



OVER HULTON

CHARACTER ASSESSMENT

November 2020



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1.1 A Character Assessment (CA) document describes the distinct appearance and feel of a settlement or an area.

It communicates the key physical features, characteristics and perceptual qualities that combine to give a particular settlement or an area its local distinctiveness and unique identity.

The Character Assessment for Over Hulton has been prepared to inform the Over Hulton Neighbourhood Plan. Preparation of the document involved gathering evidence from site visits, community engagement workshops, spatial analysis of satellite imagery and historic maps and other relevant data.

The Character Assessment forms part of the evidence that sits alongside the Over Hulton Neighbourhood Plan and helps to inform policies relating to character, heritage, landscape and design.

This document starts by setting out an overview of the methodology and approach to the work and a summary of key findings. It then explains the evolution of Over Hulton itself and highlights elements of its unique cultural heritage and landscape context.

Following this, it explores each of the identified character areas in more depth and presents the identified key characteristics in relation to street pattern, street composition, architectural style and materials.

THE APPROACH



1.2 Over Hulton is located about 4.5km south west of Bolton, and has a population of approximately 2668 (based on the 2017 population mid-year estimate by NOMIS).

This Character Assessment (CA) provides an important link in helping to understand the growth of Over Hulton over time, its cultural heritage, the pattern of development, and the associated relationship with the built and natural environment that represent considerations for planning policy in guiding development and managing land use change.

In order to highlight the importance of understanding 'character' through an understanding of 'context', we have taken a landscape-led approach to explain the evolution of the settlement. This approach takes its evidence from a time based understanding of place. It explores how the topography and geology of the settlement has informed its origins and growth. It demonstrates how human intervention has changed Over Hulton's landscape character over time through land use, extraction of materials from the land and the introduction of routes and variation of built form.

The identification of different Character Areas has been influenced by the relationship between built form and the surrounding landscape, perceptual multi sensory environment (e.g. tranquillity, views), cultural heritage, land use, street pattern, composition and plot layout, architectural design, materials used and distinctive key features of the town.

It should be noted that none of the Character Areas identified are entirely homogeneous. Each contain some variation in terms of layout, architectural style, materials and colour palette. However, the CA identifies a series of positive contributions that are particularly distinctive to place and should be reflected in any new development. There is a place for contemporary architecture in new development provided that it is rooted, through elements such as orientation, proportionality, massing, materials or design features, to the landscape in which it is set and understood specifically in the context of its location in Over Hulton.

The CA should be read alongside other sources to provide the fullest possible understanding of place.





The following section establishes physical evidence that informs character of place.

A. Landscape Context:

- Geology and Soils
- Landscape Character
- Green space and Public Rights of Way

B. History and Cultural Heritage:

- Evolution of the Settlement
- Phases of Development
- Hulton Park
- Hulton Collieries

C. Over Hulton today:

- Settlement Pattern
- Local Land Use
- Key Views
- Movement Network
- Tranquillity
- Significant Places and Buildings
- Places and Buildings of Community Value

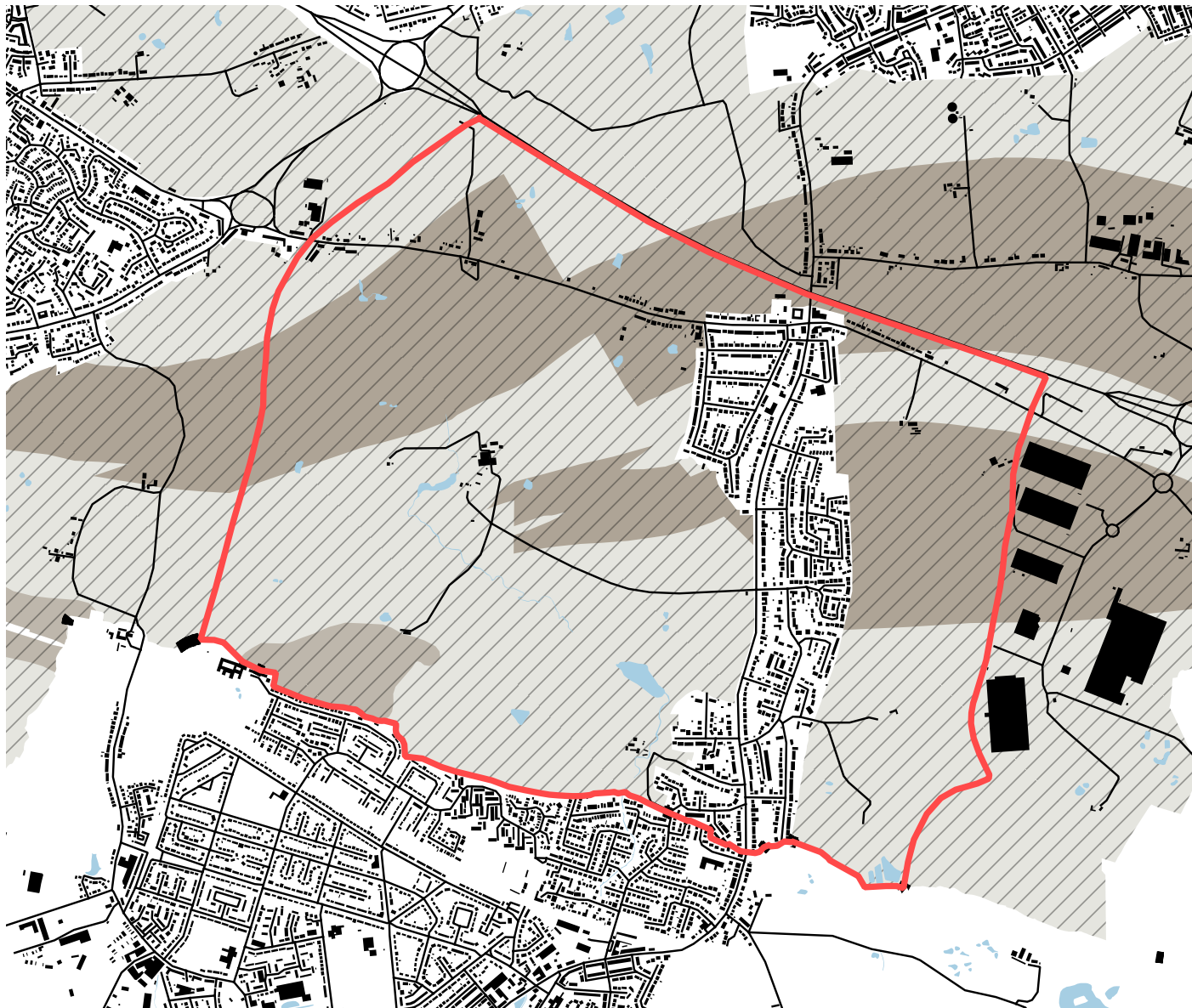
D. Character Areas

- Character Areas 1 - 9



2.1 LANDSCAPE CONTEXT

2.1.1 Local Soils & Geology



Legend

- NDP Boundary
- MSA Bricklay Region
- Sand and Gravel Region
- MSA Sandstone Region
- /// Pennine Middle Coal Measures
- Surface Water

scale 1:20,000

Over Hulton's underlying geology is made up of the middle coal measures of the Lancashire Coalfield. This was one of the most important British coalfields. Its coal seams were formed from the vegetation of tropical swampy forests in the Carboniferous period over 300 million years ago.

2.1 LANDSCAPE CONTEXT

2.1.2 Landscape Character



Hulton Park

- Mill Dam Wood & Lake
- New Park Wood & Fields
- Park End Farm
- Deardrens Farm
- Fields West of House
- Western Fields
- North Meadows
- Fields North of Manchester Road

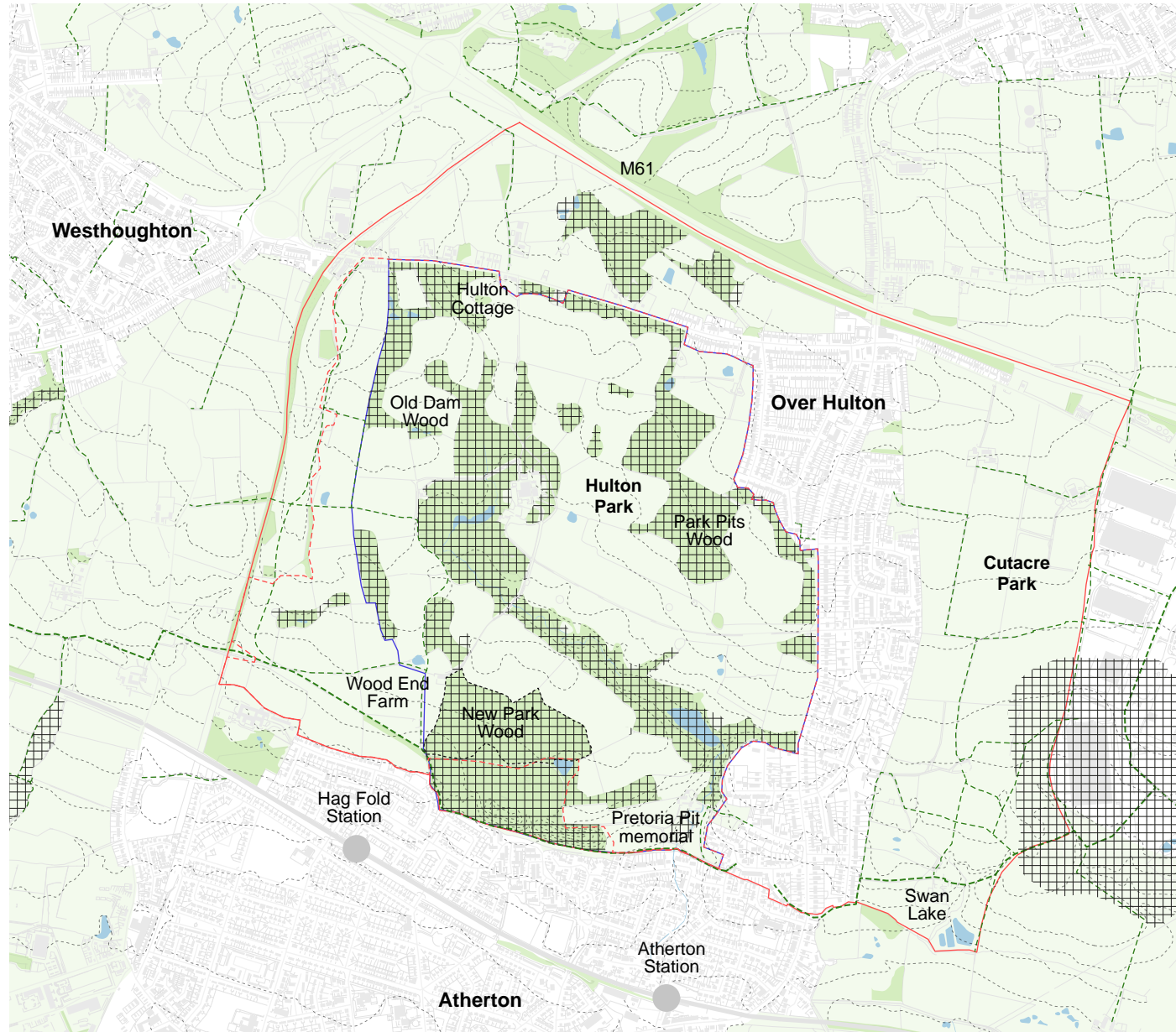
Cutacre Park

- Farmland
- Woodland
- Grassland
- Brooks, Ditches & wildlife ponds

scale 1:20,000

2.1 LANDSCAPE CONTEXT

2.1.3 Green Space and Public Rights of Way



Legend

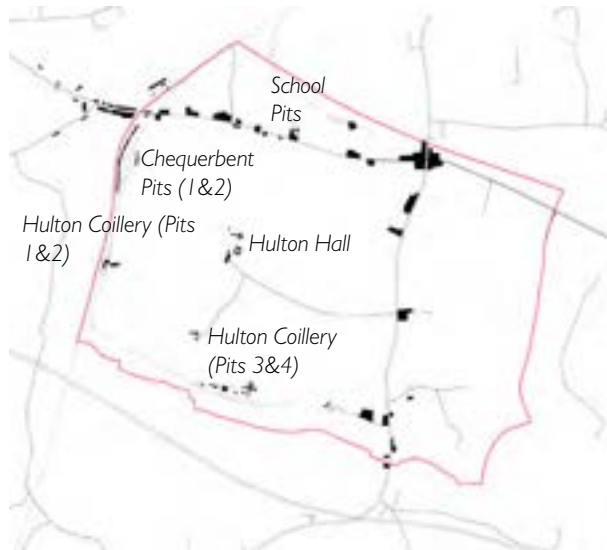
- NDP Boundary
- - - Public Right Of Way
- - - Hulton Park Site Ownership
- Hulton Park Grade II Listed Park & Gardens
- Green Belt
- Woodland
- Ancient Woodland
- Sites of Biological Interest

Over Hulton is surrounded by a variety of green space typologies, most significantly, the historic Hulton Park to the west, and to the east is Cutacre Park; a new country park focusing on creating a variety of habitats for local nature.

There is a relatively good network of public rights of way in the surrounding landscape but Over Hulton acts as a barrier between the two and rights of way which seem to end at one edge of the town and start again on the other, making it difficult to navigate through the town and access the green spaces either side.

2.2 HISTORY & CULTURAL HERITAGE

2.2.1 The Evolution of Over Hulton Settlement



Pre 1920's

With origins as a coaching stop, the settlement pattern is sporadic but is concentrated at the intersection of Newbrook Road and Manchester Road. More dense concentrations occur at the Four Lane Ends junction.

Manchester – Atherton – Wigan Railway line runs west to east south of the site.

In 1902 a tramway from Lowton via Leigh and Atherton opened to Four Lane Ends where it connected with the trams of Bolton Corporation.



1920's - 1940's

Manchester – Atherton – Wigan Railway line runs west to east south of the site.

The settlement pattern continues to expand major along Newbrook and Manchester road.

South of the site, Atherton has significantly expanded to the edge of the Manchester – Atherton – Wigan Railway.

In 1931 the tramway along Manchester and Newbrook Road was closed and buses replaced the trams.



1950's

Closure of coal pits on the boundaries of the estate.

The settlement pattern continues to grow in a linear manner along Newbrook and Manchester road. Expansion into Hulton park is evident around the Four Lane Ends junction.

Hulton Hall demolished in 1958.

2.2 HISTORY & CULTURAL HERITAGE

The Evolution of Over Hulton Settlement Continued...



1960's

Hulton Park remains largely the same as it was in the 50's.

Further expansion of the settlement into Hulton Park has occurred south west of Four Lane Ends junction.

South of the site, Atherton has further expanded and now touches the southern boundary of the site.



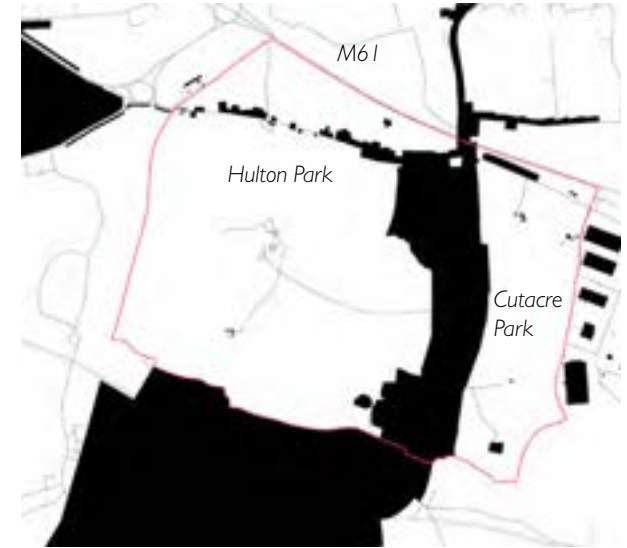
1970's - 1980's

The main change is the gradual expansion of the settlements of Over Hulton to the south west and east. Still following the linear development pattern.

