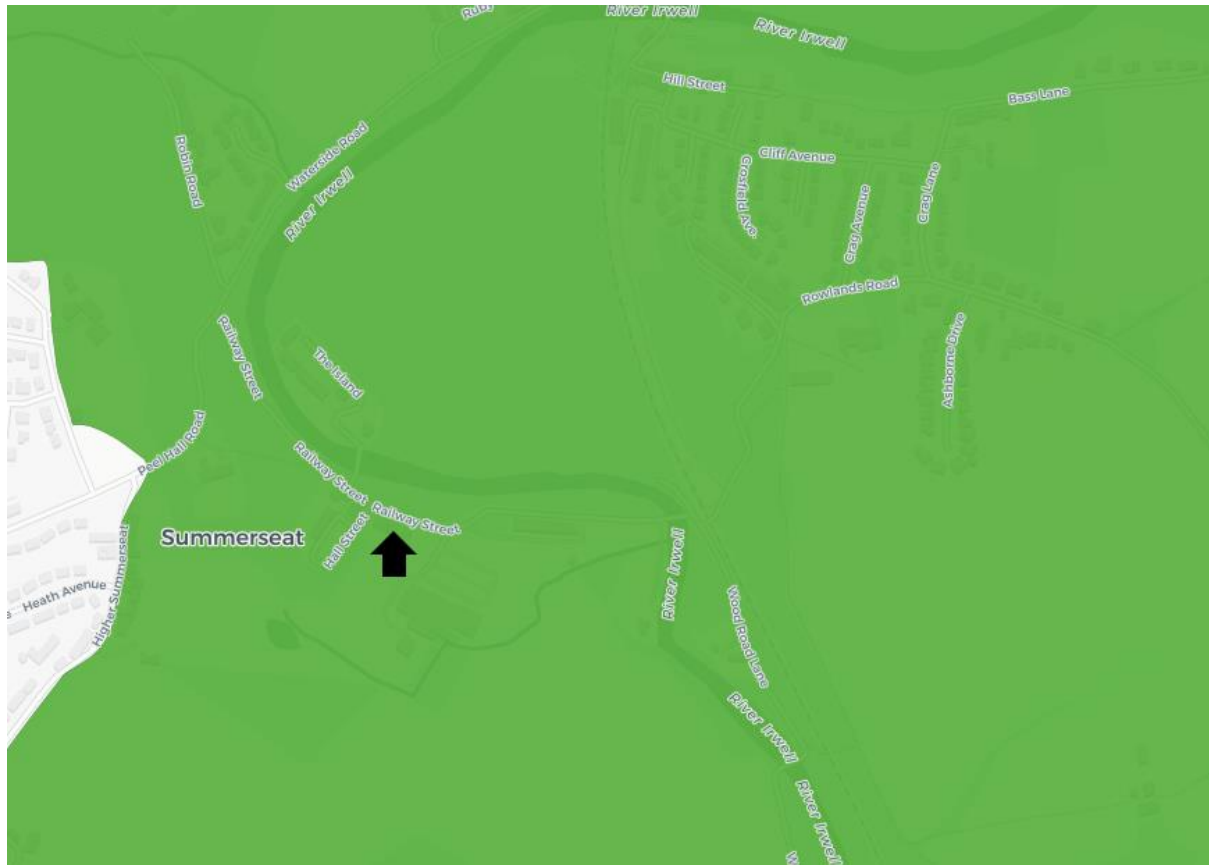


Figure 2 | Green Belt Boundary – black arrow denotes site | not to scale

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

Design, Access & Heritage Statement

120 Railway Street, Summerseat

Revision A | May 2023

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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

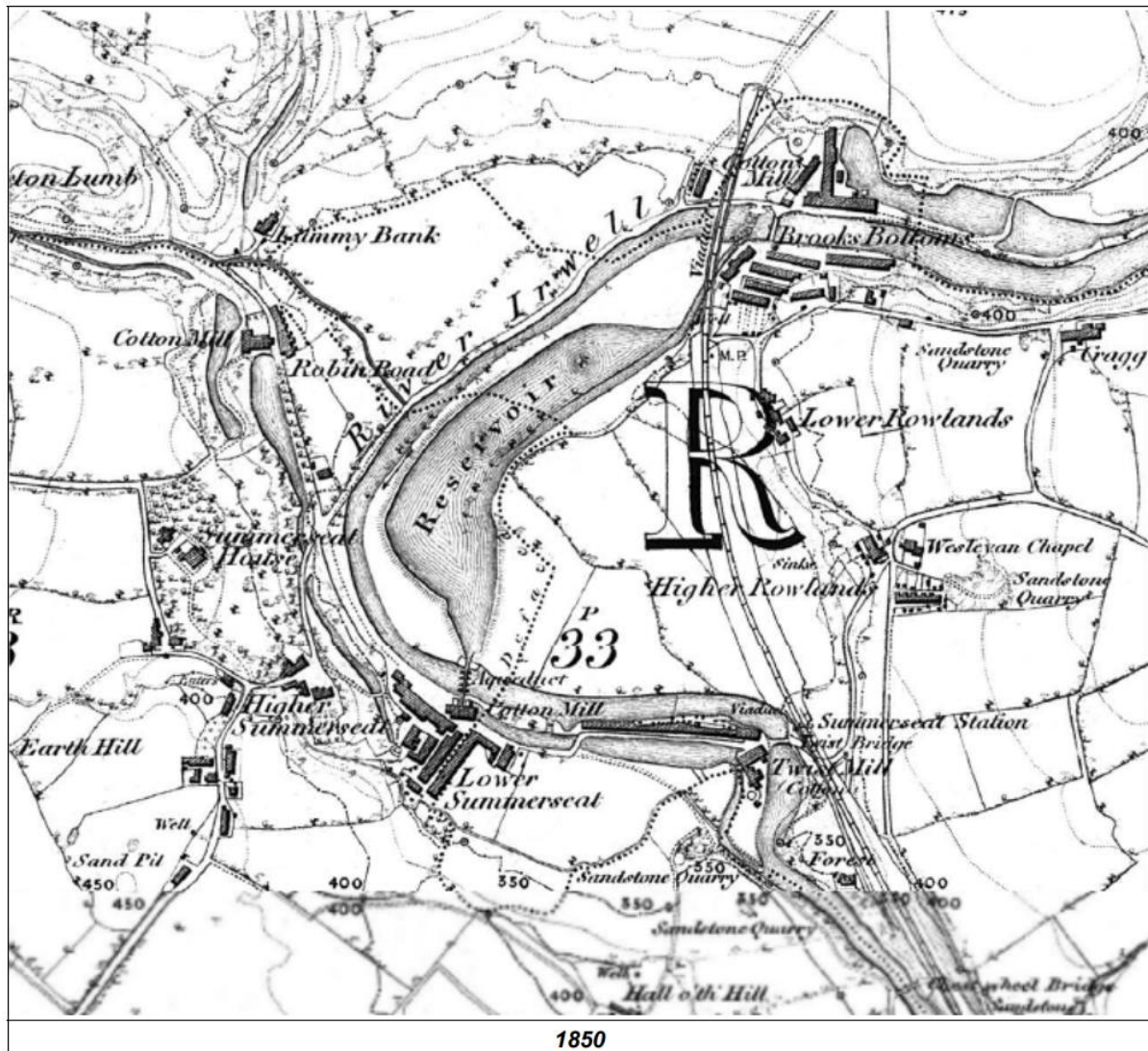


Figure 7 | Earliest recorded map with the application property shown | Source unknown

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.



Green Belt Report

I20 Railway Street, Summerseat, BL9 5QD

Author
Date

SKY Design & Consulting Ltd
January 2023

Revision A | May 2023

SKY | architecture,
design & consulting

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 within the Green Belt.