Further expansion of the settlement into Hulton Park has occurred south west of Four Lane Ends junction.

Colliery buildings south of Chequerbent have been demolished creating a feeling of openness on the western edge of the site.

New M61 Motorway is built north of the site.



1990 - today

Over Hulton further expands to the east - filling a gap left by 1980's development.

Logistics North establish industrial park to the east of the site and begin creating Cutacre Park.

Estate Parkland is used by tenants as pasture farmland for cattle and horses.








Hulton Park buildings in a state of gradual decline – historic stables, and farm buildings unsuitable for use and are unsafe, modern farm buildings have been erected and are used by the tenants

2.2 HISTORY & CULTURAL HERITAGE

2.2.2 Phases of Development



Legend

-  NDP Boundary
-  1880's - 1914
-  1920's - 1940's
-  1950's
-  1960's
-  1970's - 1980's
-  1990's - today

2.2 HISTORY & CULTURAL HERITAGE

2.2.3 Hulton Park



The Hulton Family

The Hulton Family lived and owned land in Lancashire for more than 800 years between the late 12th Century to the late 20th Century, with their home in Hulton Park Estate. Hulton Hall was first established by Richard de Hulton in 1304, establishing the family seat within the 325 acres of Hulton Park, 5 kilometres south west of Bolton.

The Hulton's accrued much wealth from the coal under their estate. It was mined from the 1550s, but its worth became clear as industrialisation took hold in the late-18th and early-19th centuries. William Hulton, who inherited the family estate in 1800, was responsible for the major developments that exploited the coal reserves in Hulton Park.

In the late-19th and 20th centuries the Hulton family fortunes gradually declined. Sir William Rothwell Hulton, was the last patriarch to live in Hulton Hall before moving into an estate cottage towards the end of the First World War. Hulton Hall fell into a state of disrepair before being demolished in 1958.



Hulton Park was designed by William Emes in around 1765, and includes the pleasure ground and setting of the former house (Hulton Hall) and the Parkland between the house and Newbrook Road. Later John Webb, who took over William Emes' business, designed extended areas of the Park in the 19th century. This process culminated in a country estate of significant scale, extending to over 205ha and combined architectural structures, meadow, water bodies, woodland and a pleasure ground. The Park was at the centre of political and social life within the area, as the Hulton family became important local employers through their coal mining activity around the Park and beyond.

Hulton Park was designed to create a country estate sheltered from the outside workings of the collieries and encroaching urban landscape. The design is attributed to William Emes and John Webb who worked within the stylistic parameters originally set by 'Capability' Brown. Features include undulating topography and carefully placed individual and clumps of trees, depicting what is most admired about the English countryside.

2.2 HISTORY & CULTURAL HERITAGE



Note: Hulton Park is registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by English Heritage for its special historic interest.

The 200ha park is located 5km south-west of Bolton town centre. To the north, the irregular site is bounded by Manchester Road and to the east by Newbrook Road. To the north-east, within these two roads, the park is bounded by late 20th century housing on land which largely lay outside

the early 19th century park. To the south and south-east the park also adjoins a 20th century residential development, the latter on land formerly within the park. To the west the park adjoins open fields and beyond these a public footpath running north/south within a cutting on the line of the Bolton and Leigh Railway. The eastern boundary with Newbrook Road is marked by a high stone wall retaining ground at a higher level within the park. The north boundary with Manchester Road is marked by a 20th century boarded fence with other boundaries generally marked by other modern fencing.

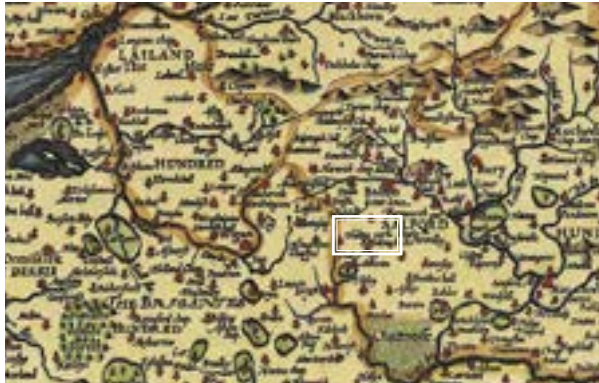
Hulton Park occupies gently undulating ground, rising to the north with distant views out over the Mersey valley to the south. Mill Dam Stream runs on an irregular course through the park; entering at the north-west corner the stream runs southwards where it enters a small, narrow, irregular lake at the centre of the site. From the lake the stream runs south-east, passing through a wooded valley before entering Mill Dam, a larger irregular lake in the south-east of the park, from where it runs south, exiting the park within a narrow steep valley. The surrounding area is generally mixed rural and residential use with the M61 motorway running from north-west to south-east circa 360m to the north.

2.2 HISTORY & CULTURAL HERITAGE

Historic Development of Hulton Park

Early History

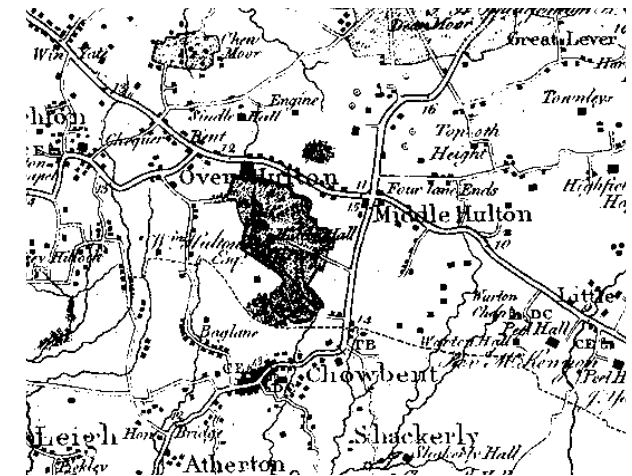
J. Speed 1610



J. Speed's 1610 map of Lancashire with Hulton Park highlighted by the white box.



Yates's County Map 1786



Yates' County Map of 1786 is the first map to illustrate the boundary of the Parkland and shows the formal approach through the Park to Hulton Hall.

The ancient district of Hulton, contained three townships, Over Hulton, Middle Hulton and Little Hulton. It was recorded as Helghtun and Hulton in 1235, Hilton in 1278 and 1292, Hulton in 1292 although Hilton was still used until the 17th century. The chief manor was held by the Hultons at Hulton Park in Over Hulton.



The 17th Century Hall was remodelled with the much grander Hulton Hall.

The Parkland appears reduced in size compared to the later Park layout suggesting the Parkland landscape was extended with John Webb's masterPlans in the 19th Century.

1600

1650

1700

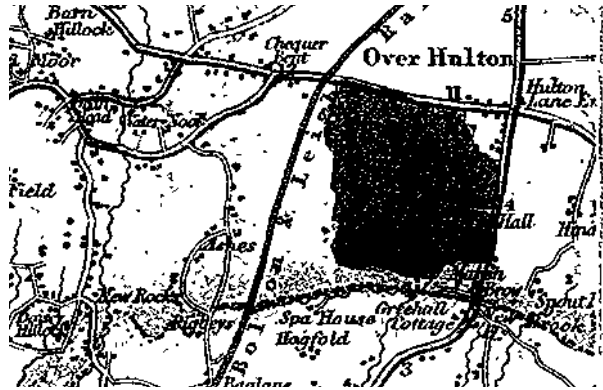
1760

1799

2.2 HISTORY & CULTURAL HERITAGE

Historic Development of Hulton Park 19TH CENTURY

OS Map 1829



G Hennet's 1829 Map of Lancashire shows very little detail as to the layout of Hulton Park. Hennet's map is the first to depict the route of the Bolton and Leigh railway. The railway was constructed by George Stephenson in 1827 to serve the Hulton collieries.

OS Map 1888-1913



Multiple Coal Pits have been established around the edges of the Park including: Hulton Collieries (Pits 1 & 2), Hulton Collieries (Pits 2 & 3), Chequerbent Pits and the School Pit.

OS Map 1818



Greenwood's 1810 Map of Lancashire shows Jon Webb's extensive tree Plantations towards Newbrook road. It also illustrates the redesign of Hulton Hall's entrance drive from Newbrook Road and the North drive to Manchester Road.

OS Map 1842 - 52



By 1849 the approach from the principal entrance on Newbrook Road had been altered to follow a curving line further to the south. New plantations indicated on the 1808 plan, are shown together with planting along the north boundary in the area marked 'Top of the Hardwicks' (formerly part of Great Harweek). Also by 1849 the lake to the north-west of the Hall had again been slightly altered and Mill Dam lake had been extended to the north-west.

1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1899

2.2 HISTORY & CULTURAL HERITAGE

Historic Development of Hulton Park 20th Century

27th Sept 1927 (Aerofilms Collection)



Aerial photo of Hulton Hall

OS Map 1950



OS Map above indicates the closure of pits on the boundaries of the estate.

A small area of the park at the south-east corner has been developed with housing.

OS Map 1960



Hulton Hall was demolished in 1958 as indicated on the 1960's OS map above.

1937 – 1961 Surrounding roads have remained unchanged and there have been no alterations to Hulton Park during all this time

OS Map 1970 - 80



The main change that can be observed is the gradual expansion of the settlements of Over Hulton to the south west and east.

Further expansion of the settlement into Hulton Park has occurred south west of Four Lane Ends junction.

Colliery buildings along the old Chequerbent railway line have been demolished creating a feeling of openness on the western edge of the site.

During the early period of the 20th Century the collieries on the estate provided employment for over 2000 locals; by 1900 the Hulton Collieries had expanded to the southern part of the estate along the Pendleton and Hindley railway line, known as Pretoria Pit.

In 1902 a tramway from Lowton via Leigh and Atherton opened to Four Lane Ends where it connected with the trams of Bolton Corporation.

In 1910 Hulton Park would become famed forever for the 1910 Pretoria Pit mining disaster, when an explosion caused the deaths of 344 people.

After the closure of Pretoria pit a section of New Park Wood, in the south of the park, was developed as part of Hulton Colliery.

OS Map 1888-1913



1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 1999

2.2 HISTORY & CULTURAL HERITAGE



Pretoria Pit in 1934 before closure. Looking NE with No.3 shaft on the left, No.4 shaft on the right.



Pretoria Pit Disaster Credit: Peter Wood & Pamela Clarke

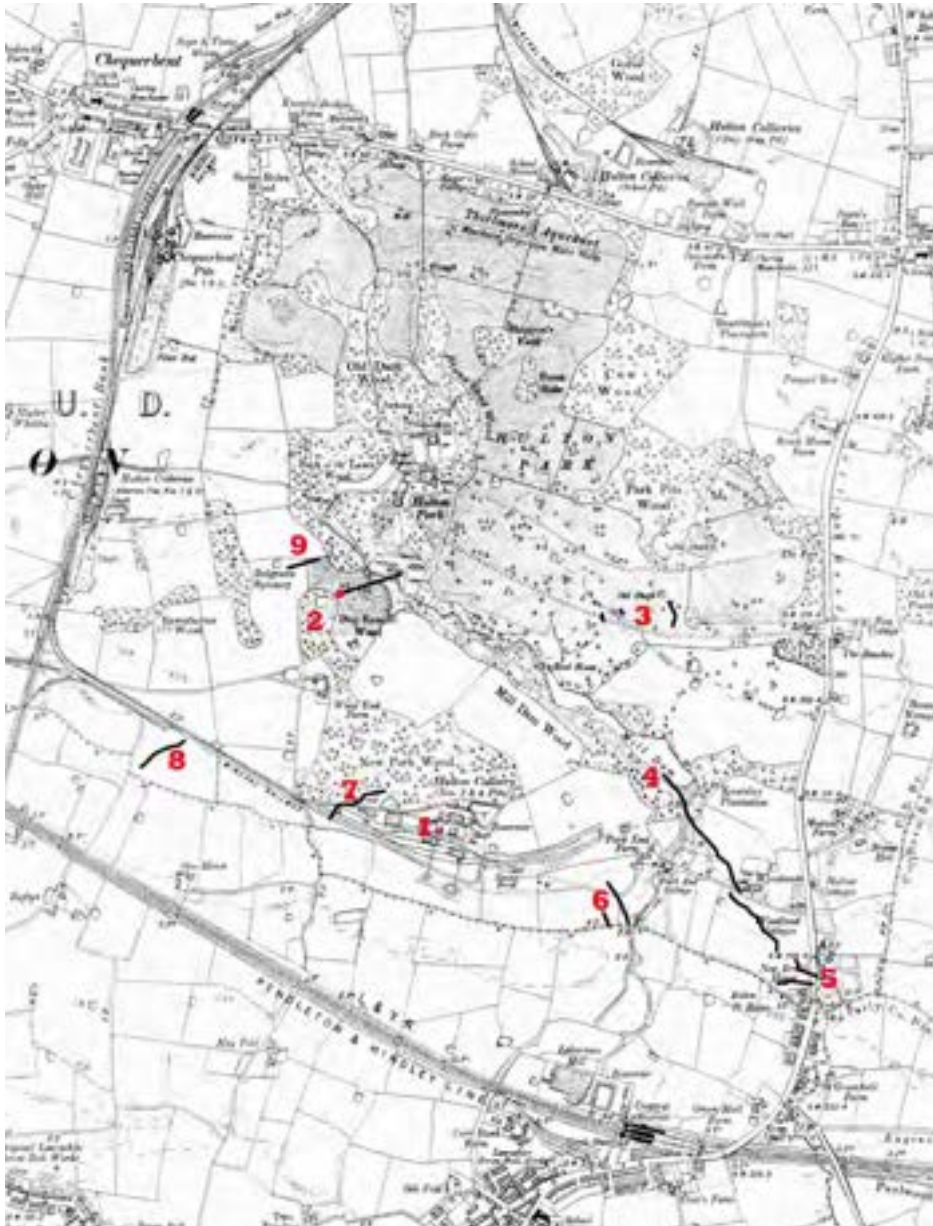
2.3.4 The Hulton Collieries

William Ford Hulton died on 18th May 1879 and was succeeded by his son, William Wilbraham Brethyn Hulton. Seven years later the latter disposed of his mining interests to the Hulton Colliery Co Ltd. This firm, promoted by R Brancker, G H Danglish and others, was registered on the 20th March 1886.

Work began in sinking a new pit on the east side of the Bolton and Leigh line south of Chequerbent Colliery. A further shaft was sunk on an adjacent site in 1897 and two more some half a mile to the east in 1900. Known originally as Atherton Pits Nos 1,2,3 and 4, they were renamed the Bank Pits in around 1912 to avoid confusion with the neighbouring Collieries. Pit No. 3 in Hulton Park, known as the Pretoria Pit was the scene of the worst colliery accident to occur in Lancashire, when 344 men and boys lost their lives as the result of an underground explosion on the 21st December 1910.

Today, no pits remain active but are visible through the lay of the land as historical traces in the landscape. The Pretoria pit is marked with a memorial on the Southern Boundary of the Hulton Estate.

2.2 HISTORY & CULTURAL HERITAGE



Hulton Colliery Co. Pits

Map showing the Hulton Colliery Co. pits around Hulton Park. The working coal faces at the time of the disaster are shown as thick black lines.

Marked in red are:

1. Pretoria Pit No.3 shaft.
2. Epicentre of the explosion at the North Plodder No.2 coal face
3. Yard Mine East Jig District.
4. Downbrow District, NW end of the Yard Mine coal face.
5. Downbrow District, SE end of the Yard Mine coal face.
6. South Plodder District.
7. Three Quarters Mine District.
8. Top Yard District.
9. North Plodder No.1 coal face



Map (left) : OS 1909 6in. to 1 mile Edition sheets Lancashire

Photo (left): Pretoria Pit memorial within Hulton Park

2.2 HISTORY & CULTURAL HERITAGE



Crossing Keeper's House (photo: Harry Townley)

The original alignment of the Bolton and Leigh Railway at Chequerbent, showing the site of the level crossing over the Manchester to Chorley road, and the present A6. Although the LNWR ceased to use this route following the opening of deviations in 1885, the line continued to be worked by the Hulton Colliery Co Ltd until the mid 1930's. The crossing keeper's house, dating from around 1829, can be seen in the centre of the picture. The chimney of Pendlebury Fold brickworks is just visible in the background of the historical photo but does not exist today.



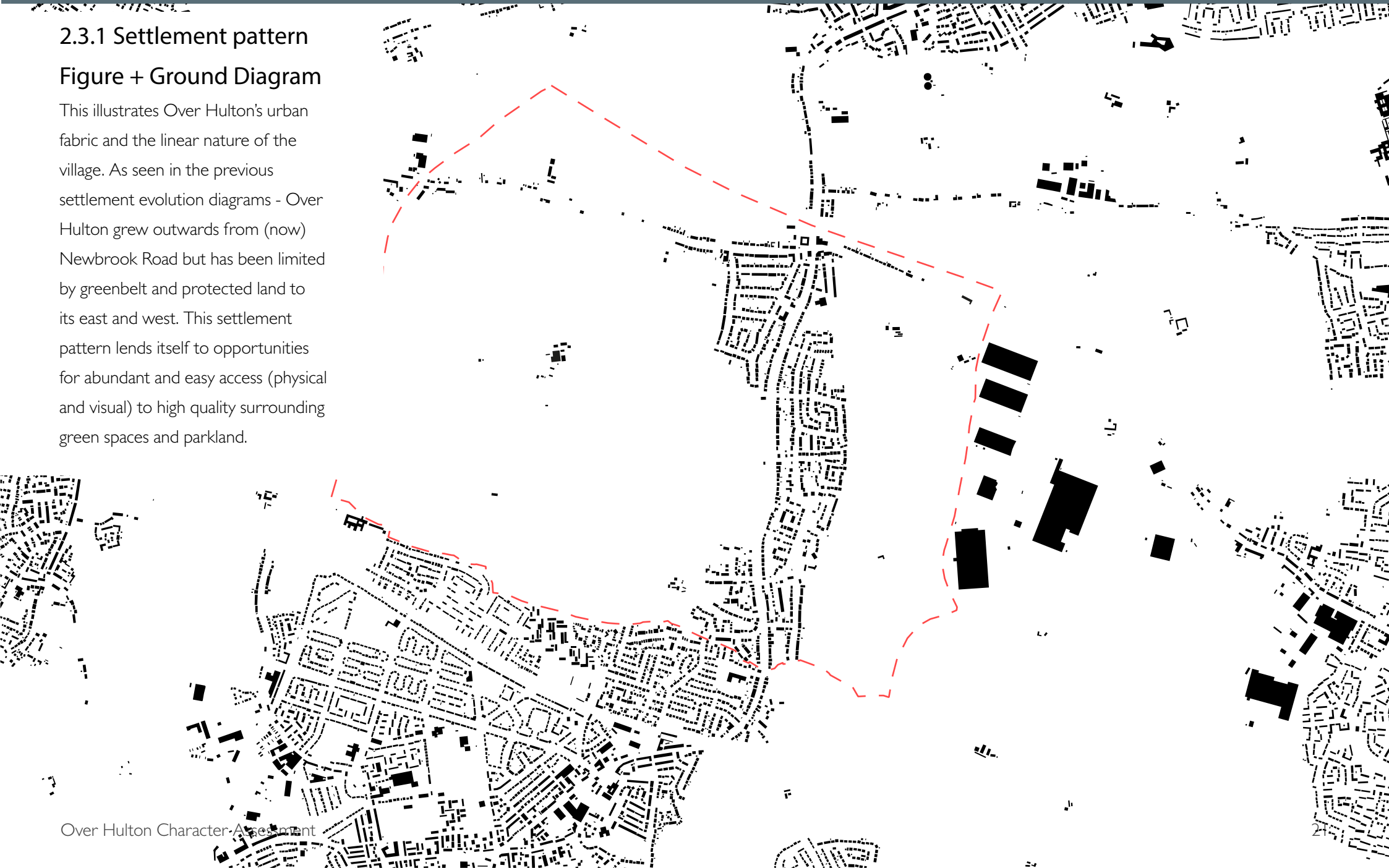
Crossing Keeper's House today

2.3 OVER HULTON TODAY

2.3.1 Settlement pattern

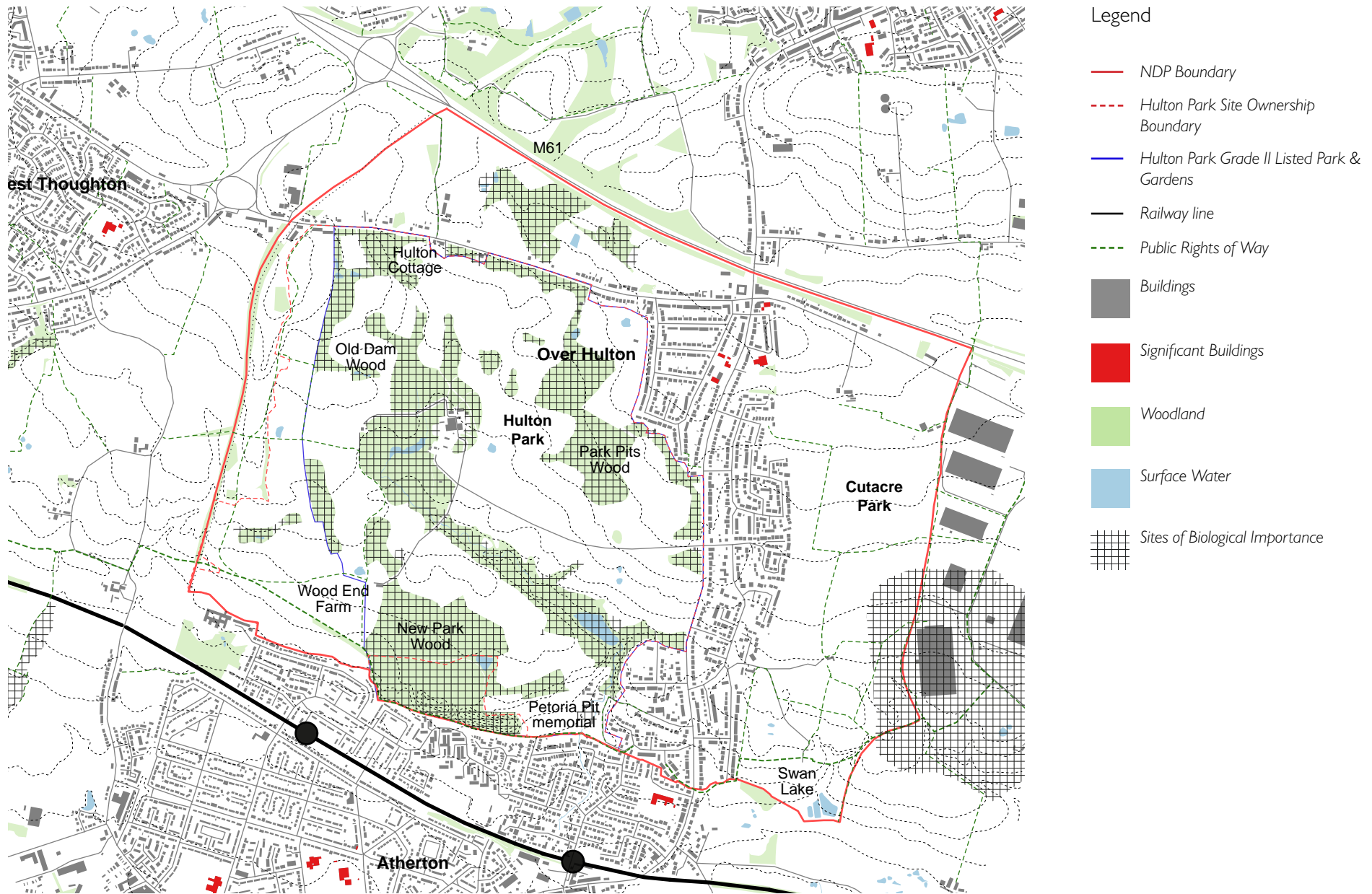
Figure + Ground Diagram

This illustrates Over Hulton's urban fabric and the linear nature of the village. As seen in the previous settlement evolution diagrams - Over Hulton grew outwards from (now) Newbrook Road but has been limited by greenbelt and protected land to its east and west. This settlement pattern lends itself to opportunities for abundant and easy access (physical and visual) to high quality surrounding green spaces and parkland.



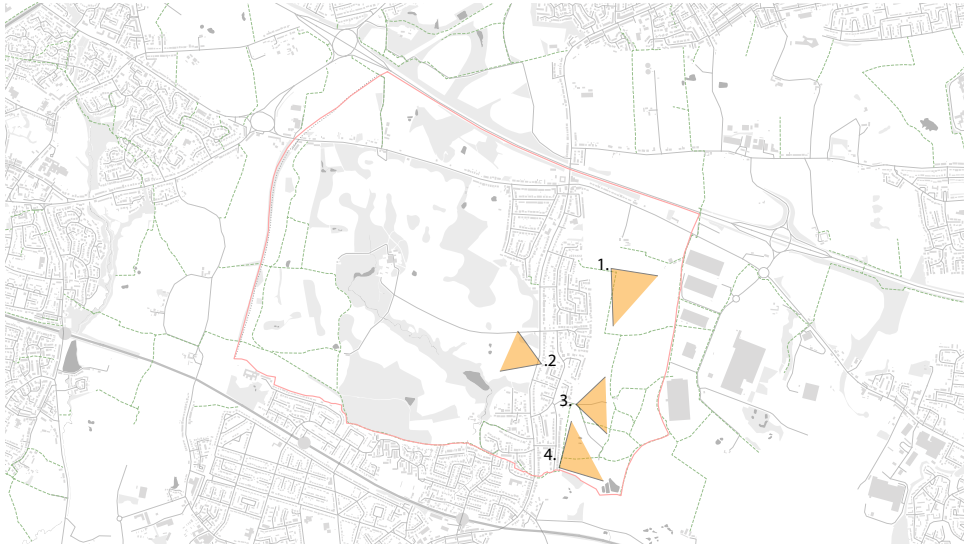
2.3 OVER HULTON TODAY

2.3.2 Local Land Use



2.3 OVER HULTON TODAY

2.3.3 KEY VIEWS: From the Settlement



1. View east from footpath into Cutacre Park - Industrial Buildings visible



2. Open view into Hulton Park from houses on Newbrook Road.



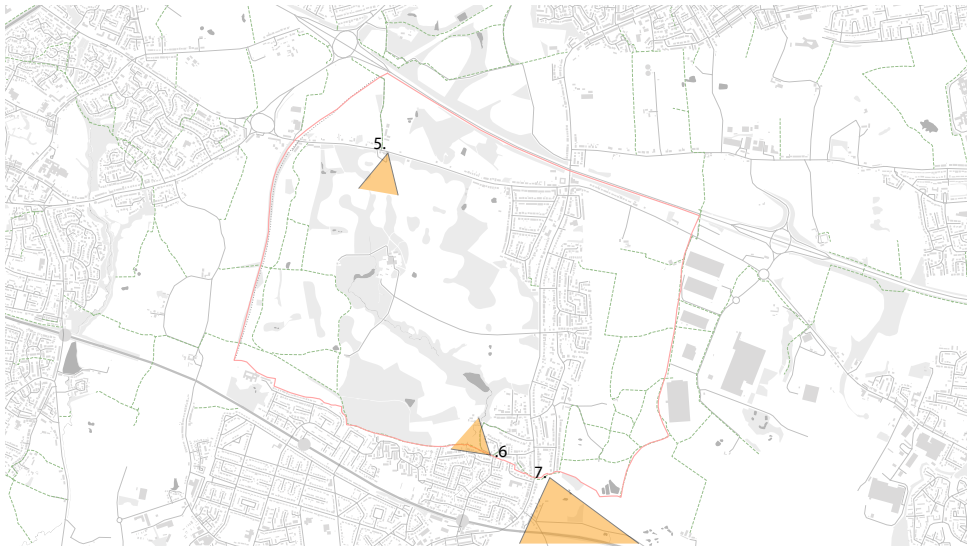
3. Footpath and view into Cutacre park from Breeze Hill road.



4. Open views north-east along a public footpath leads to Swan Lake.

2.3 OVER HULTON TODAY

KEY VIEWS: From the Settlement



6. View west along public footpath at the Pretoria Pit memorial and looking over the site of Pretoria Pits.



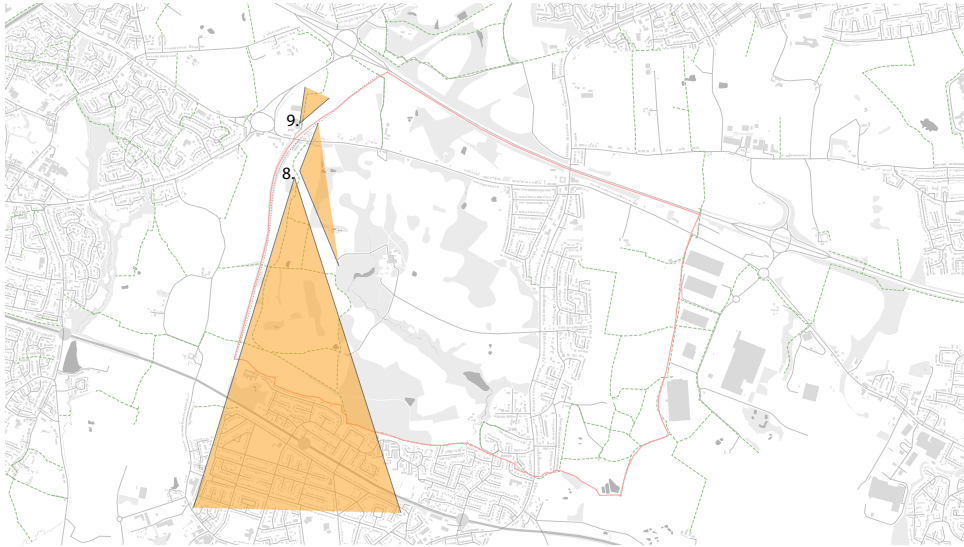
5. Hulton Park Cottage, residence of the Hulton Family from 1950's to 1998



7. View South towards Tyldesley with footpath going east and west.

2.3 OVER HULTON TODAY

KEY VIEWS: Western Fields



8. View South from public footpath - Atherton Parish Church (marked with arrow) visible beyond the trees



Outcrops of mature trees



Feeling of openness looking towards Hulton Park from public footpath



Junction of public footpaths

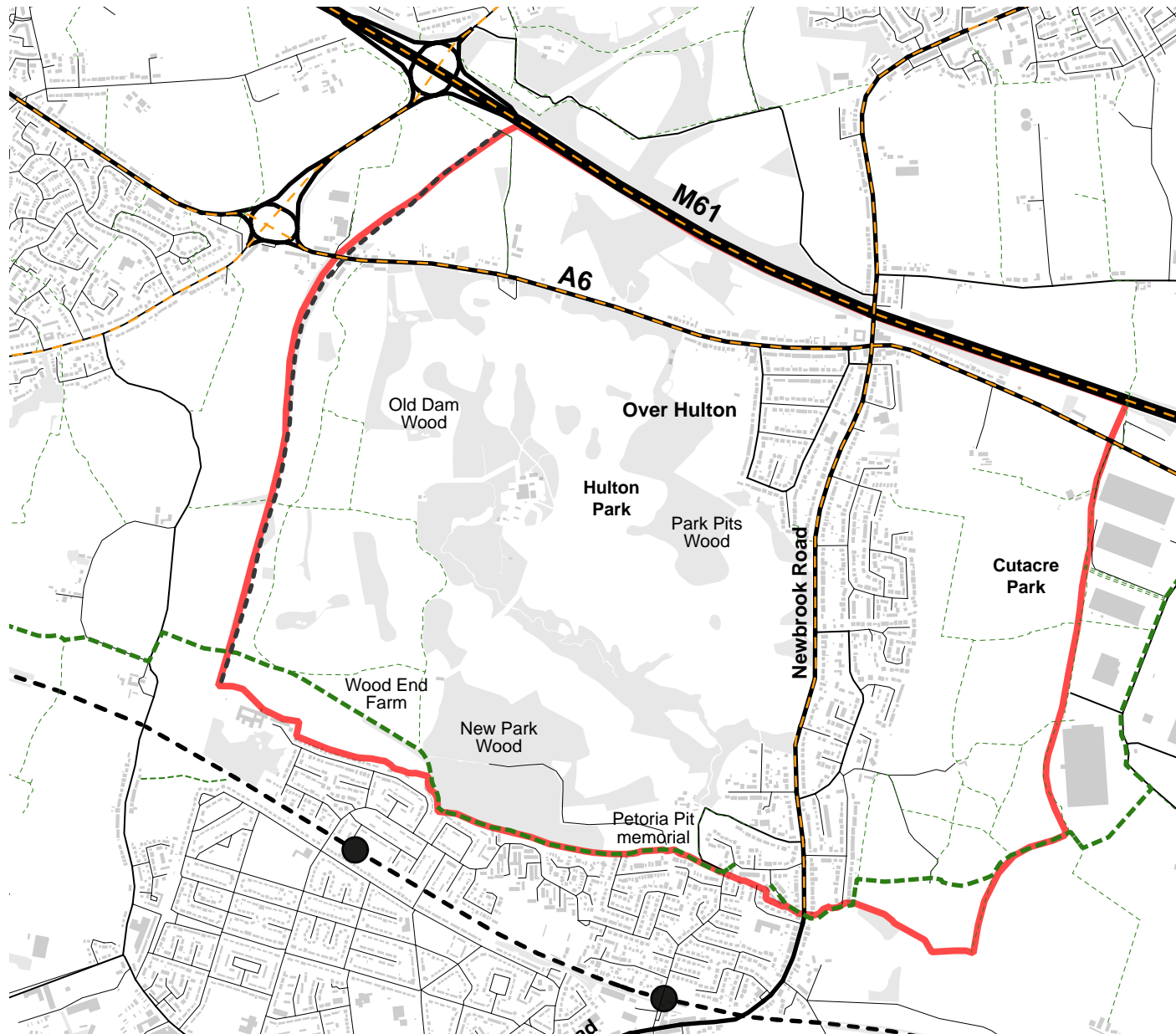


Rolling countryside with grazing cattle and uninterrupted views for miles.