Location

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

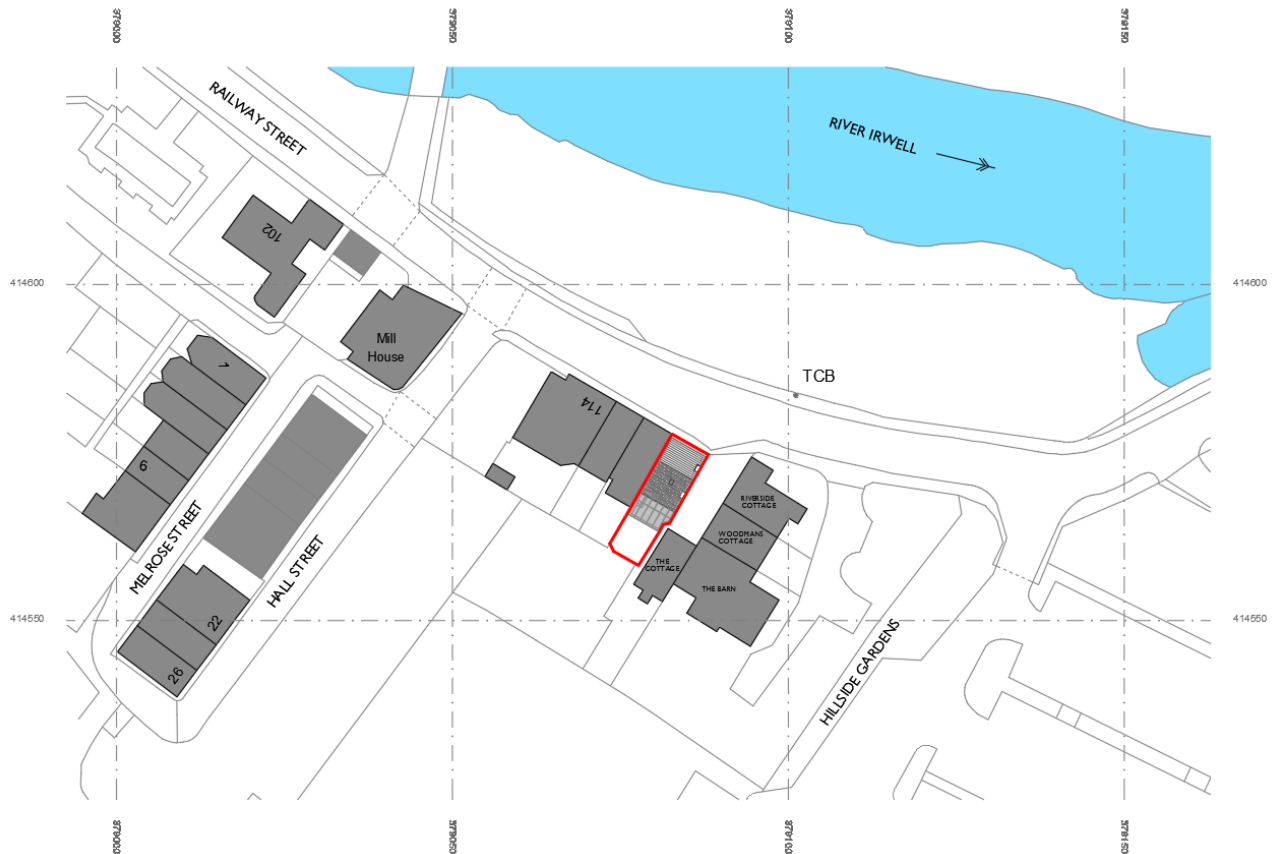


Figure 1 | Location Plan – site edged red | not to scale

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.

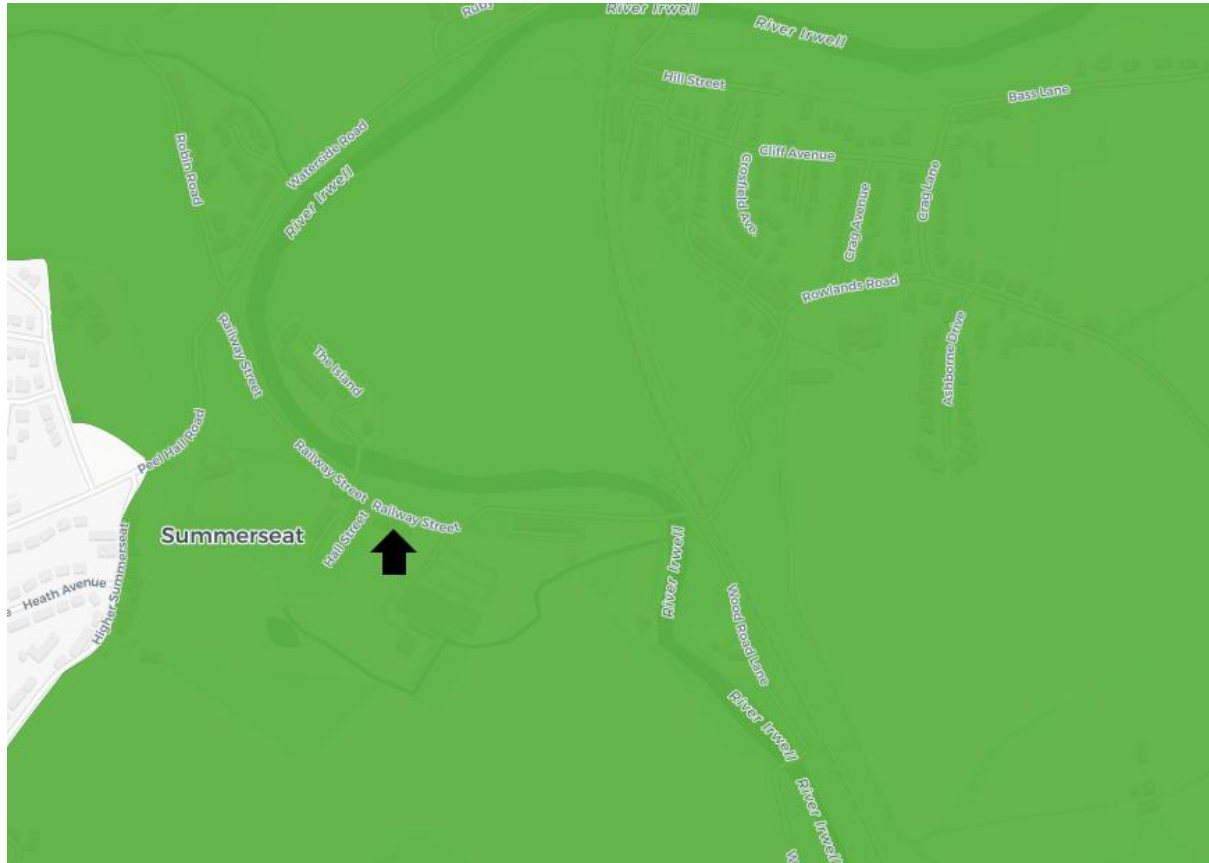


Figure 2 | Green Belt Boundary – black arrow denotes site | not to scale

Existing

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

There is a splayed wall accommodated within a previously constructed single storey extension to allow pedestrian access and right of way to neighbouring dwellings. the recess of the rear elevation, resulting in awkward roof junctions. The existing ground floor extension comprises reconstituted stone façade, with double glazed window and door sets and Perspex finished roof.



Figure 3 | Front Elevation



Figure 4 | Rear Elevation



Figure 5 | Part-rear Elevation – splayed wall and neighbour access



Figure 6 | Side Elevation

Proposed

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.

Volume Calculations

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

Original dwelling (excl. existing extension) =	279.7m ³
Existing dwelling (incl. existing extension) =	322.9m ³
Existing extension volume (with Perspex roof) =	43.2m ³
Existing extension volume (with new flat roof) =	43.3m ³ (increase of 0.1 m ³)
Proposed dormer volume =	13.7m ³

Therefore, when considering the original dwelling prior to the previous ground floor extension, the property (including the proposal within this submission) has increased in volume by 57m³.

Increase in volume = 57m³ / 20.4%

Development Context

There have been significant developments in the immediate vicinity, despite being located within the Green Belt.

Whilst the residential development in question commenced some time ago, it only completed in recent past, and it is suggested that the nature and scale of said construction was certainly more detrimental and have a larger impact upon the openness of the Green Belt compared to the proposals outlined in this application.

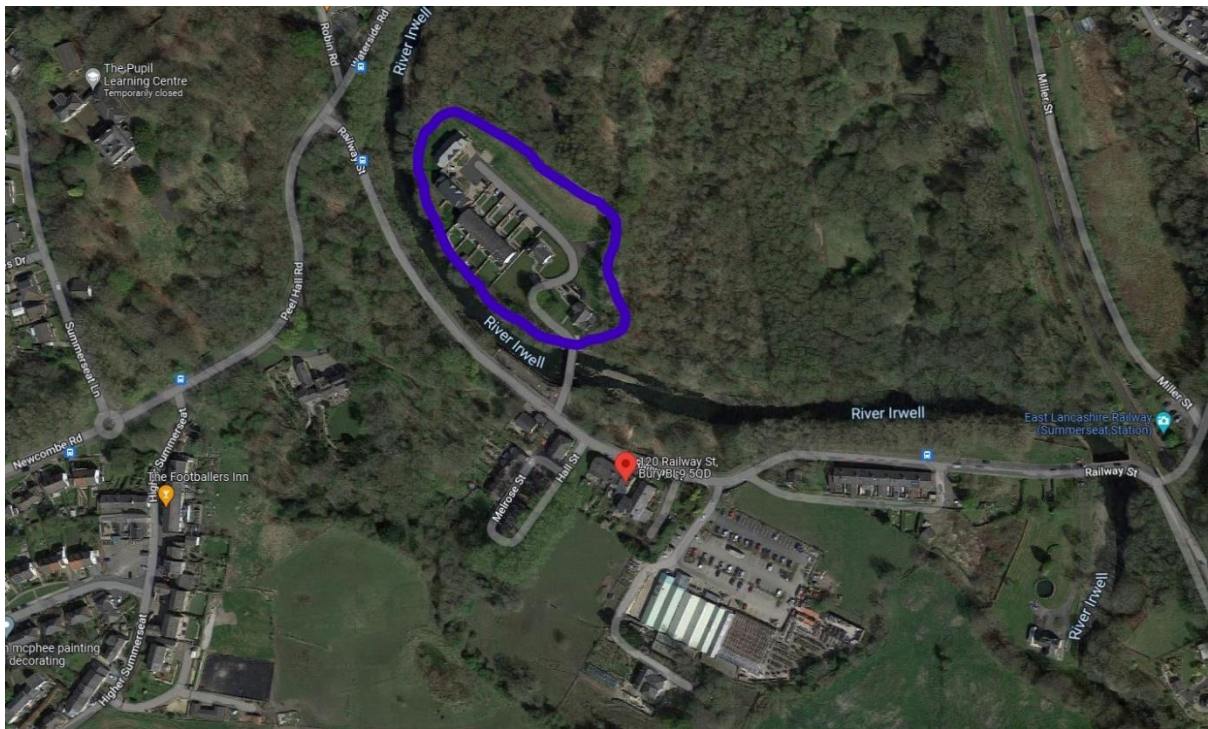


Figure 7 | Local Development Site | not to scale

Source – Google Maps

Figure 7 highlights the scale of the recently completed residential development site in comparison to the application site.

Justification Summary

It is proposed that the intended development can be justified despite Green Belt restrictions 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'*.