2.3 OVER HULTON TODAY

2.3.4 MOVEMENT NETWORK

Local Traffic & Infrastructure



Legend

- NDP Boundary
- Roads (labelled)
- - - Strategic Routes Network (Bolton council)
- - - Secondary Routes
- - - Railway
- Railway Station
- ▲ Bus stop
- - - Protected Public ROW
- - - Public ROW

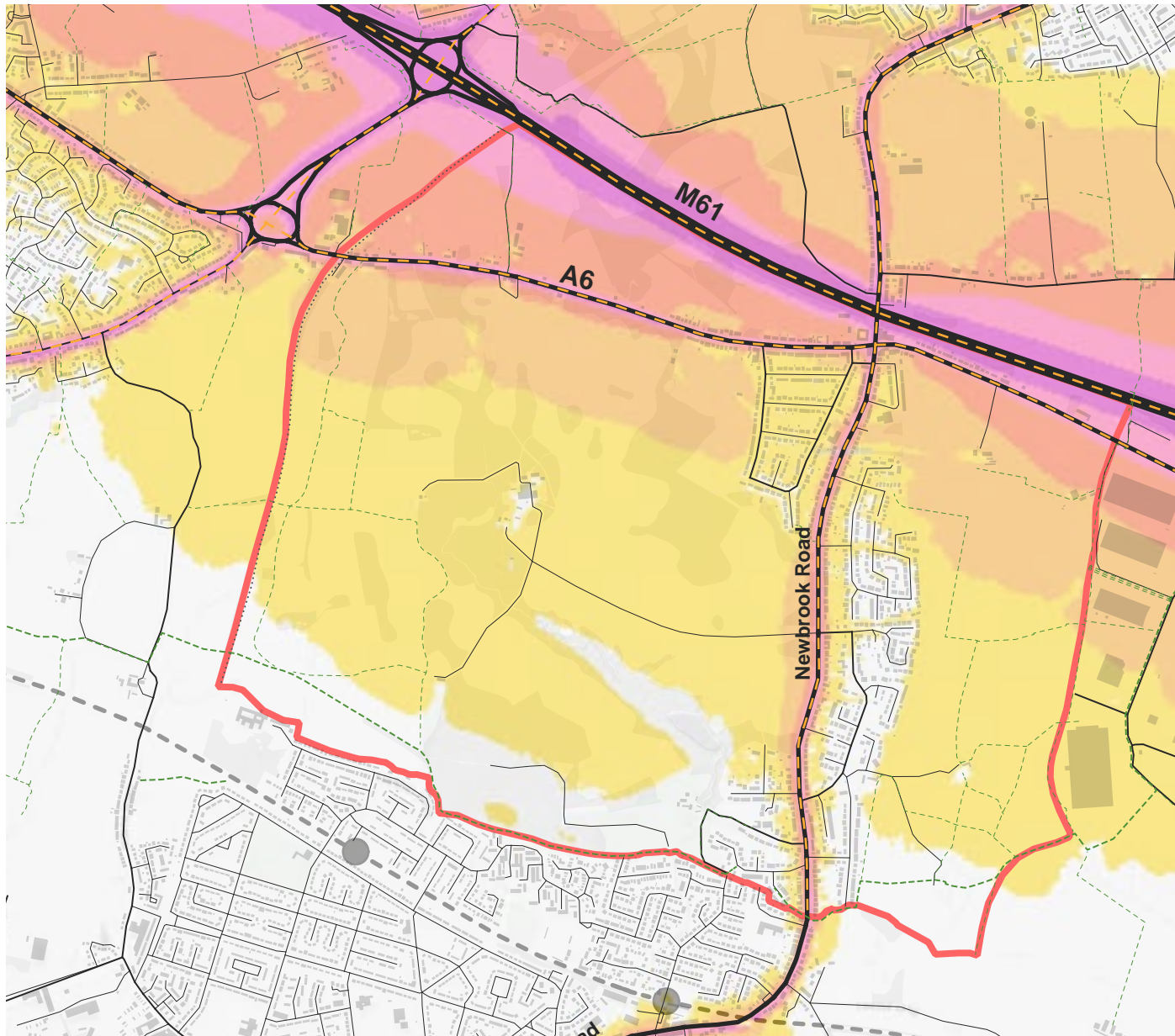
scale 1:20,000

The 582 to Bolton bus service runs regularly along Newbrook Road, bus services to Bolton along Manchester Road are hourly. The nearest train stations are located at Atherton and Westhoughton.

The most heavily trafficked area is at the intersection of Manchester and Newbrook roads.

2.3 OVER HULTON TODAY

2.3.5 TRANQUILLITY Noise Pollution data



Legend

- 75+ DB (A)
- 70.0 - 74.9 DB (A)
- 65.0 - 69.9 DB (A)
- 60.0 - 64.9 DB (A)
- 55.0 - 59.9 DB (A)
- 00.0 - 54.9 DB (A)

scale 1:20,000

Heavy traffic from the Motorway (M61) and A6 that run along the northern border of the NDP area creates significant noise pollution and is omnipresent at many of the towns public facilities including the Conservative Club, Bowls Club and other gathering places in and around Four Lanes End.

Areas of (relative) tranquillity exist within Hulton Park (yellow). These are areas within the Neighbourhood Plan area where people can escape the noise pollution produced by the busy M61 and A6 roads. These areas also give a feeling of escaping the urban as the lay of the land hides much of the surrounding settlement.

2.3 OVER HULTON TODAY

2.3.6 SIGNIFICANT PLACES AND BUILDINGS



2.3 OVER HULTON TODAY



The Crossing Keeper's House (grade II listed) & commemorative blue plaque



School Pit House (dated 1835)



791 and 793 Manchester Rd (grade II listed)



Deardens Farm & Shop



Bates Houses (grade II listed)



770 Manchester Rd - Old Cottages



Hulton Cottage & commemorative blue plaque



Early 1700's Cottage housed Sir Geoffrey Hulton's ancestor's horses and carriage



Ruined building once associated with the Hulton Estate

2.3 OVER HULTON TODAY

2.3.7 PLACES & BUILDINGS OF COMMUNITY VALUE



2.3 OVER HULTON TODAY



Back Gates Farm



Deardens Farm



Over Hulton Conservative Club & Bowling Green



Red Lion Pub



Hulton Arms



St Vincents Church



St Andrews Primary School



Community Garden



Shopping area



Public Playground / fields



Petoria Pit Memorial



Cutacre Park & Swan Lake

2.4 CHARACTER AREAS



- Character Area One:**
Manchester and Salford Road, primary northern route.
- Character Area Two:**
Four Lane End intersection, Local amenity areas including shopping, pubs, petrol station, civic and social gathering spaces.
- Character Area Three:**
Post-war suburban expansion West into Hulton Park - adjoins Deardrens Farm.
- Character Area Four:**
Post-war suburban expansion east into Cutacre Park
- Character Area Five:**
Linear Development with open parkland views west to Hulton Park & woodland.
- Character Area Six:**
Post 1990's housing development in mock Tudor style with open front gardens.
- Character Area Seven:**
Postwar and earlier residential area with large Villas that sit above the road. Each Villa benefits from a large surrounding garden and green spaces.
- Character Area Eight:**
Post-war low rise bungalows and some 2 storey, with higher density along the frontage of Newbrook Rd
- Character Area Nine:**
Inter-war and post war expansion coinciding with the closure of local pit mining. West into Hulton Park - sits on sloping terrain and boasts views west over Park End farm and the old Pretoria Pit.



Street Composition/Frontages

The majority of residential houses along Manchester Rd and Salford Rd provide strong frontages that address the road. They also benefit from well defined defensible space in the form of low boundary walls (local materials) and hedge planting. The carriageway to building height ratio is low which creates the perception of openness. The building line is sporadic creating glimpsed views into the parkland to the south and out to the landscape beyond to the north. The predominant use of local materials enable a sense of place, while the varied architectural styles create variety in the frontages. There is a distinct and direct visual connection from the dwellings to the public realm. There is no designated on street parking, however cars frequently park on the footpath.

Overview

Character Area One predominantly includes pre 1900 development, as well as some distinctive inter-war bungalows as well as a few 1930s and 40s suburban homes. More contemporary flatted dwellings are clustered around the intersection of Manchester and Newbrook Roads. In general, it has an open and irregular character, with intermittent close and long landscape views.

Street Pattern

The settlement's origins as a coaching stop, has created a settlement pattern that is dispersed along the northern edge of Hulton Park. The settlement is low density along Manchester Road (primary route east-west) but higher density toward the Newbrook Road and Manchester Road intersection.

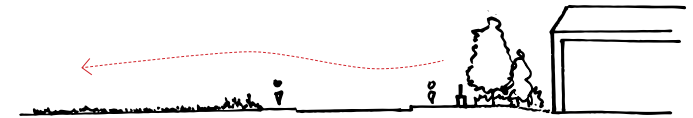
Density and Plot Structure

Low density development, due to the sporadic settlement pattern. A variety of house types are set back from the roadway or built to the back of the footpath, depending on the building use at the time. Most houses on the western side of Manchester Road benefit from large rear gardens, enclosed with hedging and opening up to the landscape. While to the eastern side homes benefit from back to back gardens. The density of this character area changes, with low density to the east and west and a higher density concentration of development at the Newbrook Road and Manchester Road intersection.

Open views over Manchester Road into arable farmland and Cutaacre Park

Low red-brick wall separates front gardens and driveways from pavement

Buildings sit slightly lower than the road



Street Composition/Frontages - Primary two lane A road with pedestrian footpaths on both sides of a wide carriageway. Frequent bus stops but no cycle path.



Street Composition - Cars parked obstructing pedestrian footpath



Density and Plot Structure - Low density, set back from the road, with generous front and rear gardens. Protected in part from the roadway by trees and other vegetation.

Building Heights

The western section of the Manchester Road character area is made up of low rise buildings of no more than two storeys in height. Shallow roof pitches further accentuate the perception of lower building heights. Building heights increase towards the east, approaching the intersection of Manchester and Newbrook Road.

Architectural Style

Architectural styles vary depending on the period of development, ranging from Stuart/Jacobean housing to Georgian Style cottages. A distinctive feature of the roof-line is that eaves are to the front, although some gable ends appear at the ends of terraces and in the post war properties. With the exception of the more historic and agricultural properties, prominent chimneys are a key architectural feature of the area. Sash windows (five over three as well as six over six glazing bars) with stone lintels are also a strong architectural feature.



Stables House, Salford Road



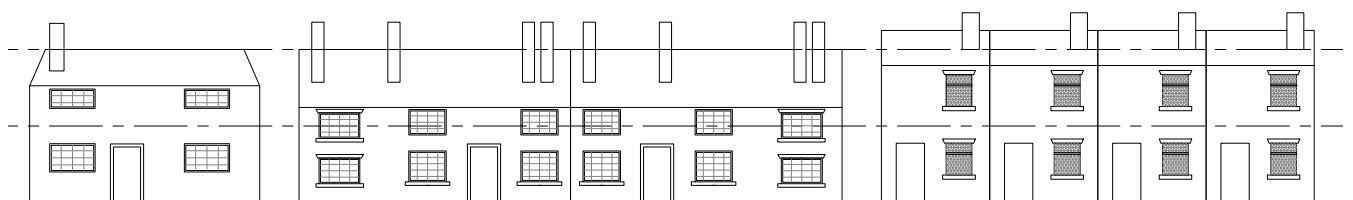
Stables House, Salford Road



Materials

Pre 1900s buildings are composed of both solid Lime stone and stone walls with Flemish bonding, where as brick Victorian, inter and post-war properties present local clay brick features.

Post-war properties include a materials palette of brick and white render with additional timbering.



791 Manchester Road

Stables House Salford Road

Victorian Terraces Manchester Road

Building height and massing relationship, Character Area 1

Distinctive Features

The crossing keepers house and the Stables House are important buildings from which to draw key characteristics of the local context in terms of building form, solid to void proportions and local materials. 793 and 791 Manchester Road (both grade II listed) display common characteristics of the era:

- Symmetrical form and fenestration
- Central front door
- Multi-pane sash windows
- Shallow pitch hipped roof with a crown above the door
- Materials: local stone and painted brick with distinctive sills.

Pre-Victorian Housing developments, as shown, display the same low proportions and mullioned windows which define them from the later Victorian developments.

Risks to Character

- Poor replication can detract from the nature of these historic buildings.
- Loss of chimneys
- Replacement of sash windows with UPVC

Opportunities

- Ensuring where possible, that new development includes prominent chimneys and reflects the proportions of historic buildings.



793 Manchester Road (grade II listed), 1835



The Milk Barns, Manchester Road



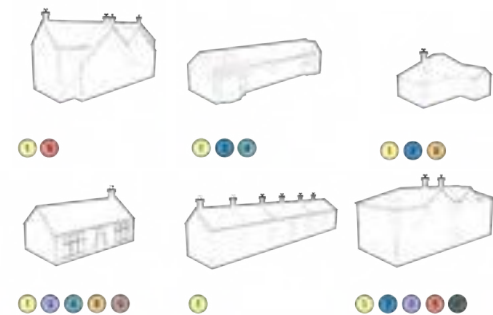
Defined brick courses add character to this area



791 Manchester Road (grade II listed)

Character Area One predominantly includes pre 1900 development, as well as some distinctive inter-war bungalows as well as a few 1930s and 40s suburban homes.