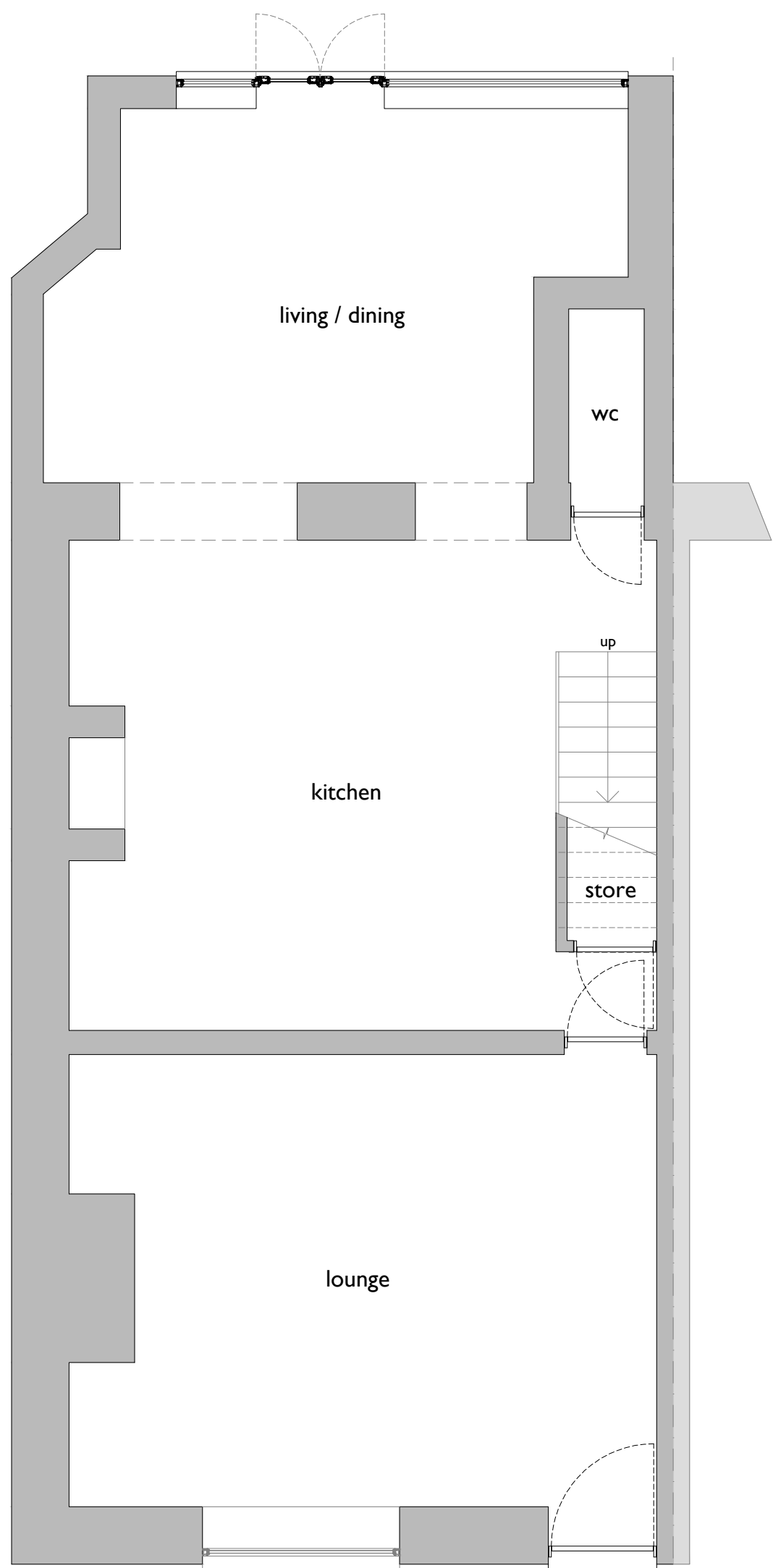
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Further, the trees that you can see in this image offer around 8 months worth of natural screening when in bloom, therefore reducing any perceived visual impact.

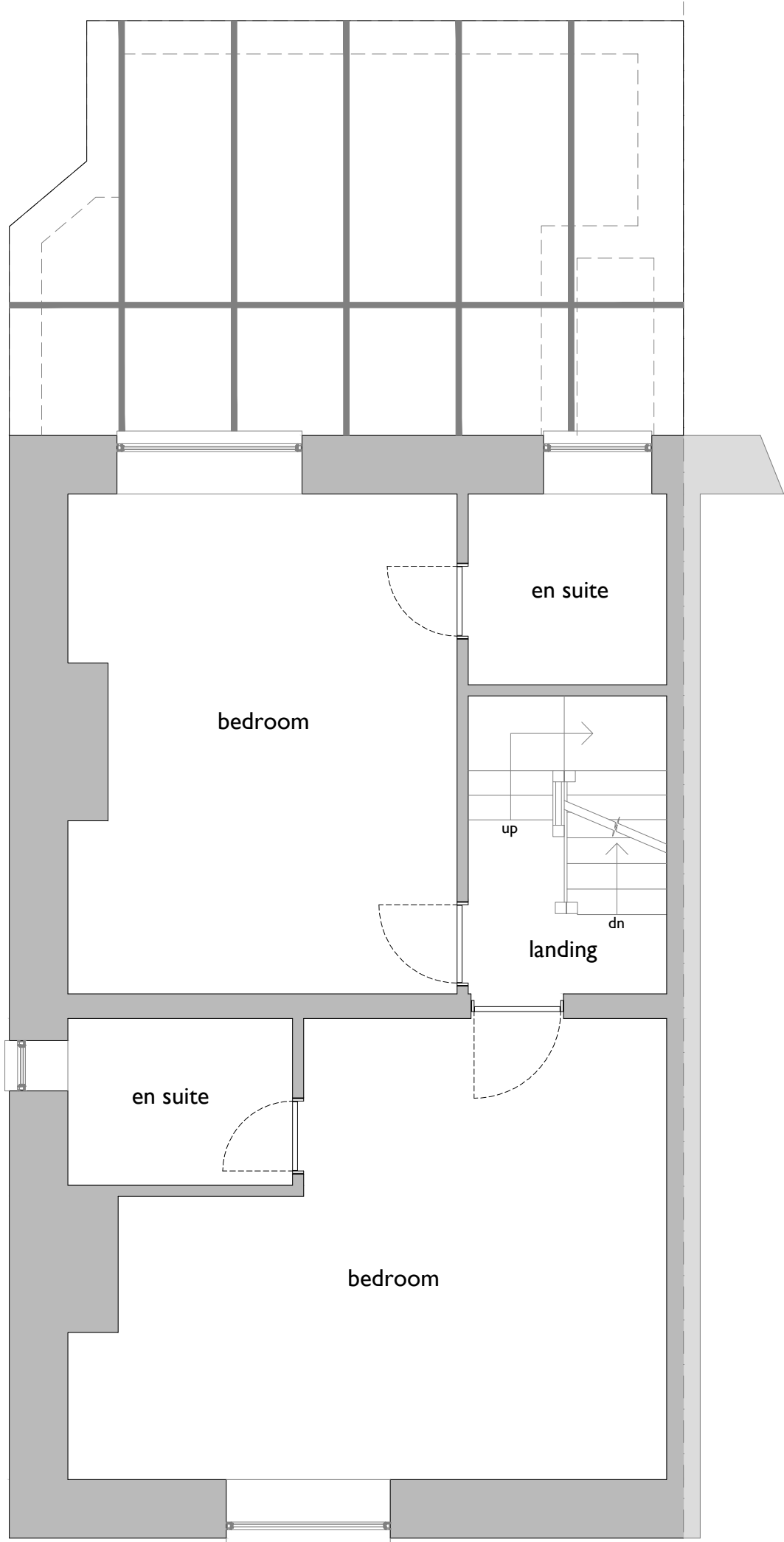


Application Site - view from Railway Street

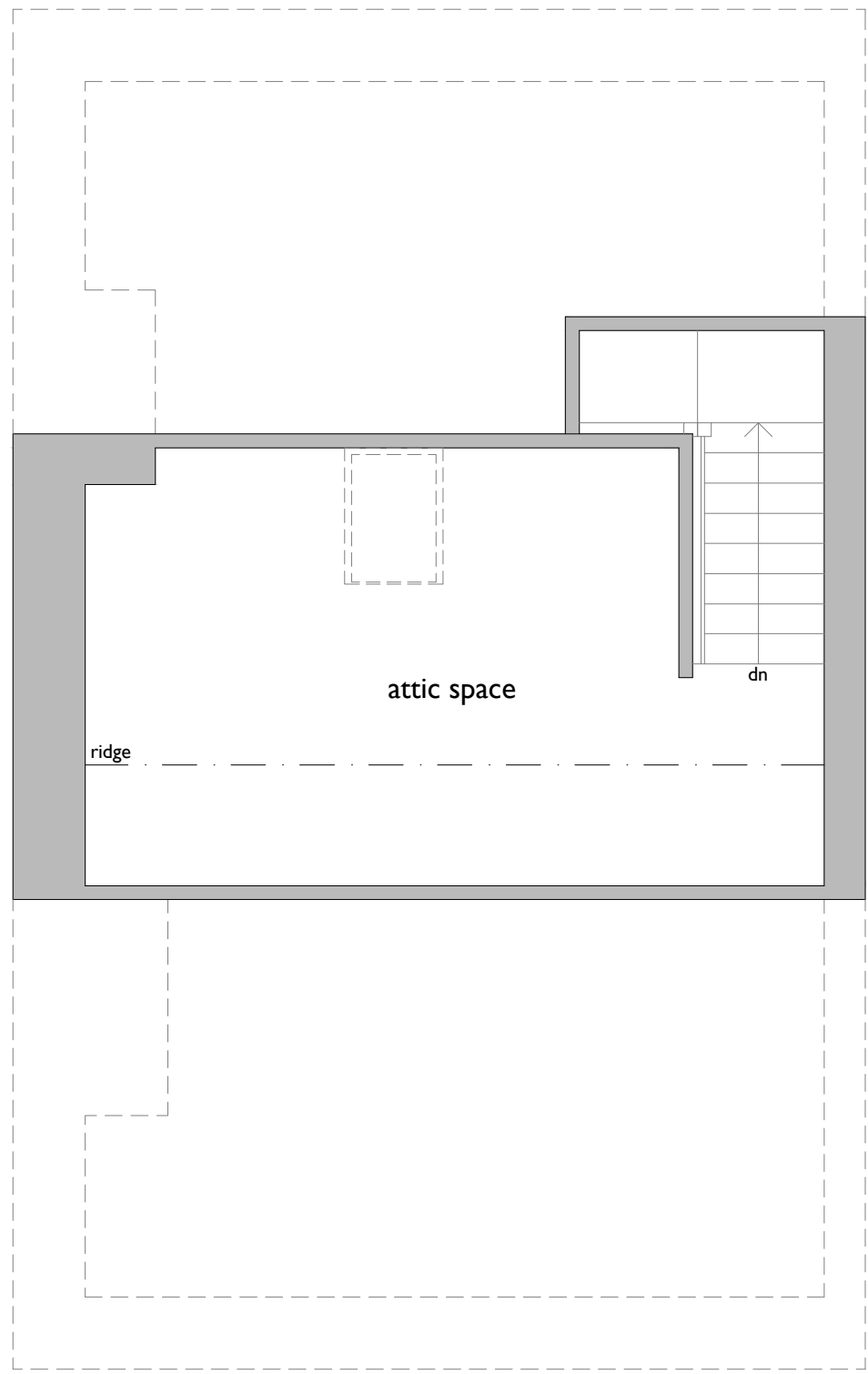
10. There are dormer constructions within the local vicinity, and whilst they are of similar design, they are more dominant and cause significantly more visual impact. Precedent has been set with this development and it is proposed that the subservient nature of the revised scheme within this re-submission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