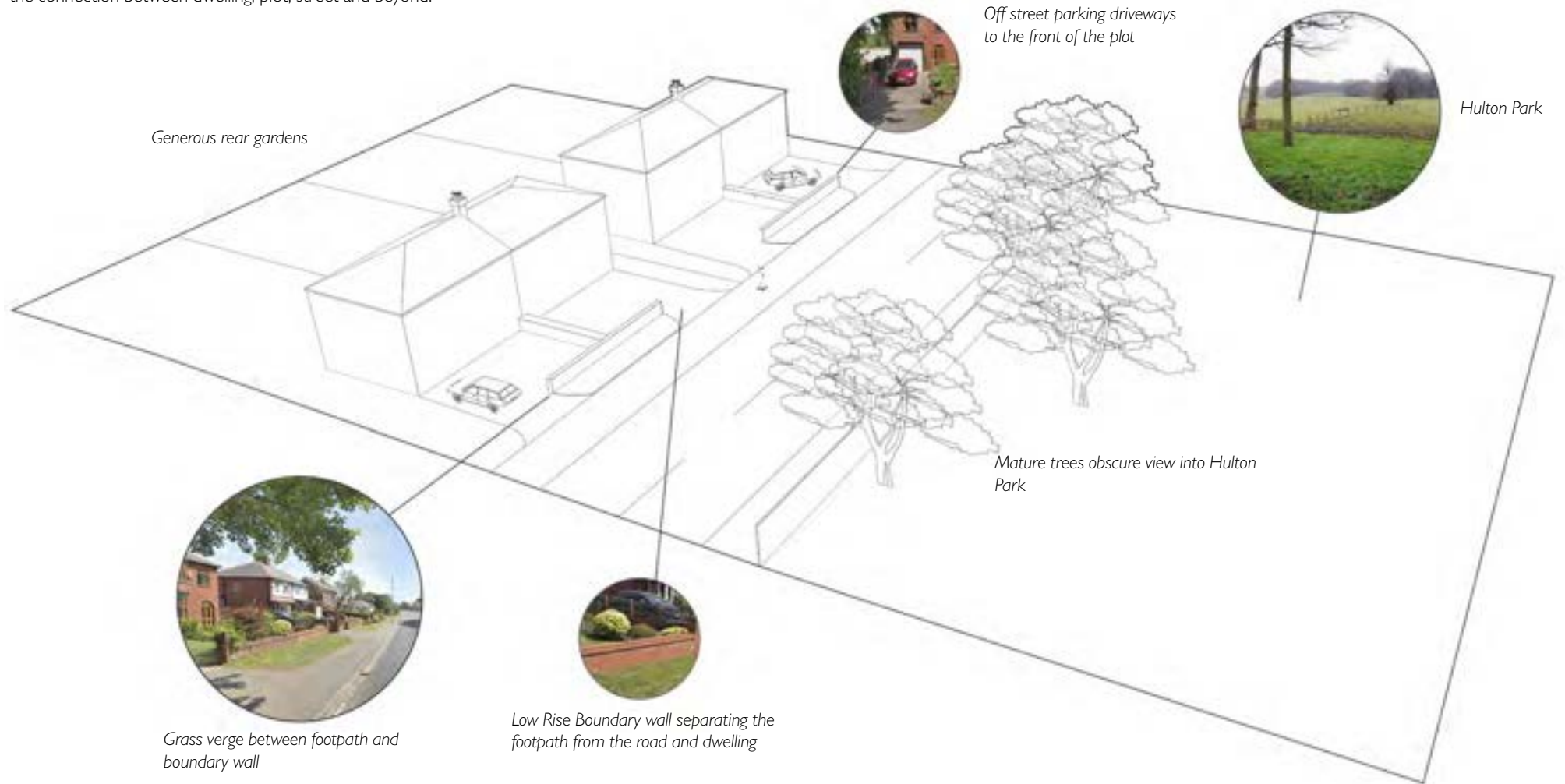
The architectural style of individual dwellings varies across the street scene, with the notable links between the dwellings noted on the previous page i.e. the prominent chimneys, standing out across this collage of images.



Throughout this document the Housing Types have been collated from a wide range of basic masses of building typology, curated across all 9 character areas, the numbers below each notation show where each typology has been repeated or an iteration of which has been repeated.

Street Scene

The street palette for Character Area I has been shown via a cross section of the Western End of Manchester Road below, highlighting the connection between dwelling, plot, street and beyond.

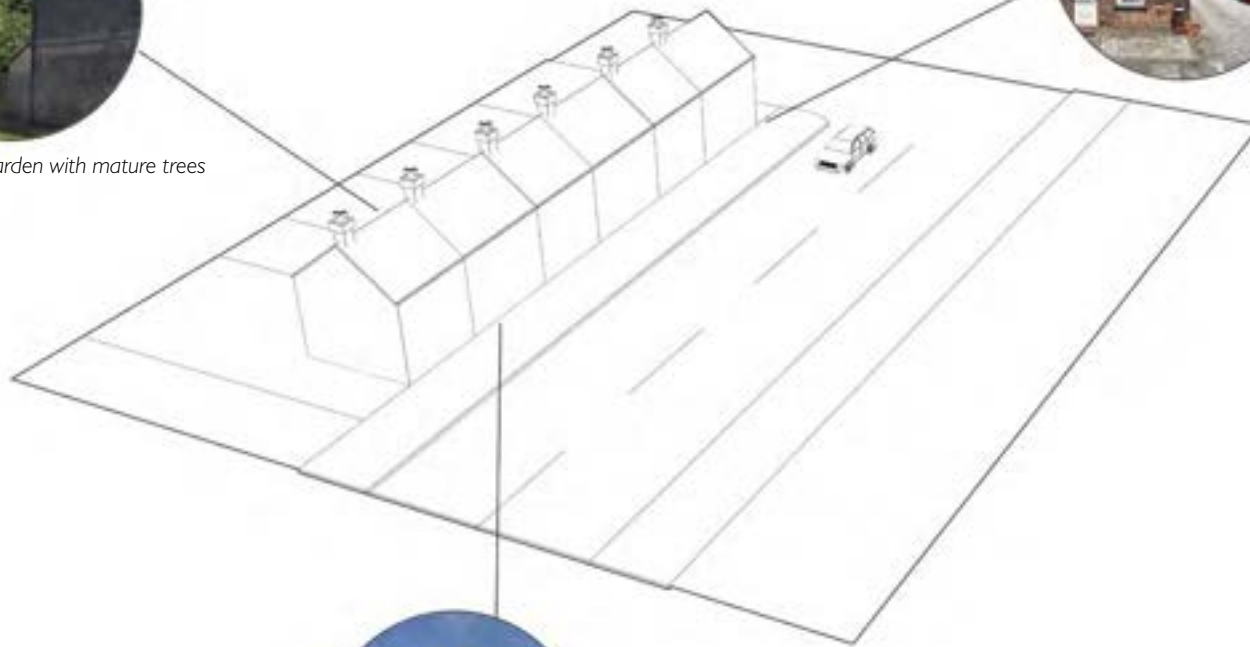




Generous rear garden with mature trees



Off street parking provided communally to end of terrace via lane



Dwelling built directly to back of footpath, no front garden space or boundary wall

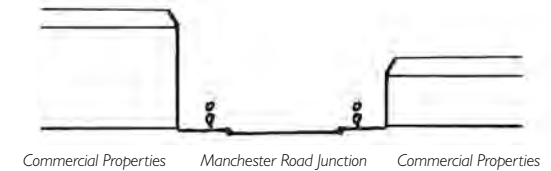
Street Scene

The street palette for Character Area I has been shown via a cross section of the Victorian terraces at the intersection of Manchester Road and Newbrook Road above, highlighting the connection between dwelling, plot, street and beyond.



Street Composition/Frontages

The amenities at all corners of this intersection provide strong frontages that address the road. The defensible space is minimal due to the public nature of the properties. The carriageway to building height ratio is 2:1 which creates the perception of openness. The building line is a solid boundary with occasional setbacks and open spaces created such as the petrol station forecourt. Due to the centrality of this character area, the views to the surroundings from within are limited. The predominant use of local materials, enable a sense of place, while the varied architectural styles create variety in the frontages. There is a distinct and direct visual connection from the dwellings to the public realm. There are carparks and defined spaces off the carriageway to aid the flow of traffic and retain clear pedestrian routes around the public buildings.



Commercial Properties Manchester Road Junction Commercial Properties



Low Rise Shops & Eateries with car park to front Newbrook Road Raised Housing Civic Public Space and Parkland

Overview

Character Area Two's most predominant feature is the commercial properties at the intersection of Manchester, Newbrook and Salford Road. The dwelling pattern is a mix of 1920-1940s housing, concentrated on Newbrook Road with generous front gardens affording a setback from the main road.

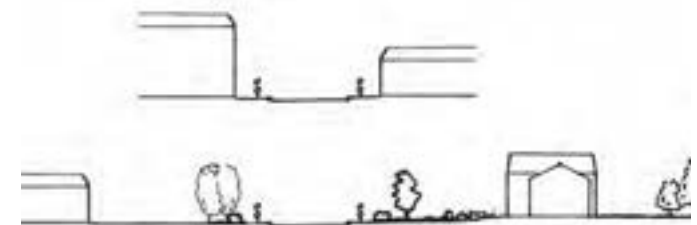
Street Pattern

The commercialisation of this intersection is due to the importance of both Manchester Road and Newbrook road in connecting both development zones of Over Hulton. The commercial properties at the intersection are high density and set directly to the back of the footpath. Local amenities are gathered in this area including shopping, pubs, petrol station, civic and social gathering places.

Density and Plot Structure

The commercial area is high density, with predominantly two storey buildings on large plots in terrace form. These however do not feel overbearing due to the width of the carriageway, retaining the sense of openness. Commercial properties are set directly to the back of the footpath with relatively large plots in a high density cluster compared to the rest of the character area. South, along Northbrook Road, housing is low density, set back from the road, with generous front and rear gardens. Houses to the east afford views over the landscape.

Street Composition/Frontages - Primary two lane A road with pedestrian footpaths on both sides of a wide carriageway. Variety in the street section between frontages that are set back with front gardens, boundary walls and the petrol station forecourt. The areas off the main carriageway are characterised by open civic and social gathering places interjected between the housing.



Density and Plot Structure - Intersection, commercial properties set directly to back of footpath, relatively large plots - high density cluster in comparison with the surrounding area.

Building Heights

The junction is characterised by 2 storey buildings of slightly varying heights. There are significant changes in roof pitch with some often shallow with predominant chimneys and others with steep pitched roofs which dominate the facade. This juxtaposition creates a sense of unique place within the central junction. Building heights reduce and density becomes lower as you move west and south along Manchester Road and Newbrook Road respectively.

Architectural Style

A distinctive feature of the roof-line is that eaves are to the front, although due to the differences in roof pitches as mentioned these eaves vary which creates a visual change in the streetscape. The more modern developments as you move south along Newbrook Road display some gable ends to the second storey façades.

Prominent chimneys are a key architectural feature of the area. Sash windows (five over three as well as six over six glazing bars) with stone lintels are also a strong architectural feature in the pre-war buildings.

Materials

The variety of materials at this intersection adds visual richness and character. Pre 1900s buildings are composed of solid Lime stone walls and post-war properties include a materials palette of brick and white render.



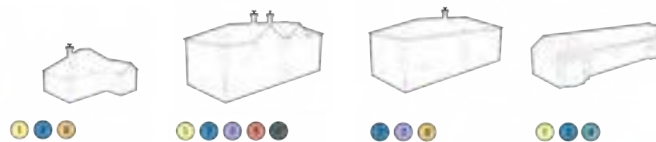
Stables House, Salford Road - an important building which displays the common characteristics of this area.



Stables house and neighbouring building at the intersection of Manchester and Newbrook Road



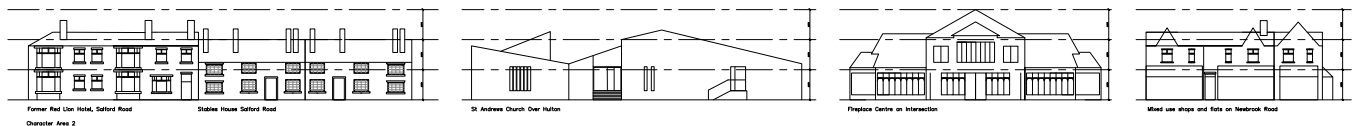
Material and Roof Pitch Juxtaposition looking south along Newbrook Road



Housing Types within Character Area 2



Material Palette at the Junction



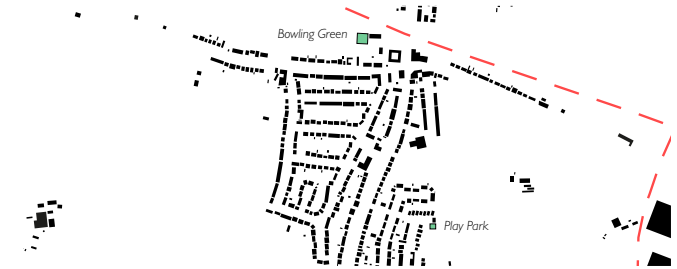
Building Heights around the central junction

Distinctive Features

The impact of the public realm, both in commercial aspects i.e. the intersection between Manchester and Newbrook Road, and in community open spaces defines this character area. These pocket spaces are sparsely found throughout the wider Over Hulton area.



Bowling green used all year round



Relation of community open space to built form

Risks to Character

- Over-development of space taking away through routes and these open spaces. These pocket spaces used by all age groups are extremely important hubs of activity in the area. There is a lack of public space for recreation in the area despite the swathes of open space surrounding the developments. These pockets of green space must be carefully managed to retain and improve upon their use.
- The dwellings along the eastern edge of Newbrook Road afford views over the landscape of Hulton park, these views should be respected with any new development.



Small Play Park in relation to surrounding dwellings



Small through-route between streets

Opportunities

- The management and retention of 'pocket parks' of varying scale and use will allow the community to grow and build relations within themselves. Utilising the spaces already within this area (and in the wider Over Hulton boundary) can both protect the green belt and enhance the quality of life for those residents living within.