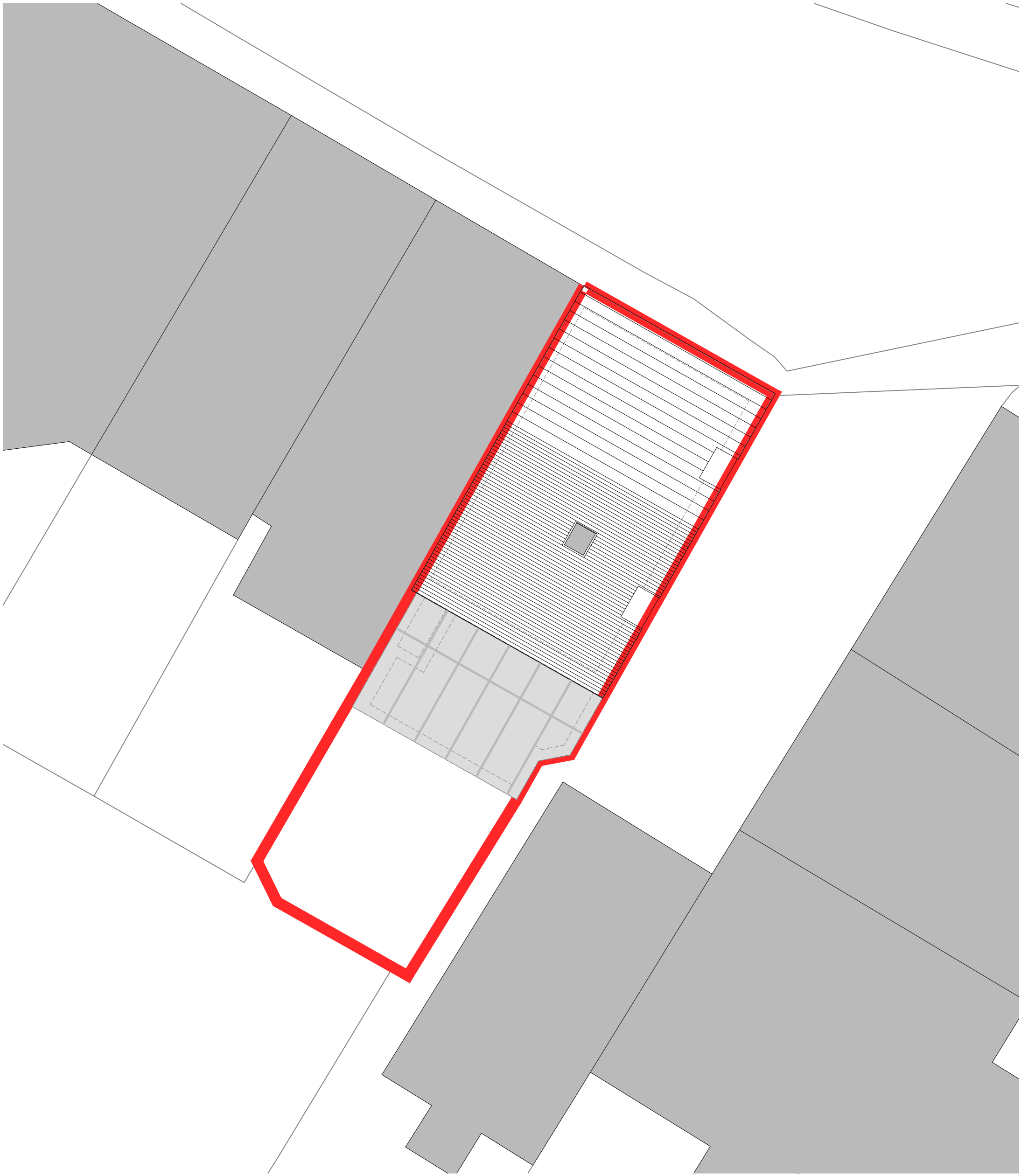
ground floor



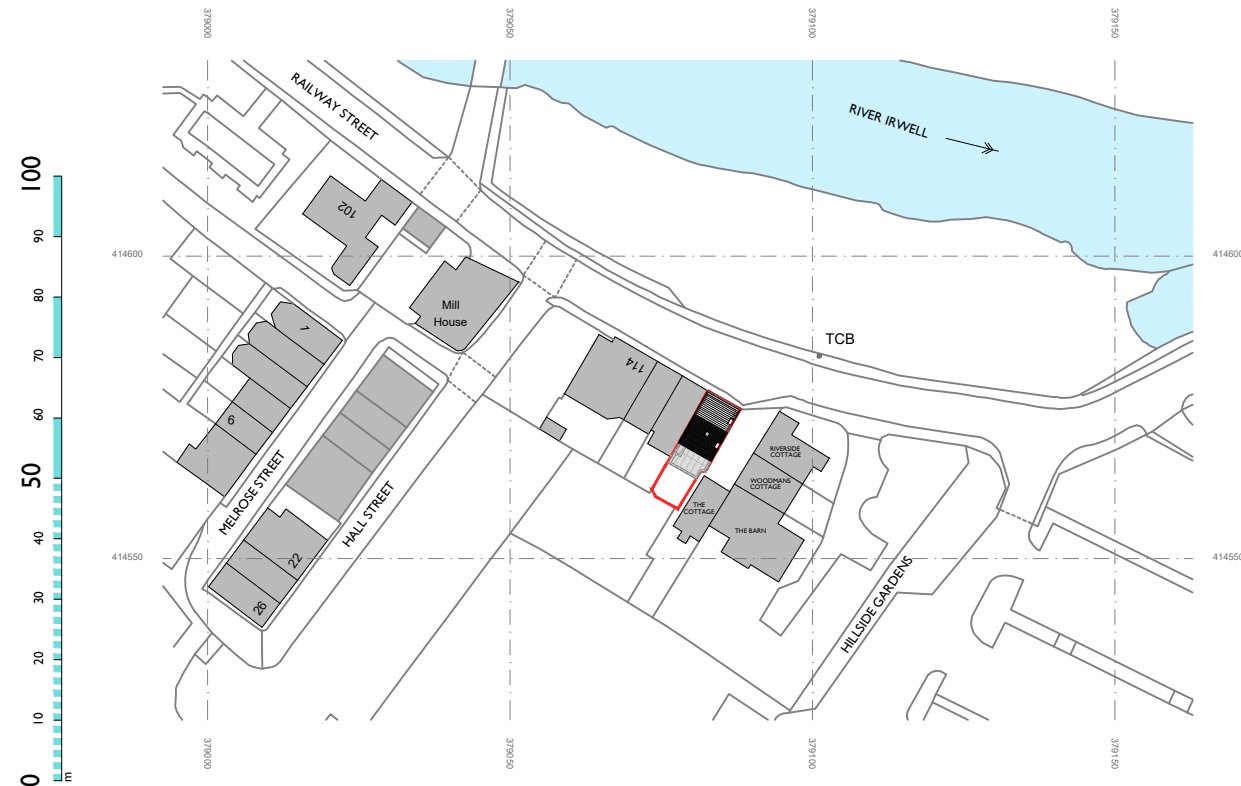
first floor



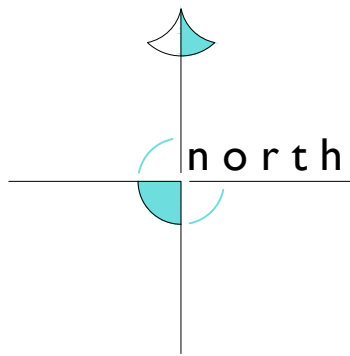
loft level



site plan
scale 1:100

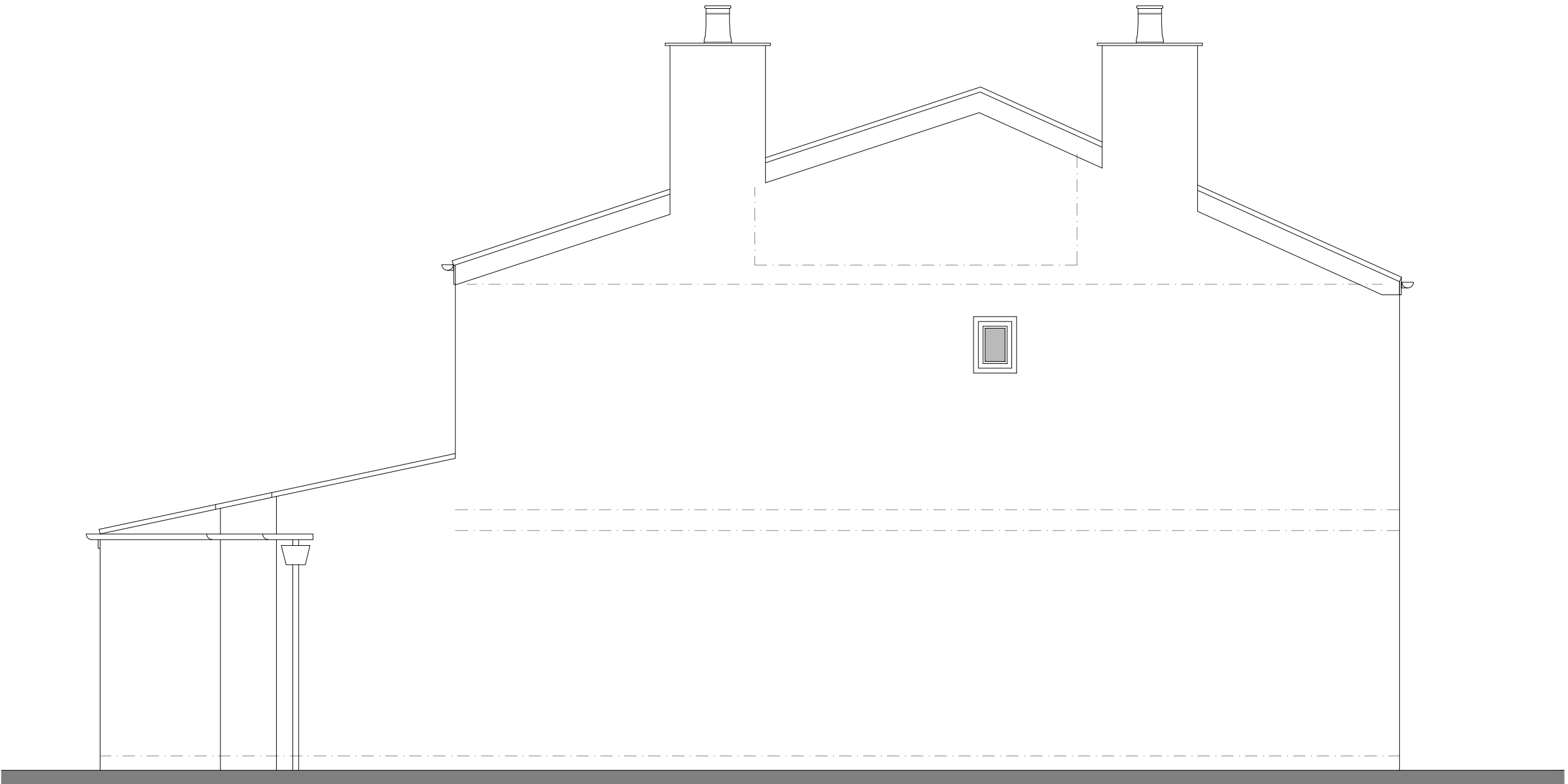


location plan
scale 1:1250





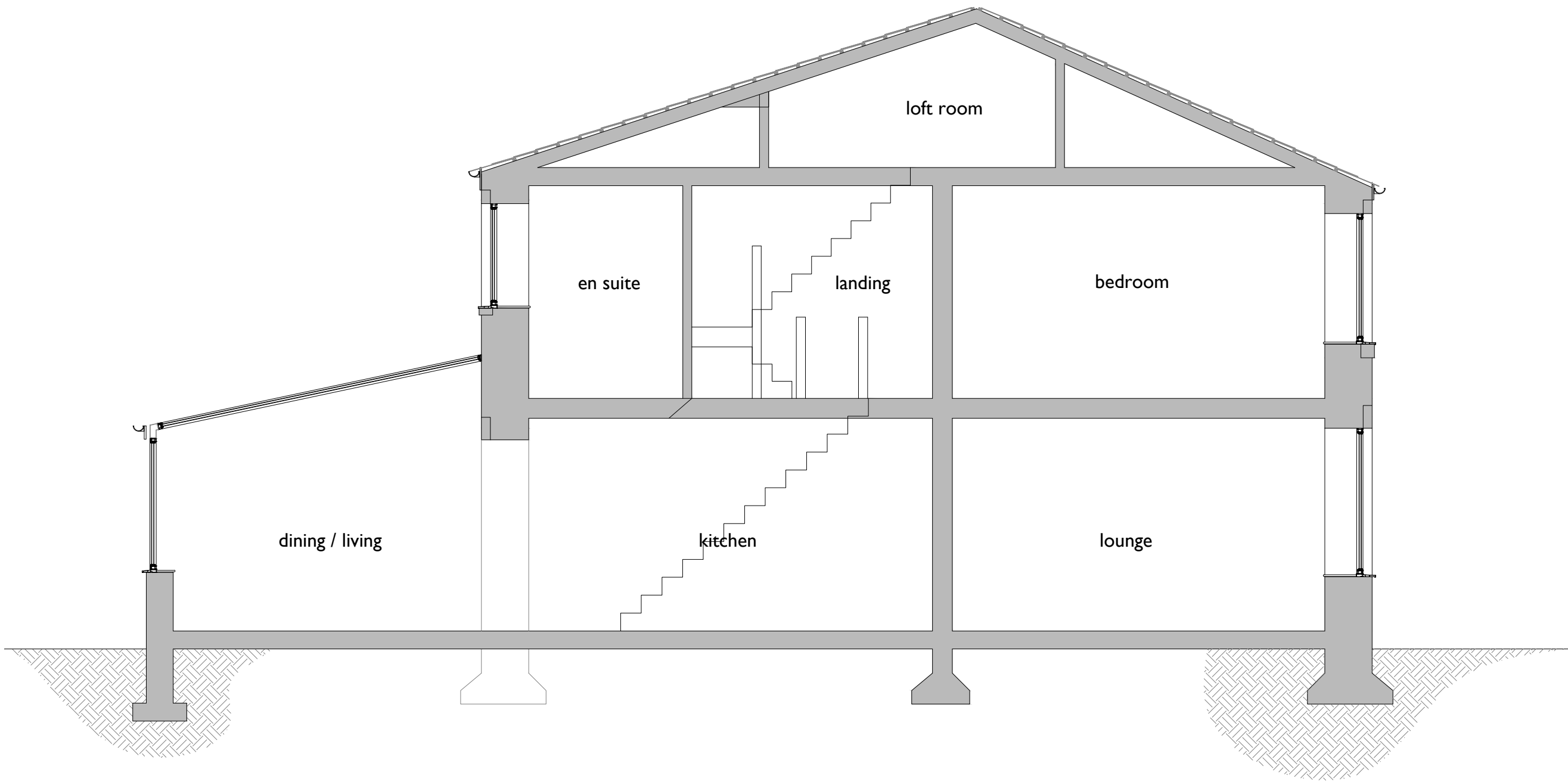
front elevation

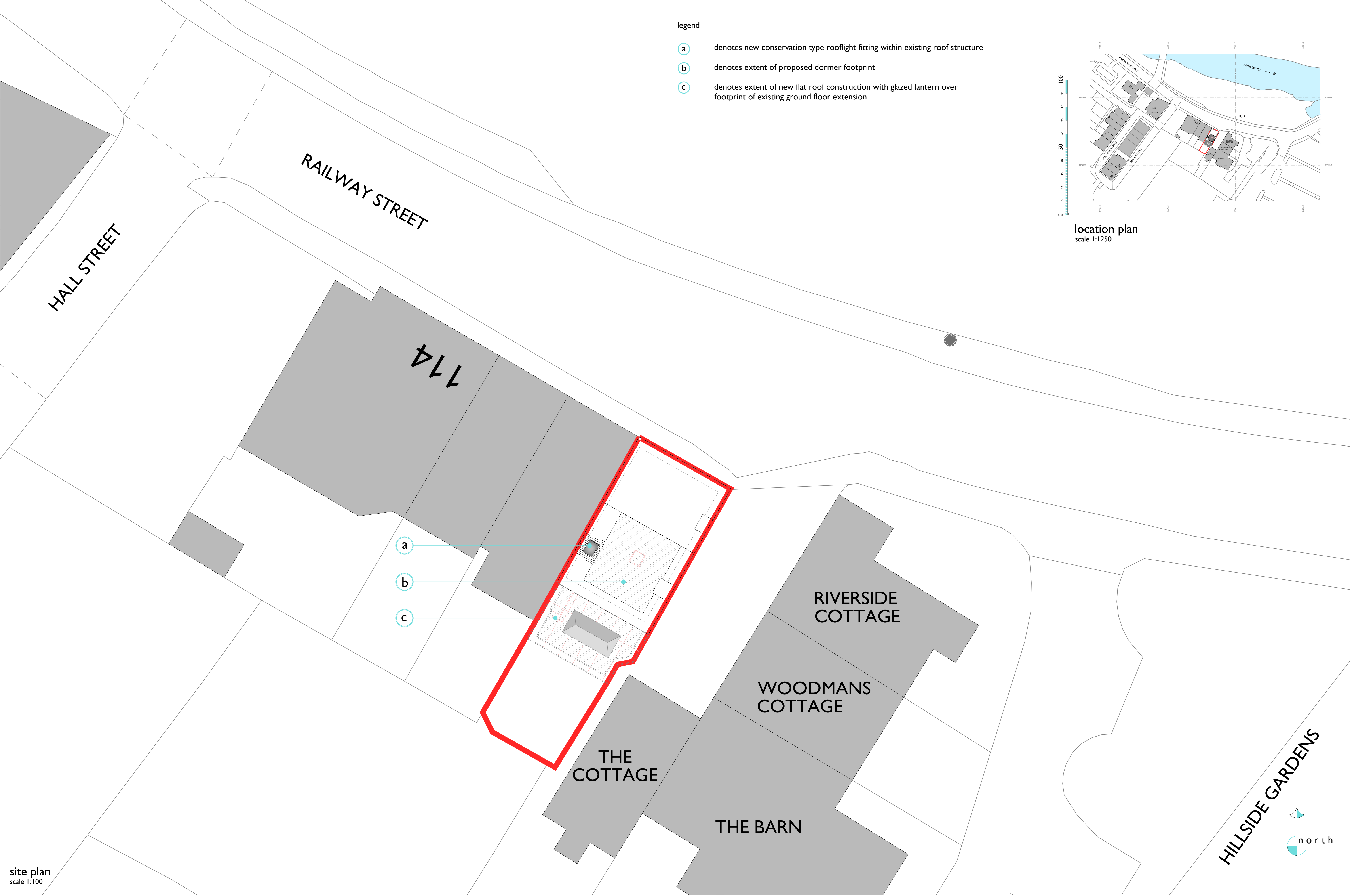


side elevation

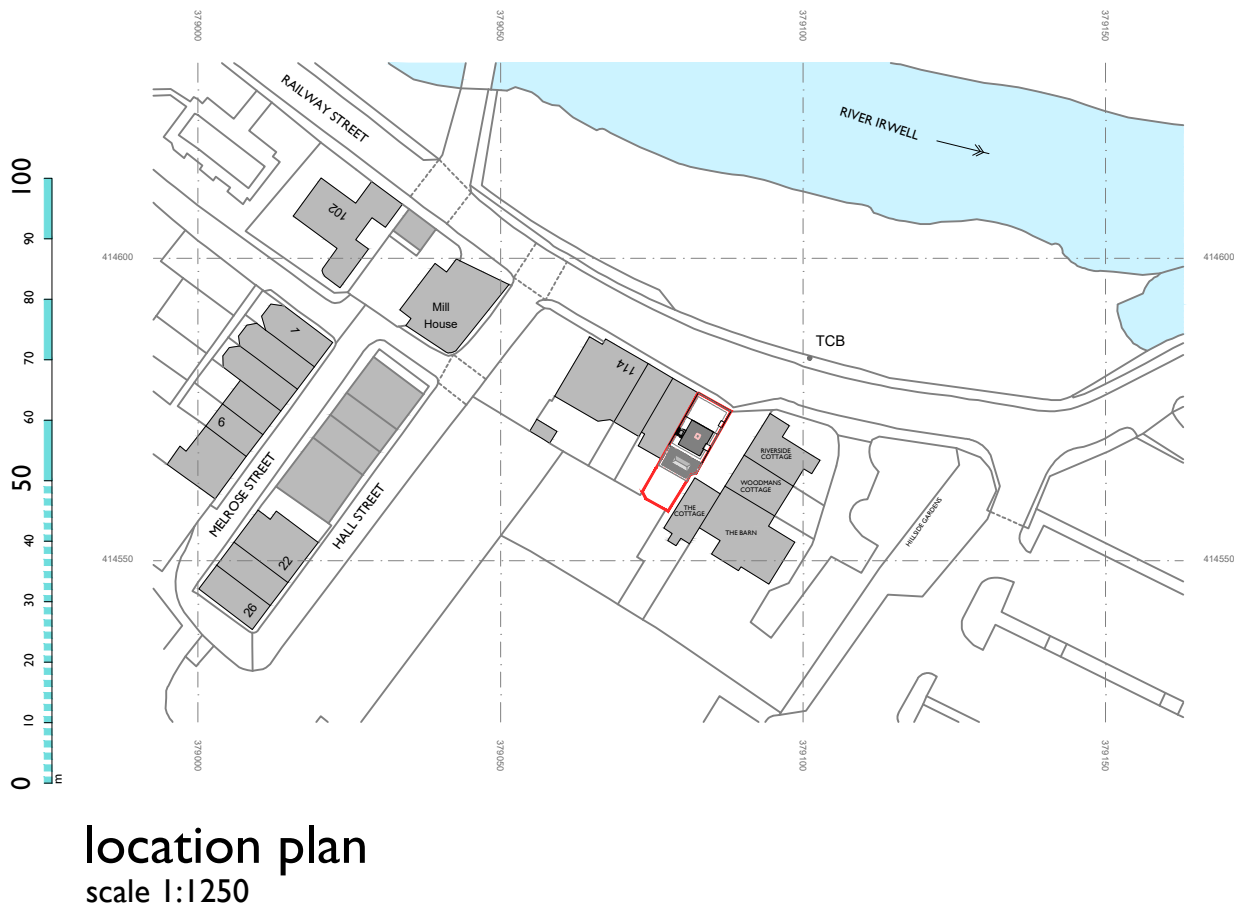


rear elevation





- legend
- a denotes new conservation type rooflight fitting within existing roof structure
 - b denotes extent of proposed dormer footprint
 - c denotes extent of new flat roof construction with glazed lantern over footprint of existing ground floor extension



site plan