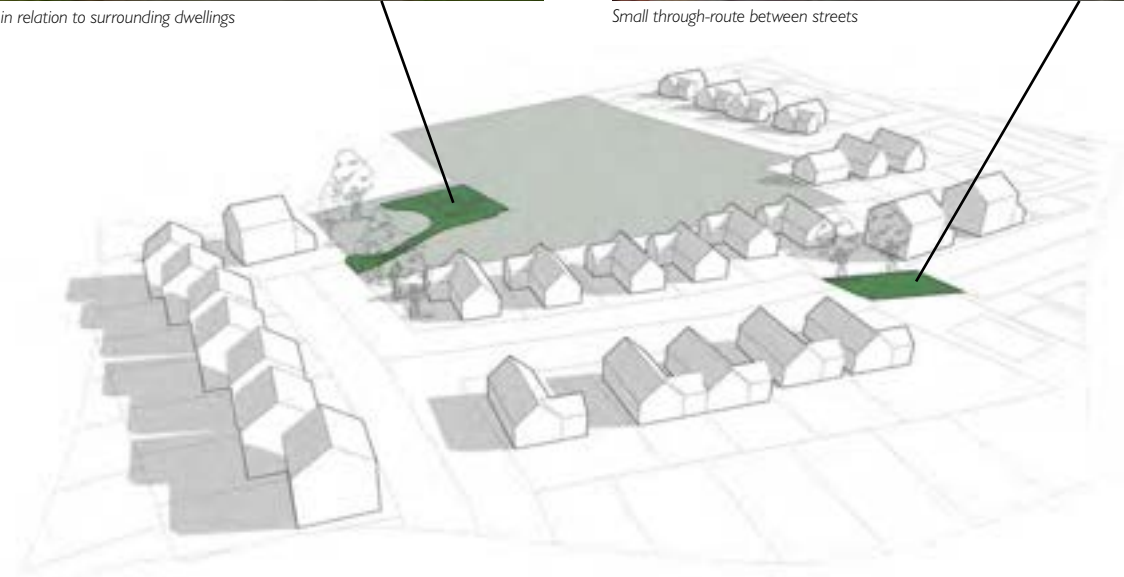
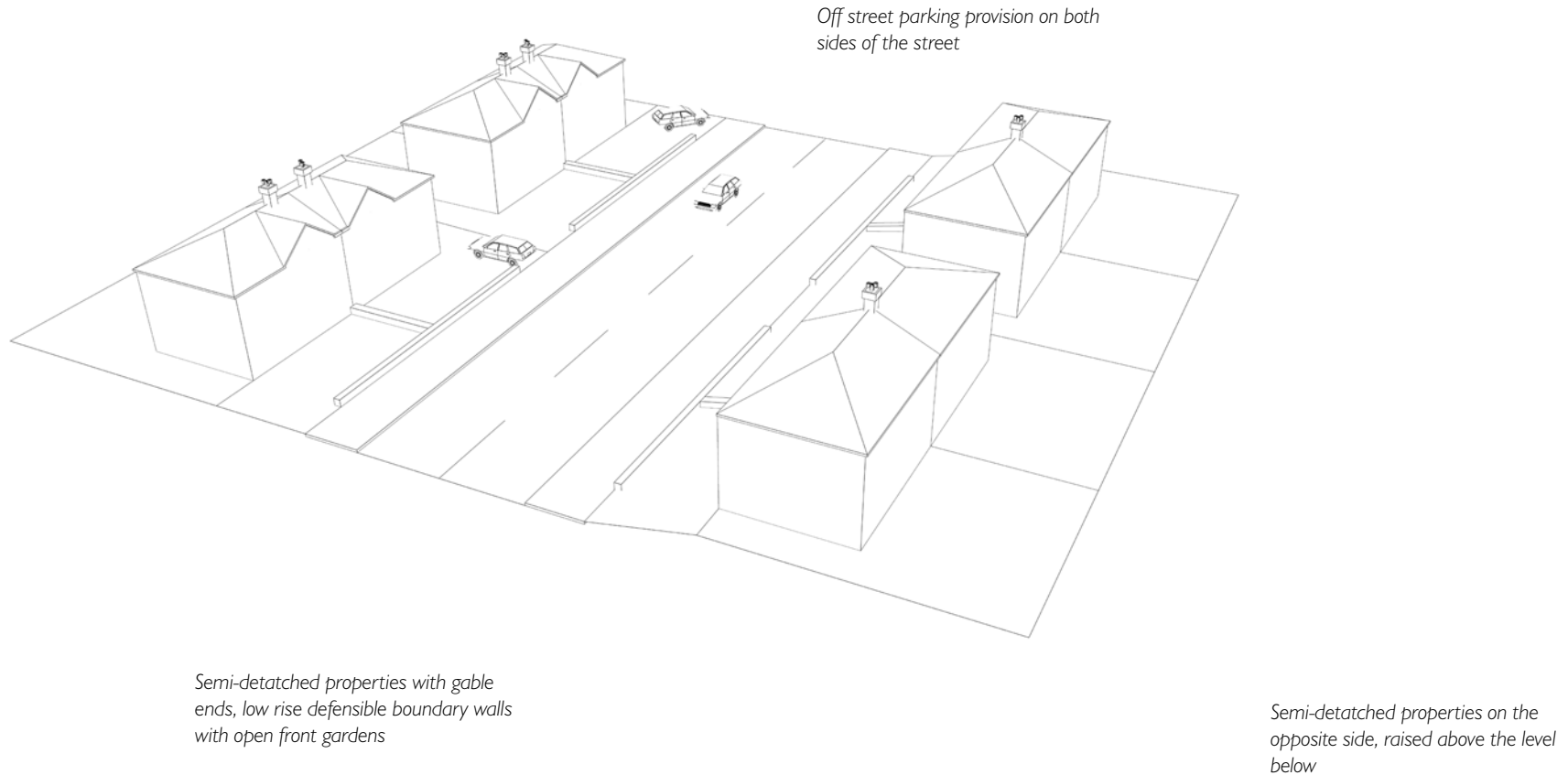


Diagram showing pocket spaces and parks within dwellings

Street Scene

The street palette for Character Area 2 has been shown via a cross section of Crescent Avenue below, highlighting the connection between dwelling, plot, street and beyond.





Street Composition/Frontages

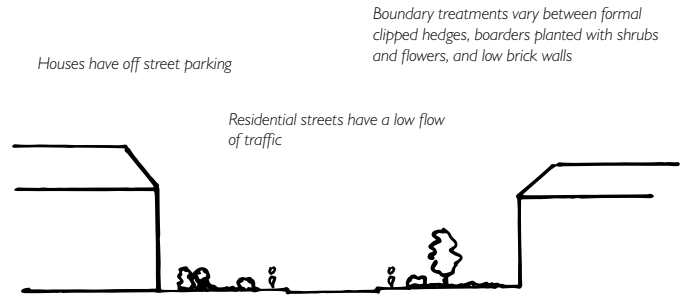
With defined front gardens and defensible space between the plot and the carriageway, these provide strong frontages. The defensible space is in the form of low boundary walls, usually brick in keeping with the post-war aesthetic of the area.

The building line is defined due to the regular layout of the new development, all built at the same time with regular plot distribution. The variance in the street scene is provided by the changes in building height and massing. The corners of each street are dealt with by extending the garden of the corner property. These soft boundaries with hedges rather than defensible walls helps the connection to the adjoining park.

Density and Plot Structure

Building heights tend to reduce in pattern the further into Hulton Park, with the two storey dwellings around Manchester and Northbrook Road, and the single storey bungalows to the south-west.

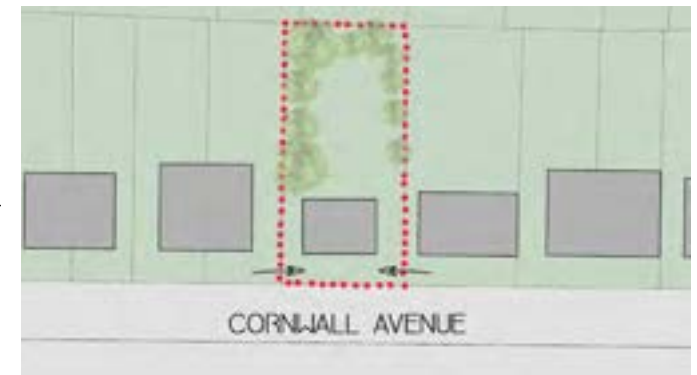
Houses are set back from the carriageway with off street parking and small front gardens. Most houses in this character area benefit from large rear gardens. Those on the western and southern boundary have enclosed hedging which opens out to the landscape of Hulton Park. Other dwellings have back-to-back gardens.



Street Composition/Frontages - With defined front gardens and defensible space between the plot and the carriageway, these provide strong frontages.



Adjoins Deardens Farm to the west, a prominent local building of farmstead character



Density and Plot Structure - Regular plots with generous gardens, set back from the carriageway. Massing reduces west towards Hulton Park

Overview

Character Area Three is a post-war suburban expansion west of Newbrook Road into Hulton Park. This development is predominantly post-war housing of a mix of bungalow and two storey developments. The housing to the south and west affords views over Hulton park, and the connection to the environment is retained with the open street character.

Street Pattern

Post-war suburban expansion west into Hulton Park - adjoins Deardens Farm. The settlement has been developed with a simple pattern of pure housing developments. The two main entrances into the development are from Manchester Road.

Building Heights

This character area is made up of a variety of single, one and a half and two storey post-war dwellings. The building heights gradually reduce from two storey to single storey from the north east to south west corners of the development - this is to respect the open space of the adjoining Hulton Park and to not disrupt the views across the landscape from those properties at higher topography on the Manchester Road side.

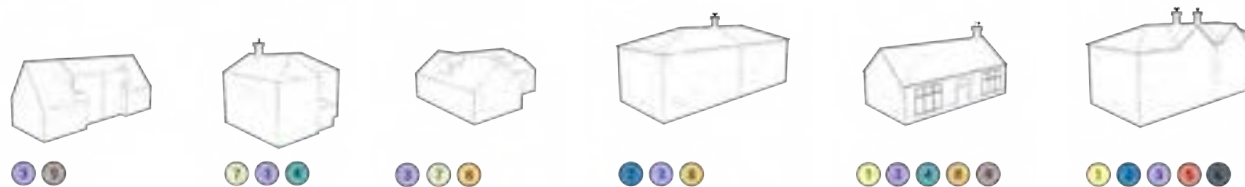
Architectural Style

Architectural style, due to the time period of the development retain similar form and structure, with varying building height (see right). A distinctive feature which has been retained from earlier properties, notably those in Character Area 1 are the importance of the chimney in the street scene. The prominence of the chimney helps to define the dwellings both detached and semi detached.

The corner plots have low rise hedges with gardens which help retain the soft connection between the carriageway, the dwelling and the adjoining park.

Materials

Brick with portions of roughcast render are the predominant building materials in the area. There are intermittent buildings with stone and render mix façades but they are a minority.



Housing types in corresponding character areas



Street scene depicting character area 2

Building height decrease towards Hulton Park

Building height increase towards Manchester Road

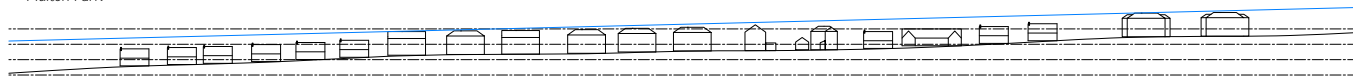


Diagram showing decreasing building heights



Cornwall Avenue Example
Character Area 3

Street make-up example Cornwall Avenue showing detached and semi detached dwellings with a variety of gable end, hipped and extended properties.

Distinctive Features

The connection between this area and Hulton park defines this area, through sensitive management of the boundary, with low rise dwellings on the western edge stepping down into the environment following the topography.

Another distinctive feature is the connection to the environment, due to the development building on previous green space, there has been a conscious effort to integrate the green network within the character area, with green verges and trees creating a boundary between the carriageway and plot boundary, which in itself has a generous front garden space.

- Decrease in building height
- Prominent chimneys
- Variance in roof pitch
- Materials: variety of brick, stone and render
- Generous front gardens and green connection

Risks to Character

- Over-development of space and intrusion into Hulton Park - if dwellings above bungalow level are built within the park this could potentially disrupt the overall massing of the zone.

Opportunities

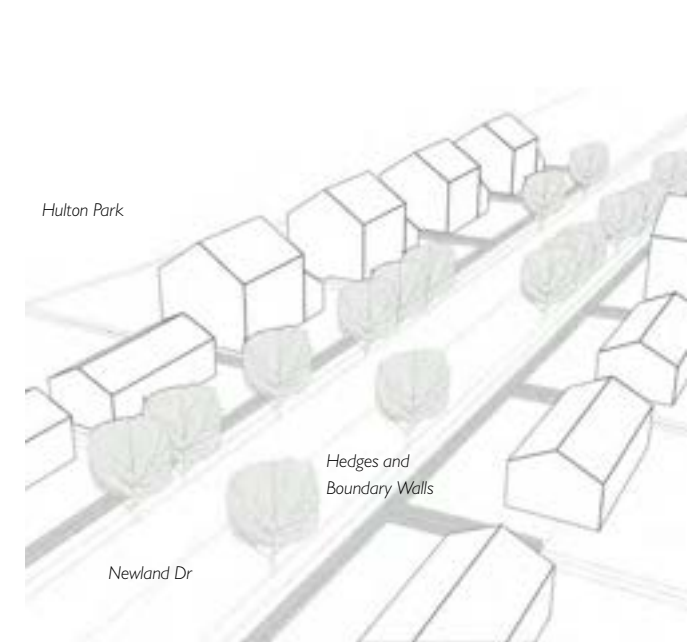
- Re-linking the green network from Hulton park through pocket spaces to Newbrook Road and beyond



Green connection and glimpses into Hulton Park through distributed plot structure



North Side of Development at Manchester Road - large gardens, tree lined streets.



Green network connection street section

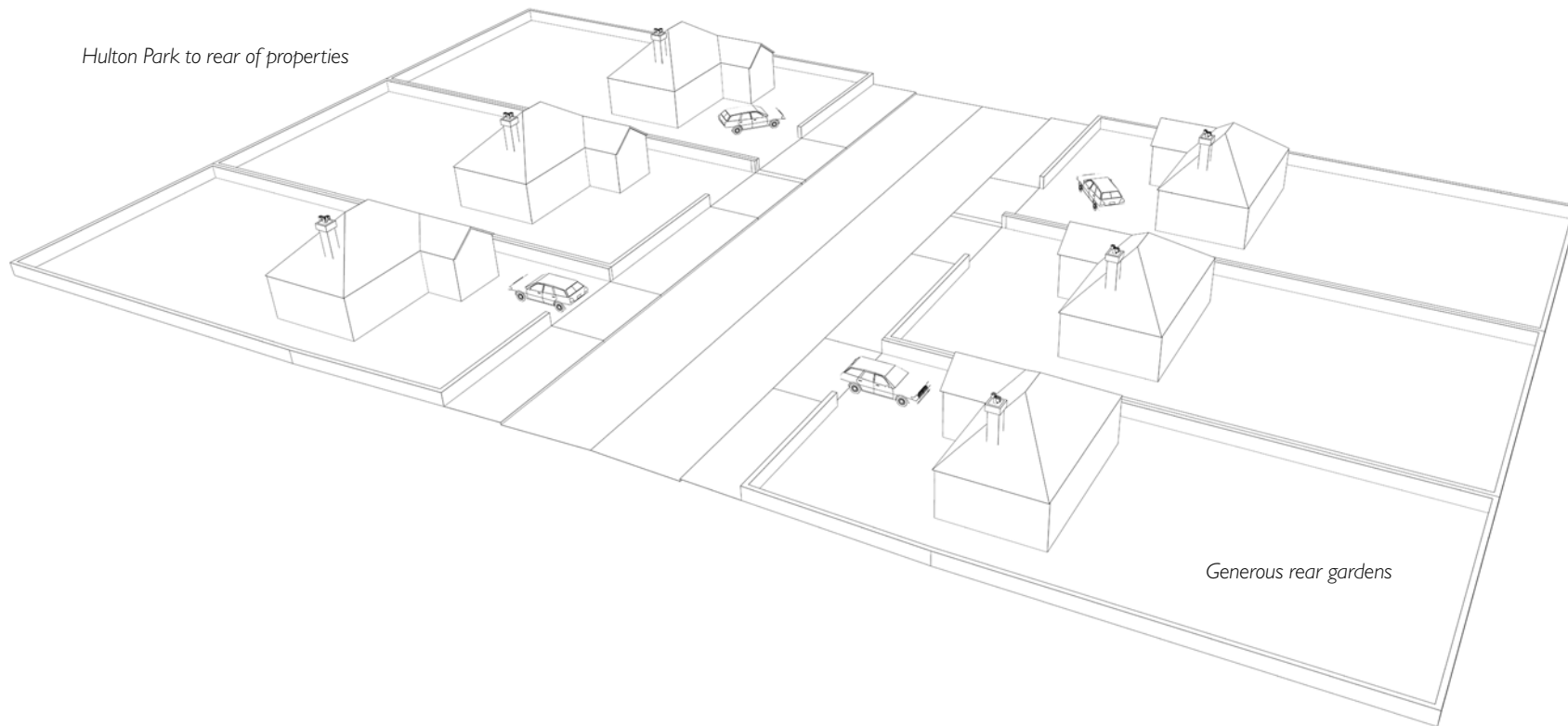


South West corner showing increase in storey height from one to two story moving up the hill towards Manchester Road

Street Scene

The street palette for Character Area 3 has been shown via a cross section of Newland Drive below, highlighting the connection between dwelling, plot, street and beyond.

Semi-detached 2 storey bungalows with low rise soft defensible boundaries.



Hulton Park to rear of properties

Generous rear gardens

Generous front garden with on plot parking, low rise bungalows with connections to the further landscape



Overview

Character Area Four is a post-war suburban expansion east of Newbrook Road into Cutacre Park. This development is predominantly post-war bungalow developments. Again as with Character area 3 this low rise development is with respect to the adjoining park, continuing the trend of decreasing mass and height of development moving out from the Newbrook Road axis.