scale 1:100

SKY

architecture,
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Client	Mrs. Lucy Cronin
Site Address	Linden Cottage, 120 Railway Street, Summerseat, BL9 5QD

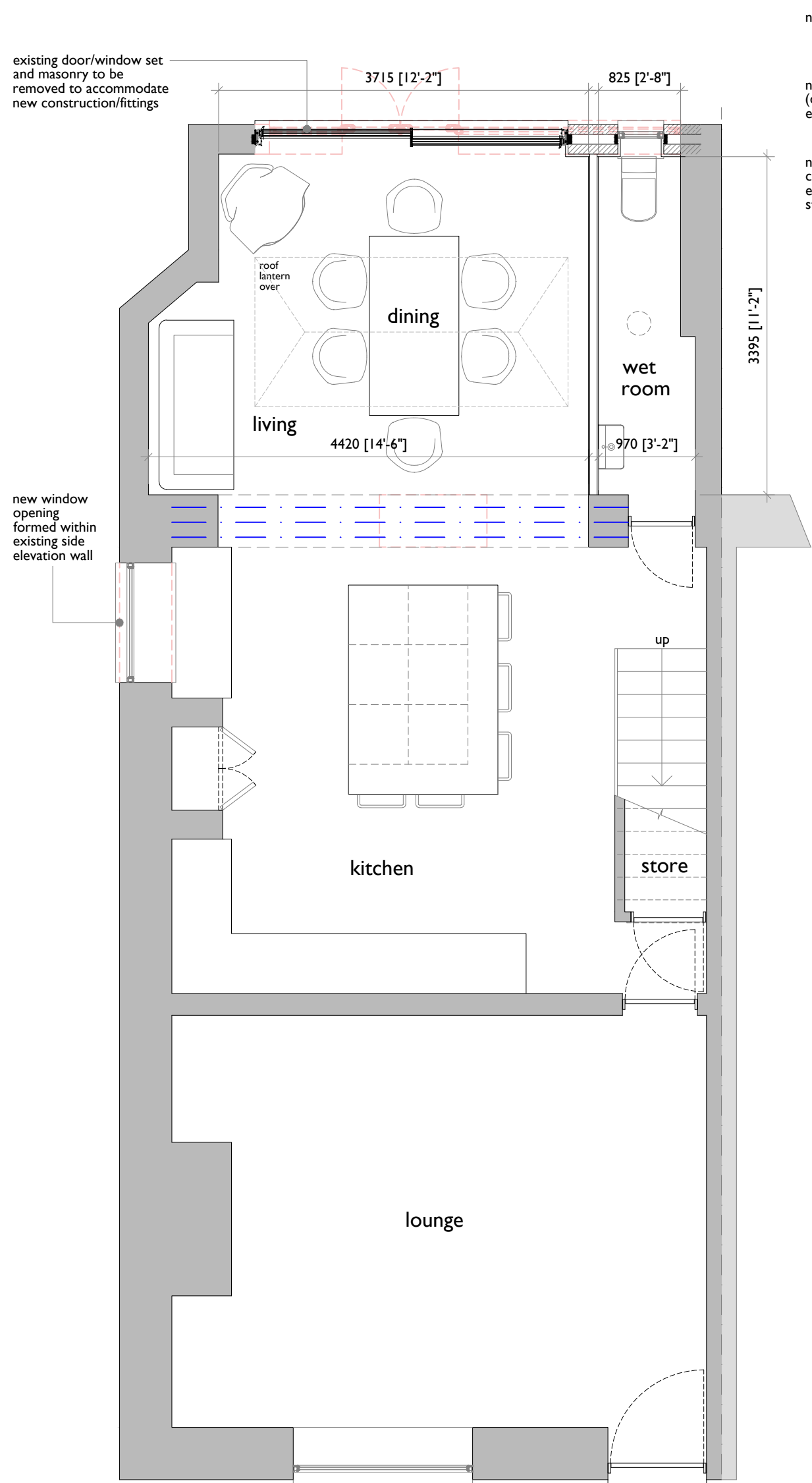
Drawing Title	Proposed Site and Location Plans
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Job Number	22034
Drawing Number	100

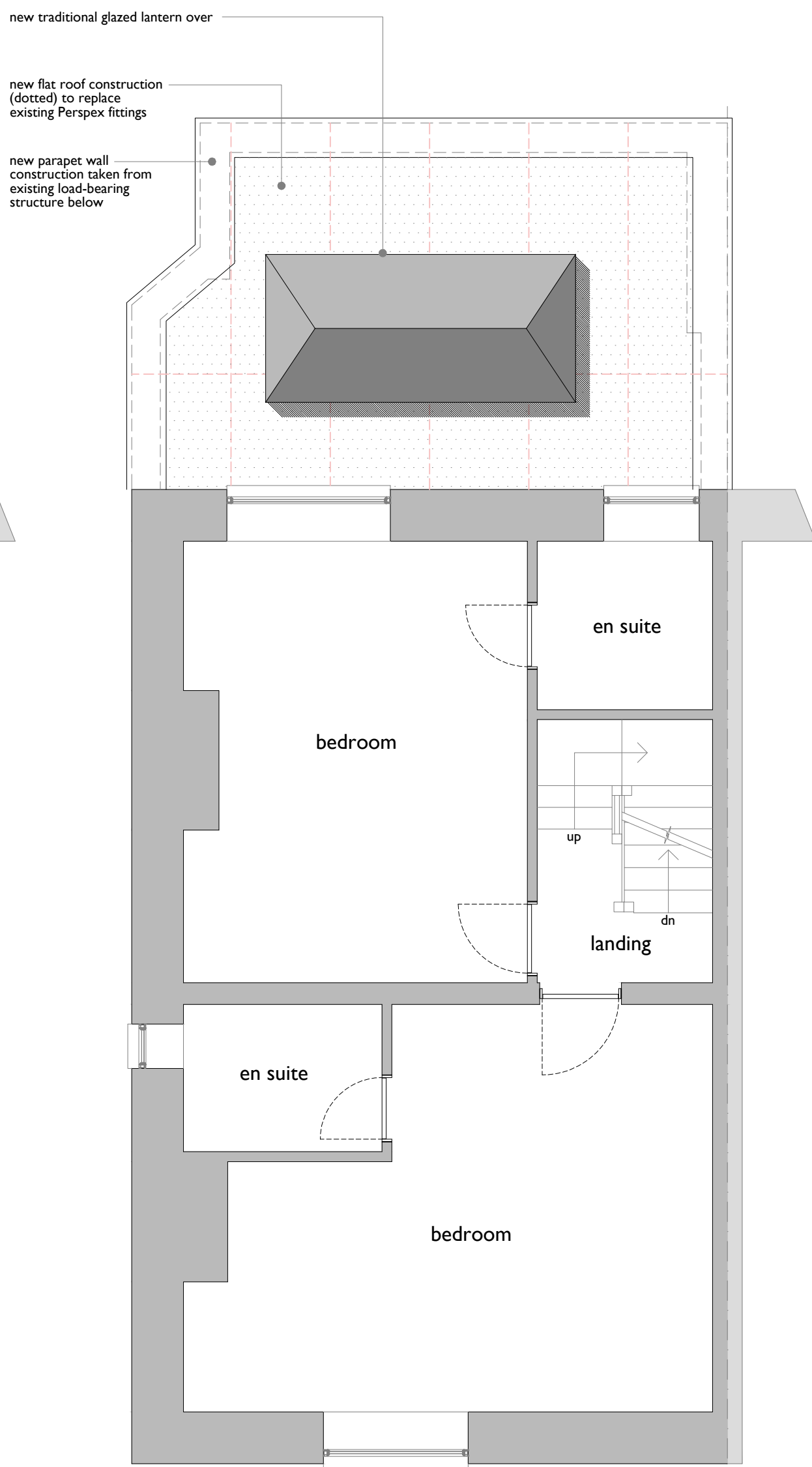
Date	January 2023
Stage	Planning

Paper Size	A1
Scale	1:100 / 1250

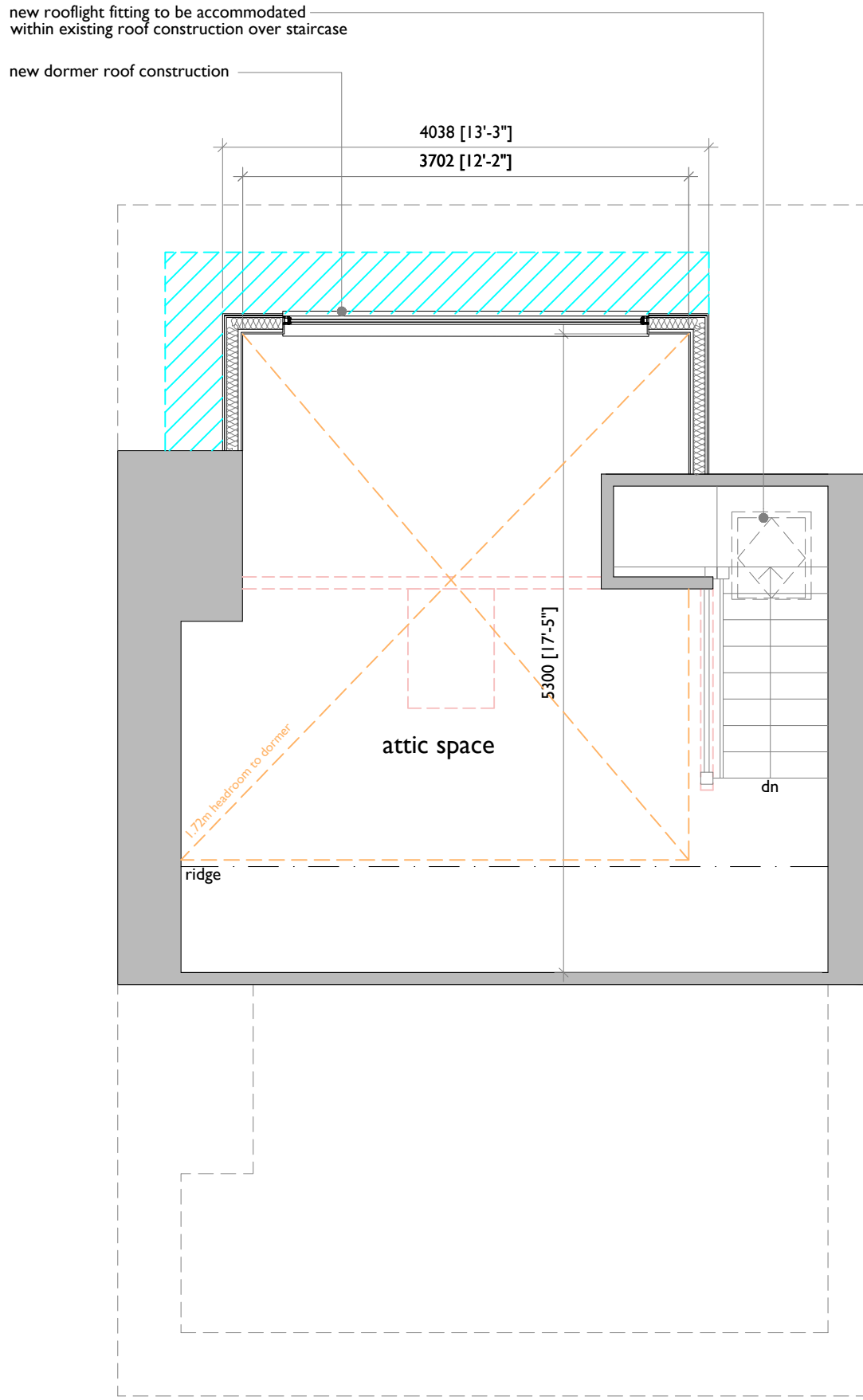
Revision	
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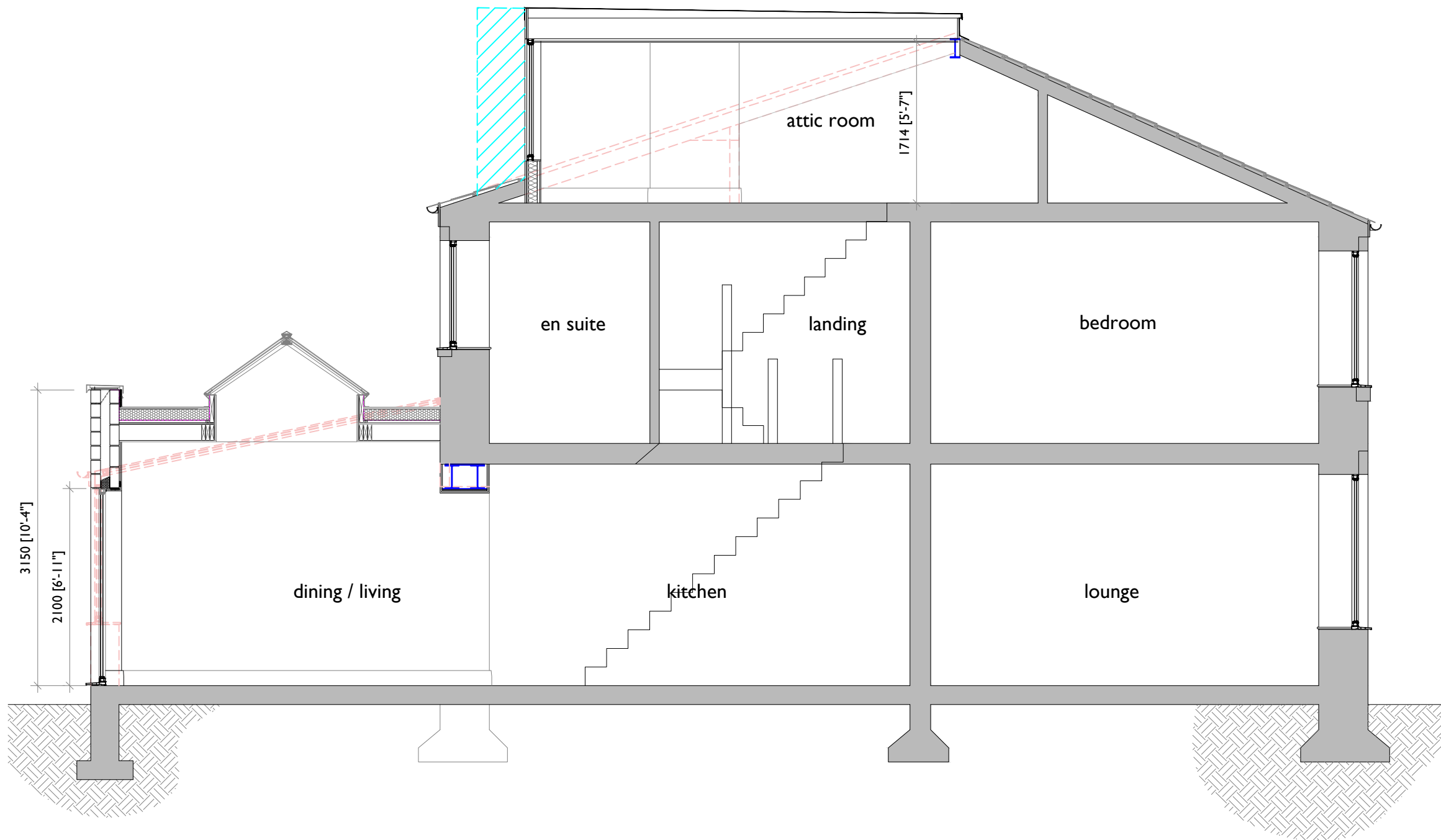
ground floor