Street Pattern

Post-war suburban expansion east into Cutacre Park. The low rise developments have been developed with respect to the neighbouring park. The settlement has been developed with a simple pattern of pure housing developments. The main entrances are off Newbrook Road, with sub streets and cul-de-sac's

Street Composition/Frontages

With defined front gardens and defensible space between the plot and the carriageway, these provide strong frontages. The defensible space is in the form of low rise hedges and soft landscaping. Off street parking is provided on the plot but to the side of the property so the street scene is uninterrupted with garden and property.

The building line is defined due to the regular layout of the new development, all built at the same time with regular plot distribution. The corners of each street are dealt with by extending the garden of the corner property. These soft boundaries with hedges rather than defensible walls helps the connection to the adjoining park.

Density and Plot Structure

Building heights are all one to one and a half storey if, on occasion they have been extended.

Houses are set back from the carriageway with off street parking and small front gardens. Most houses in this character area benefit from large rear gardens. Those on the eastern boundary have enclosed hedging which opens out to the landscape of Cutacre Park. Other dwellings have back-to-back gardens. On occasion where the carriageway widens the houses are protected by an extra boundary of trees/low rise hedges which enhances the connection to the surrounding green network.



Street Composition/Frontages - Wide street and pedestrian footpath on both sides of the road.



Street Composition- Off street parking provided to the side of the property, allowing the street scene to be uninterrupted with garden and property



Density and Plot Structure - Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides. Protected in part from the roadway by trees and other vegetation.

Building Heights

This character area is made up of low rise single storey bungalows, with a mix of detached and semi detached dwellings. This is to respect the open space of the adjoining Cutacre Park and to not disrupt the views across the landscape.

Properties at the eastern edge are raised above street level to allow the views across the landscape to be uninterrupted by the bungalows on the opposite side of the road.

Low rise single storey bungalow developments, some have had loft conversions but these do not disrupt the defined roof lines. The prominence of the chimneys also aids in presenting a strong frontage which characterises the area.

Architectural Style

Simple, 1950s proposals with defined outlines, symmetrical semi-detached façades. A distinctive feature which has been retained from earlier properties, notably those in Character Area 1 are the importance of the chimney in the street scene. The prominence of the chimney helps to define the dwellings both detached and semi detached.

Materials

Brick with portions of roughcast render are the predominant building materials in the area. There are intermittent buildings with stone and render mix façades.



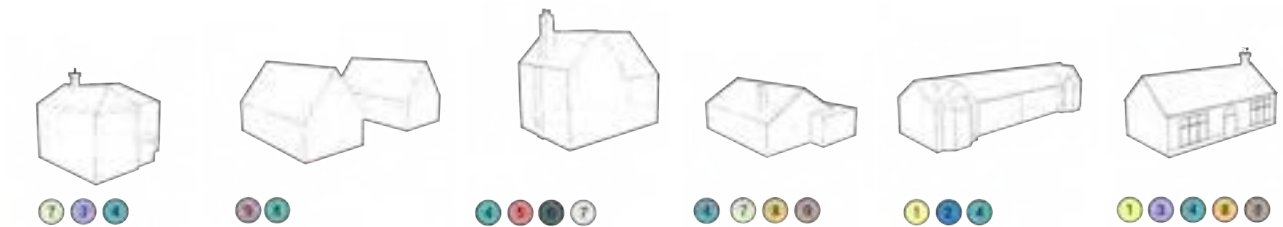
Distinctive features of this character area



Symmetrical facade with defensible space, defined outlines and prominent chimneys



One and a half storey, raised above street level for views



Dwelling typologies in Character Area 4



Cherrywood Avenue Example
Character Area 4

Cherrywood Avenue street-scene displaying low rise building heights

Distinctive Features

Due to the dispersion of the plots there are moments on the street between the properties where glimpses of Cutacre park can be seen (see right)

Distinctive features architecturally are;

- Symmetrical façades
- Defined outlines of pitch and massing
- Materials: variety of brick, stone and render

Risks to Character

- Over-development of space taking away through routes and these open spaces. There is a lack of public space for recreation in the area despite the swathes of open space surrounding the developments. These pockets of green space must be carefully managed to retain and improve upon their use.

Opportunities

- There are pocket spaces, as with character area two, which have been 'left behind' and underdeveloped. Spaces such as shown right, could be utilised as small community functional spaces. Functional spaces include play areas for children, rain-gardens and landscaped plots where people can meet, gather and stay.



Glimpses of the park visible through the gaps between plots



Glimpses of the park visible through the gaps between plots



'Left over' spaces at corners of streets, under developed



Low density single story dwellings with visual connection to landscape in background

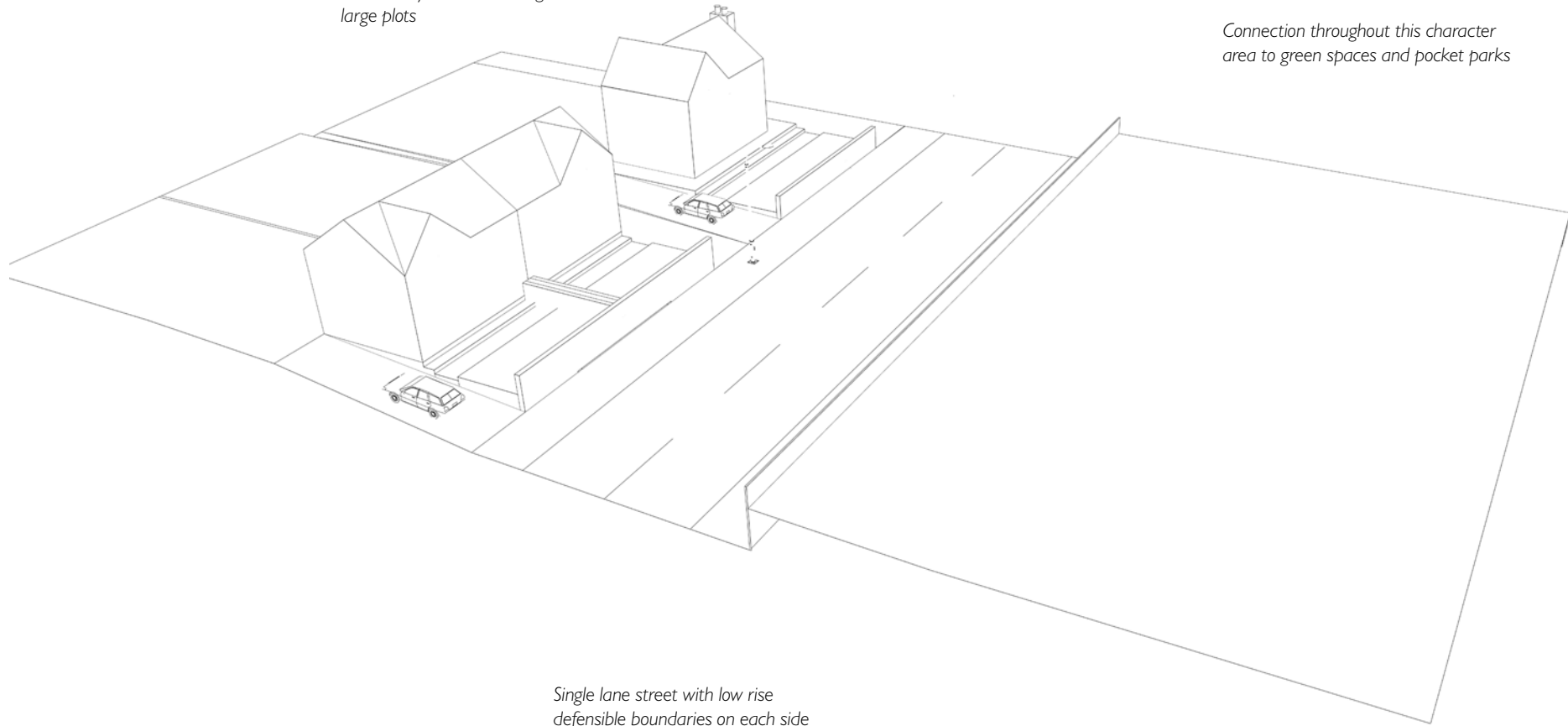


Defined outlines of pitch and massing of dwellings along Cutacre boundary



'Left over' spaces at corners of streets, under developed

Low density area, with bungalows on large plots



Connection throughout this character area to green spaces and pocket parks

Single lane street with low rise defensible boundaries on each side

Street Scene

The street palette for Character Area 4 has been shown via a cross section of Cherrywood Avenue above, highlighting the connection between dwelling, plot, street and beyond.



Street Composition/Frontages

The buildings face onto the wide road with uninterrupted views across the parkland to the east. With defined front gardens and defensible space between the plot and the carriageway, these provide strong frontages.

There is a mix of single storey and two storey developments both detached and semi detached, this variety adds vibrancy to the street character along the main road, with a variety of materials and architectural styles which have combined to form the street scape.

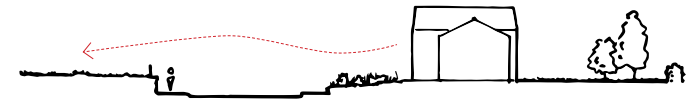
Density and Plot Structure

There is a mixture of detached and semi detached 1950s housing, with large front gardens and the properties sit above the road on a raised elevation.

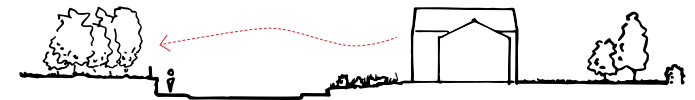
The raised elevation helps to separate the properties from the road, aiding noise pollution but also works to attain better views over the parkland, as the trees to the western edge are less of an impact upon the view.

Generous rear gardens which back onto other properties in Character Area 4 provide a quiet space protected from the main road, and ensuring an additional buffer to the dwellings in the area behind.

Houses sit above the road with open views over Newbrook Rd into Hulton Park parkland



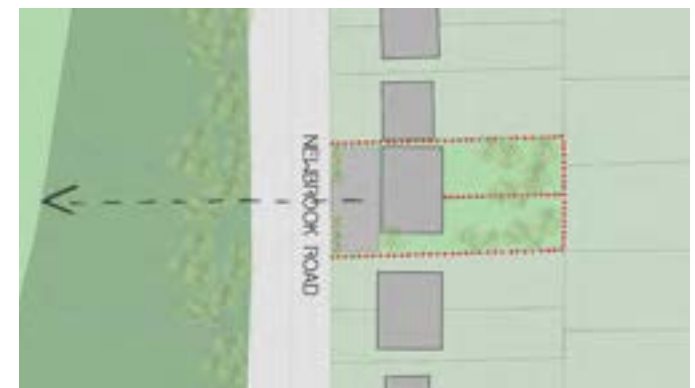
Houses sit above the road with open views over Newbrook Rd into Hulton Park woodland



Street Composition/Frontages - The areas off the main carriageway are characterised by open visual connection to Hulton Park.



Visual connection to Hulton Park from developments raised above carriageway



Density and Plot Structure - Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides due to elevated plot topography.

Overview

Linear Development (post 1950) with open views west to Hulton Park. This character area is unique because it has views over the parkland. The connection to the parkland is important in this character area - this is due to the fact one of the main arteries through the area - Newbrook Road, is a busy boundary between dwelling and parkland, so the visual connection is of the utmost importance to detract from the impact of the road.

Street Pattern

This development flanks the main artery south through Over Hulton and forms an important connection between the development(s) to the east and Hulton Park to the West. The linear pattern forms a simple overall development line.

Building Heights

This character area is a mix of detached and semi-detached two storey dwellings. These 2 storey properties allow the maximisation of the views across the landscape.

The buildings are on an elevated plot which allows uninterrupted views from both the ground and first floor of the property. This raise and visual connection to the landscape affords a distraction from the main road. This connection must be maintained with the open space a crucial character feature of the area.

Architectural Style

There is a variety of features along the road with a variance in architectural styles and massing. The prominence of the chimney is a constant feature along the frontage which is the same for all plots.

Buildings such as that shown on the right, have distinctive features which include; half timbering to steep pitched gable ends. Masonry sills, arches to doorways and bay windows.

Materials

The combination of materials here, with brickwork, masonry lintels and window heads, including the bay window along with the painted half timber gable end in a faux-edwardian style are very distinctive.



Semi-detached property with distinctive features on Newbrook Road



Variety of massing and architectural detailing along Newbrook Road



View behind - opposite property looking over the parkland with uninterrupted views



Dwelling typologies in Character Area 4



Street-scene displaying variance in style and massing

Distinctive Features

Due to the uninterrupted view across Hulton Park, the most distinctive feature is the openness of this character area. The dwellings, on raised elevations separate themselves from the road and pathway, and afford views across the park from within the dwellings at both ground and first floor.



Distinctive features architecturally are;

- Variance in massing and facade composition - no repetition of dwelling provides variance to the streetscape
- Prominence of the chimney
- Defined boundary walls and segregation from the carriageway
- Large bay and double windows in the facade to maximise the views



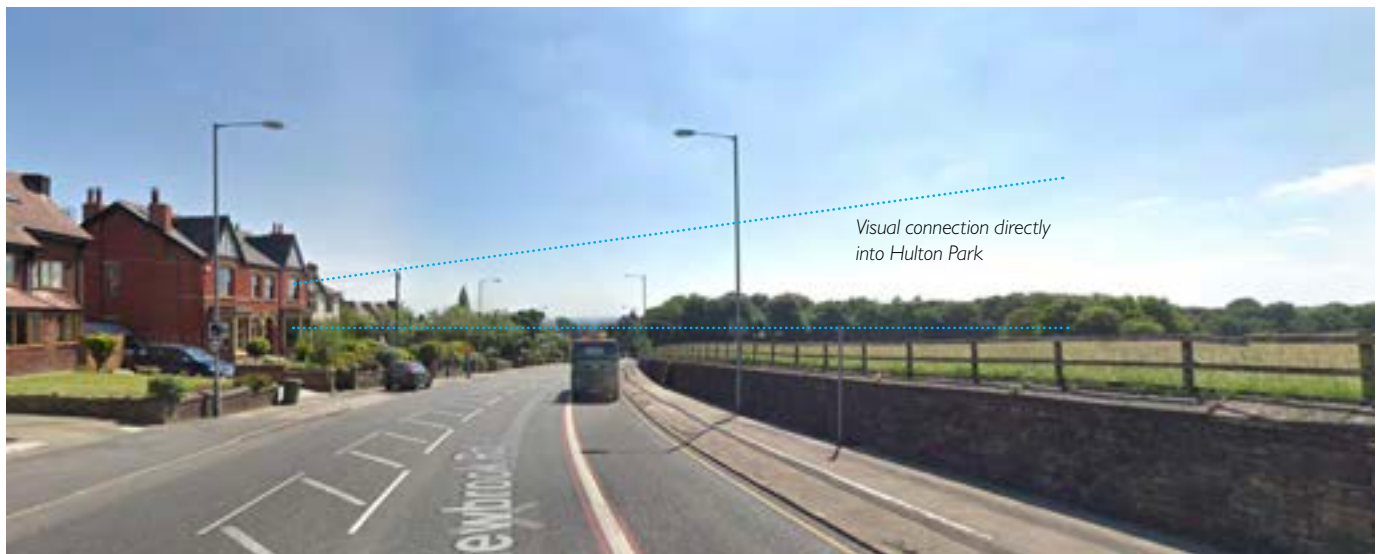
Street Pattern

Risks to Character

- Disruption of the view (right) and connection to the landscape through development of Hulton Park
- Repetition of new developments disrupting the variety of dwelling in both architectural detailing, mass and density.

Opportunities

- Ensuring where possible, that new developments include prominent chimneys and reflects the proportions of historic buildings.
- Ensuring future development remains along existing building development line protecting the boundary and visual connection to Hulton Park.