first floor



loft level

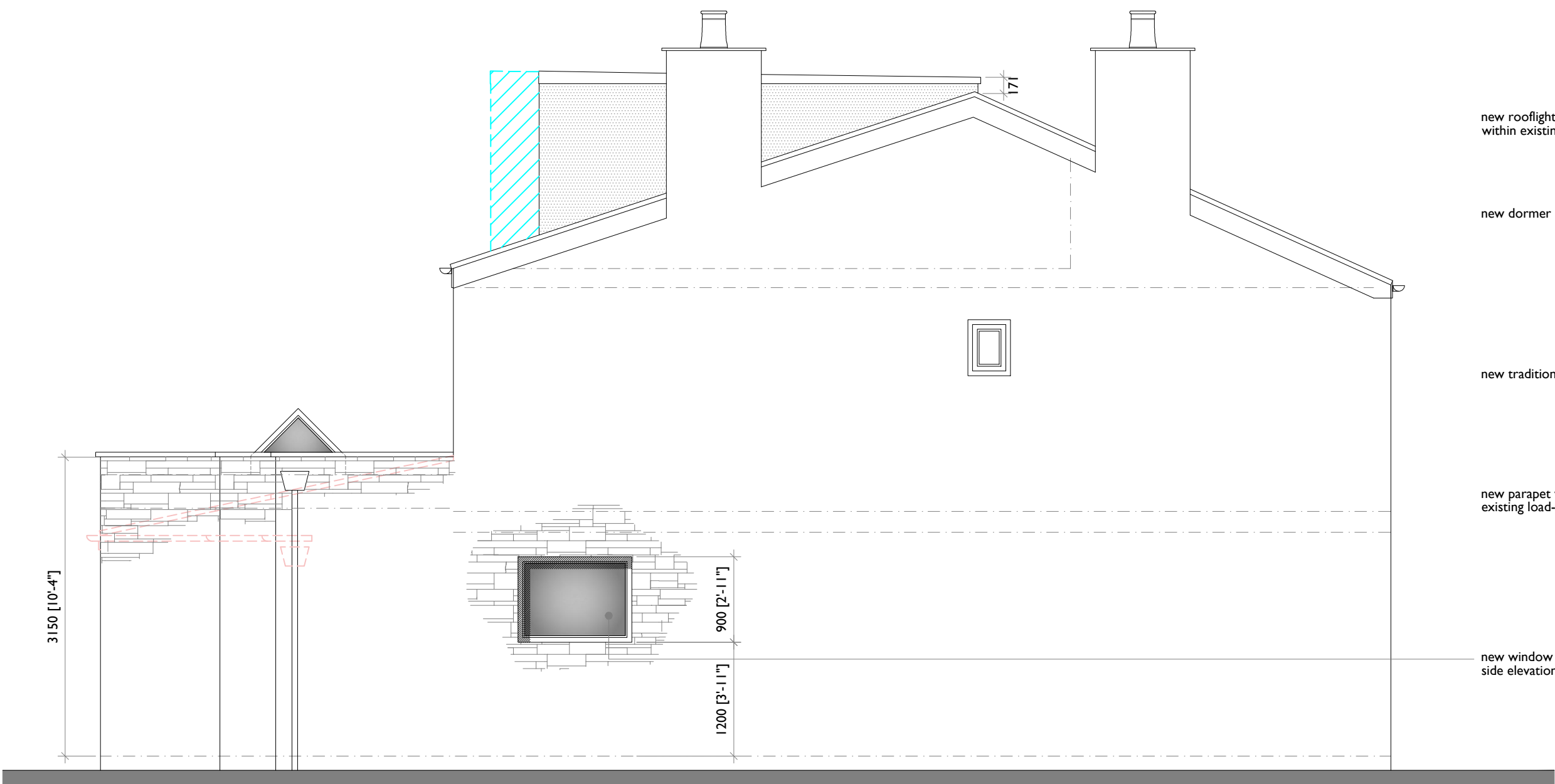


- notes:
- red dashed lines indicate extent of existing construction to be removed
 - shaded areas indicate extent of existing construction to be retained

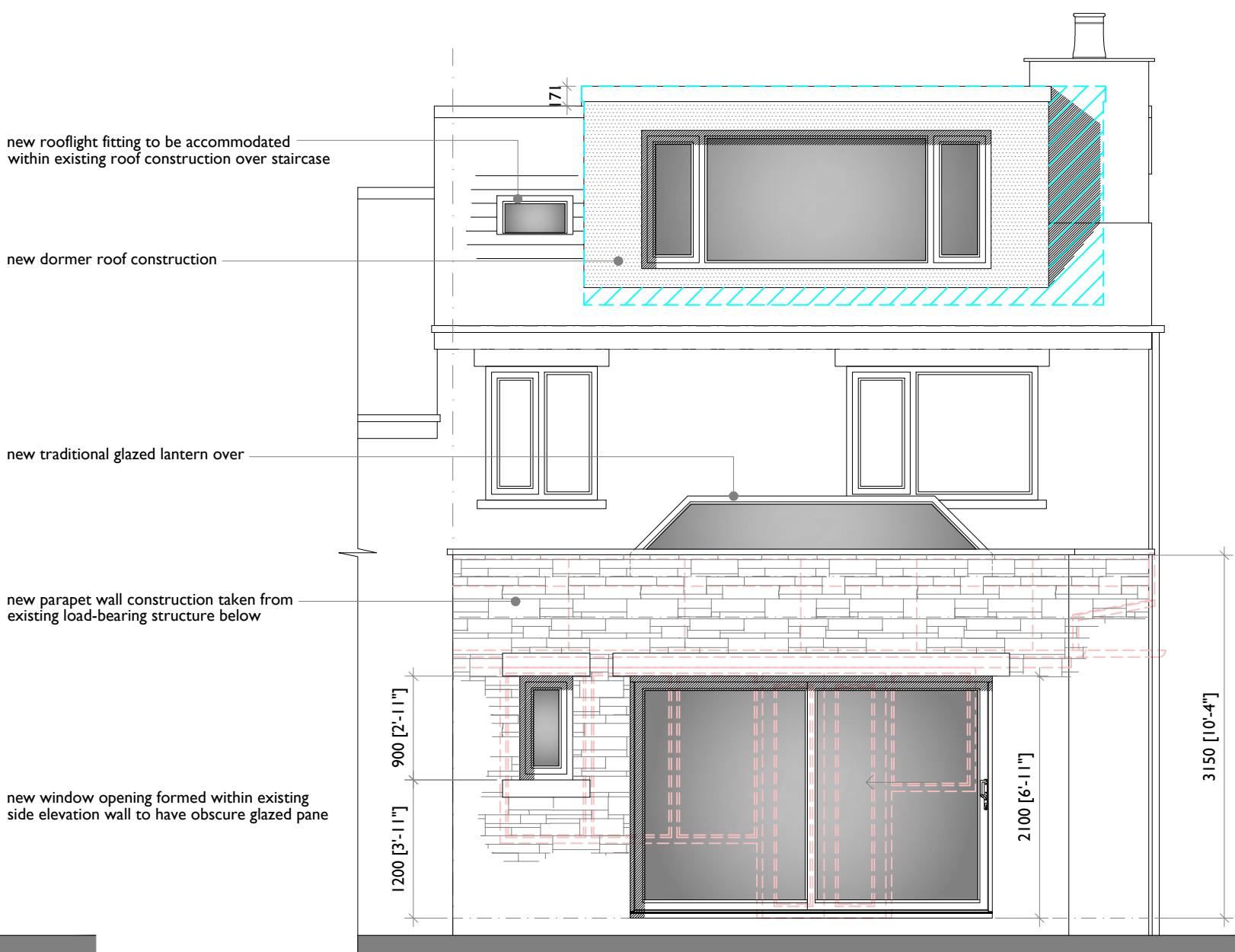
note: cyan dashed lines and cross-hatching denote profile of previously submitted scheme within application reference no: 69252. cyan elements demonstrate reduction in proposed dormer profile and massing



front elevation



side elevation



rear elevation