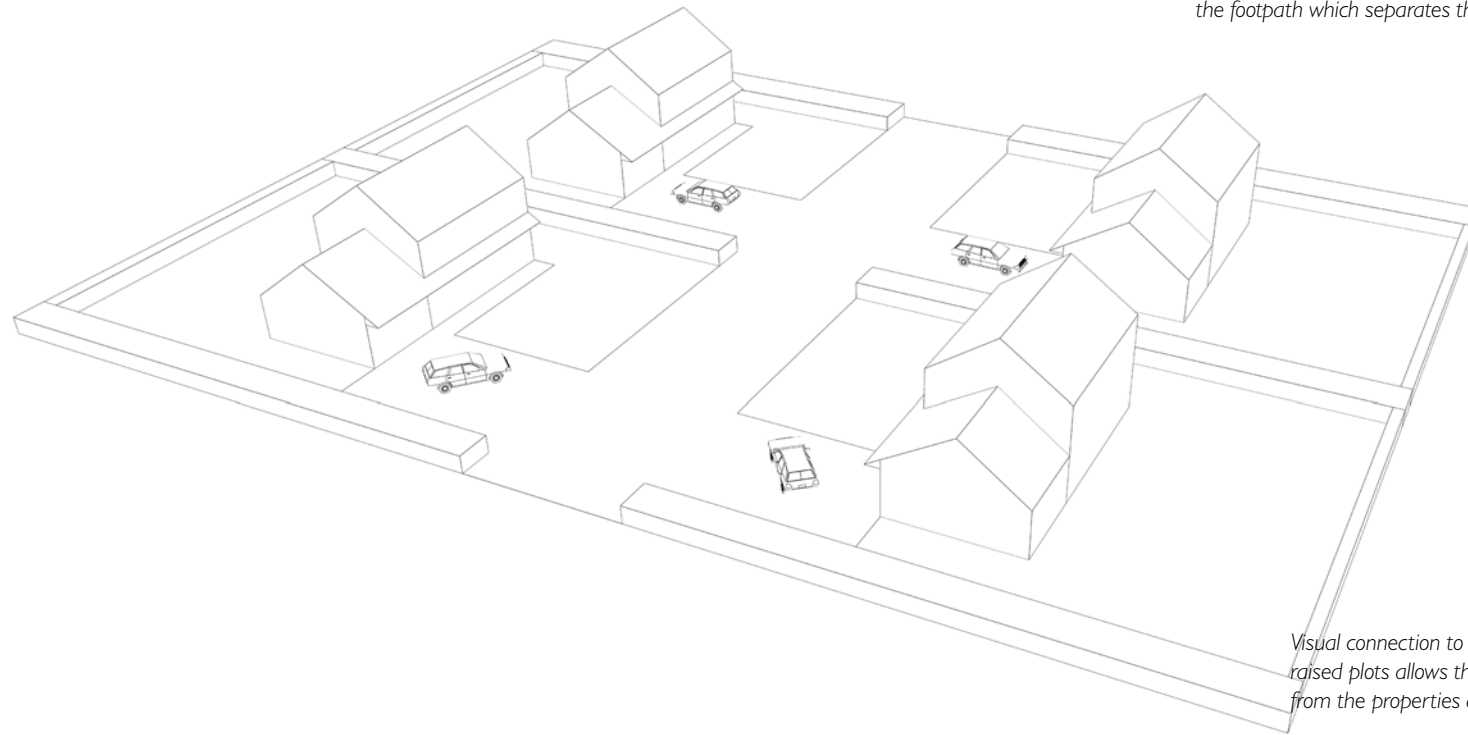


Visual connection directly into Hulton Park

Connection to Hulton Park

Street Scene

The street palette for Character Area 5 has been shown via a cross section of Newbrook Road below, highlighting the connection between dwelling, plot, street and beyond.



High wall between the carriageway and the footpath which separates the park

Visual connection to the park, with the raised plots allows the uninterrupted view from the properties across the road

Variance in architectural style along the road, with a mixture of detached and semi detached properties.



Street Pattern

Post 1990's housing development in mock Tudor style with front and back gardens.

The development of this character area east, is a series of cul-de-sacs with back gardens either backing onto one another or backing on to Cutacre Park.

The building line is defined due to the regular layout of the new development, built with similar plot sizes and in the same era. The variance in the street scene is provided by the alterations in the pitch and prominence of the gable ends to the facade.

Overview

The residential estate off Shurdington Road, across from Hulton Park Gates, was developed on the understanding that it would have open spaces and open fronted gardens to reflect the rural feel and to fit with the character of the other residences in Over Hulton. This was a requirement of Sir Geoffrey Hulton, who at the time of the development owned the Hulton Park Estate.

This housing character is defined by a number of features; half timbering to the gable, casement windows and an asymmetrical facade all add to the character.

Further features such as the prominent chimney and the steep pitch of the gable are also defining features.

Street Composition/Frontages

Firs Road meanders through the area creating an open character with no distinctive edge between street and plots. Off street parking and formal lawns with planted borders define the character of front gardens.

Density and Plot Structure

All of the dwellings within this character area are two storey. Most houses in this character area benefit from large rear gardens. Those on the western and southern boundary have enclosed hedging which opens out to the landscape of Cutacre Park. Other dwellings have back-to-back gardens.

Off street parking and formal lawns with planted borders and individual trees define the character of front gardens.

Off street parking and formal lawns with planted borders define the character of front gardens

Firs Rd meanders through the area creating an open character with no distinctive edge between street and plots.



Street Composition/Frontages - Two story dwellings on both sides of the road, repetition in massing and style towards Cutacre Park to the east.



Open character with no distinctive edge between street and plots.



Density and Plot Structure - Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides. Protected in part from the roadway by trees and other vegetation.

Building Heights

This character area is made up of two storey dwellings, with a mix of detached and semi detached dwellings.

Architectural Style

The residential estate as mentioned was developed on the understanding that it would have open spaces and open fronted gardens to reflect the rural feel and to fit with the character of the other residences in Over Hulton. As shown (right) the fluidity between the road, garden and dwelling is open with soft boundaries separating the plots beside but not to the front.

The prominence of the chimney has been somewhat lost in this area. However there are still some examples, one of prominence is at the entrance of the development (shown overleaf) which has distinctive chimneys, prominent gables and two defined chimneys which give the dwelling a strong outline and presence.

This housing character is defined by a number of features; half timbering to the gable, casement windows and an asymmetrical facade all add to the character.

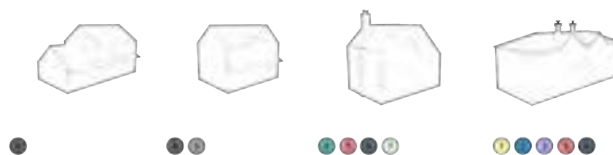
Further features such as the prominent chimney and the steep pitch of the gable are also defining features.

Materials

Brick with portions of render and half timbered gables are the predominant building materials in the area.



Open street character with no defensible boundaries or marked pedestrian paths creating open fluid street



Dwelling typologies in Character Area 6



Distinctive qualities shown within this Character Area



Newbrook Road
Character Area 6
Building height and massing relationship Firs Road

Distinctive Features

The most prominent features of this character area are the open spaces and open fronted gardens which lead onto the roadway to reflect the rural feel and fit with the character of other areas within Over Hulton. The connection to Cutacre Park is also visible through visual connection and glimpses of the park between building plots in the distance.

The dwellings, post 1990, have been designed in a faux tudor style with half timbering to the gable ends to break up the visual impact of the dwellings due to their similar massing and storey height.

Distinctive features are;

- Half timbering to painted render portions.
- Open and fluid connection between front gardens and carriageway - towards Cutacre park there are no pedestrian footpaths to help enhance this connection.
- Green spaces connecting roads and adjoining dwellings

Risks to Character

- The 'closing off' of some of the front gardens, where they have not been maintained or owners have decided to put walls, or hedges between the garden and road, this disrupts the overall success of the idea.

Opportunities

- Ensuring the openness of the street and fluid connection between street, garden and dwelling is retained.



Pocket green spaces to be retained and maintained



Pocket green spaces to be retained and maintained



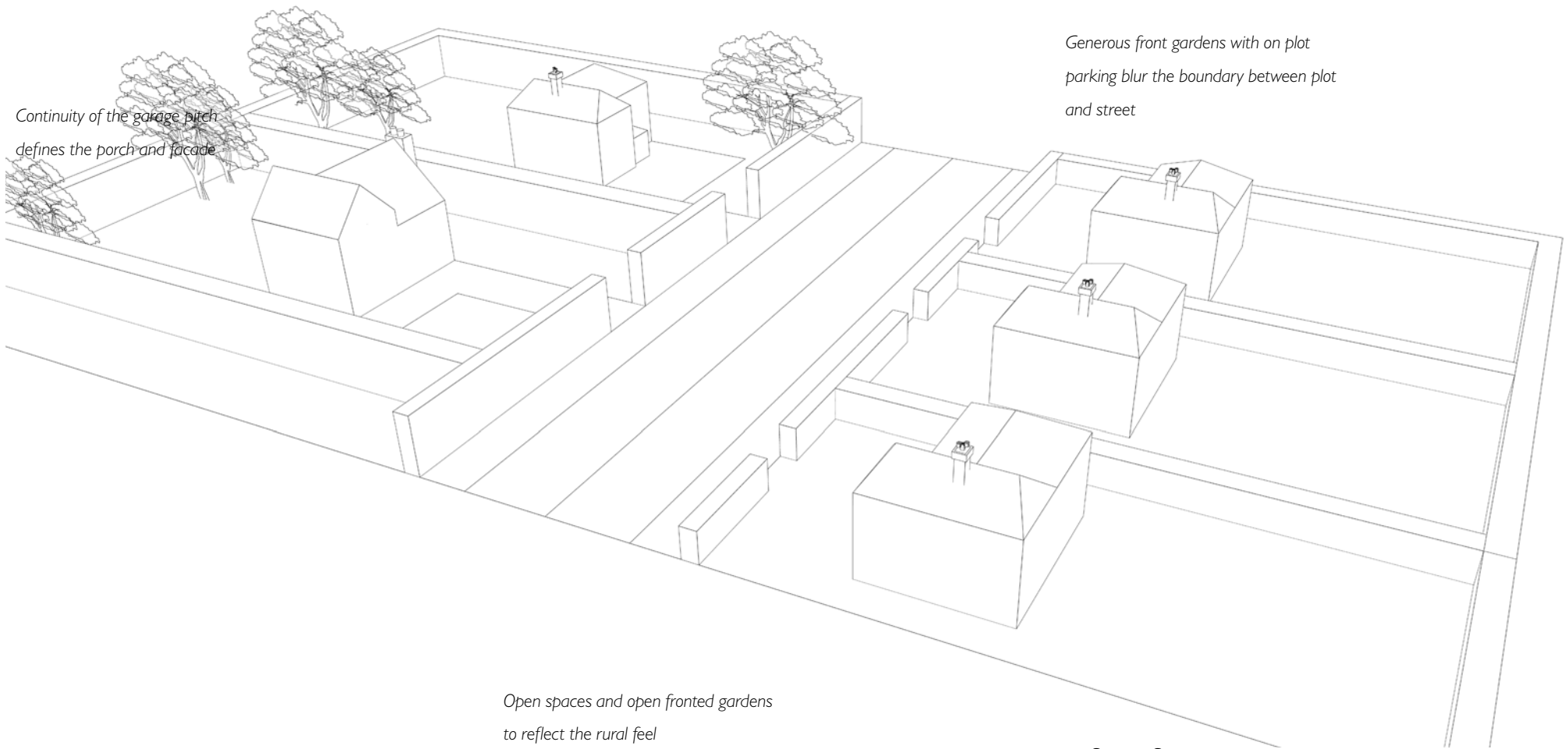
Visual connection to Cutacre park



Visual connection to Cutacre Park



Relatively high density detached dwellings



Continuity of the garage pitch defines the porch and facade

Generous front gardens with on plot parking blur the boundary between plot and street

Open spaces and open fronted gardens to reflect the rural feel

Street Scene

The street palette for Character Area 6 has been shown via a cross section of Firs Road above, highlighting the connection between dwelling, plot, street and beyond.



Street Composition/Frontages

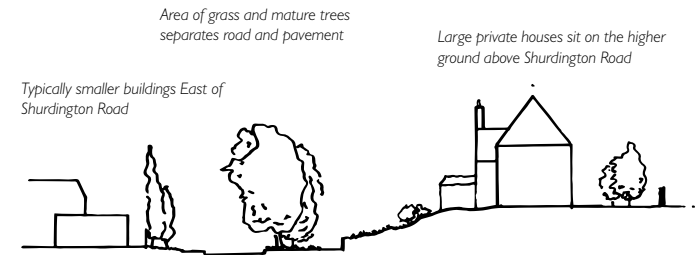
The terrain slopes up east of Shurdington Road and at certain points plot boundaries are defined by a brick retaining wall. Plots on the most part for the southern area of this character area are open with no distinction between the road and front gardens, the lack of boundary wall, along with areas of grass and mature trees outside of the plots adds to the rural quality of the development.

Large private houses sit on the higher ground above Shurdington Road, typically smaller buildings west of Shurdington Road. Some of the larger dwellings at the junction between Shurdington Road and Firs Road (the boundary between character areas six and seven) are architecturally significant, with some displaying strong arts and crafts design intent.

Density and Plot Structure

Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides. Protected in part from the roadway by trees and other vegetation.

Building heights in this area vary from one to two storeys, these differences are also affected by the topography of the land with some of the two storey villas set above the roadway on raised elevations. The building heights decrease moving east towards the park.



Street Composition/Frontages - Large private houses sit on the higher ground above Shurdington Road, Typically smaller buildings west of Shurdington Road



Change in levels across Shurdington Road



Density and Plot Structure - Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides. Protected in part from the roadway by trees and other vegetation.

Overview

Character area seven is, as with character area seven a post war suburban expansion east into Cutacre Park. This development is a mixture of two storey and bungalow developments with some detached others semi-detached. As with area four the low rise developments are furthest east with respect to the adjoining park, continuing the trend of decreasing mass and height of development moving out from the Newbrook Road axis.

Street Pattern

This character area is simply planned, with generous street sections and open space to dwelling ratio - areas of grass and mature trees separate dwellings in part helping to link this new development to the rural aesthetic of the surrounding Over Hulton area.

Building Heights

This character area is made up of a mixture of low rise single storey bungalows (shown next page) and the larger more developed 2 storey villas.

Architectural Style

The property on the corner of Shurdington Road (1900-1920) is from the Arts and Crafts movement; defining features include rafter feet and the brick detailing.

Other features of the arts and crafts movement which are displayed in this proposal are;

- Clarity of form and structure
- Variety of materials
- Asymmetry
- Traditional Construction
- Bespoke Craftsmanship
- Prominent Chimney

The property on Fir Road is post Victorian Era and has definite detail, especially visible on the garage which uses the red clay roof tile, black painted wooden doors with sectioned glazed panels within.

Materials

Local materials are displayed in this distinctive properties, brick, slate roofs and sectioned glazed sash windows.



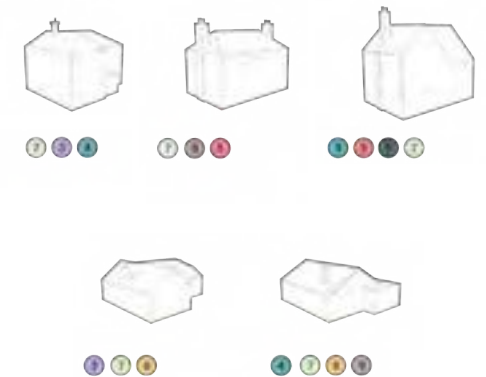
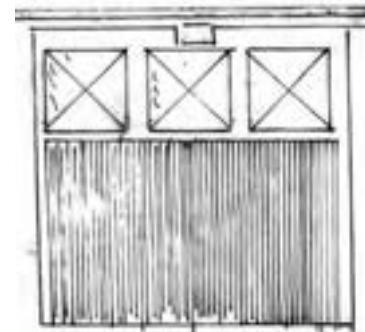
Arts and Crafts House Shurdington Road. (1900-1920)



Arts and Crafts House Shurdington Road. (1900-1920)



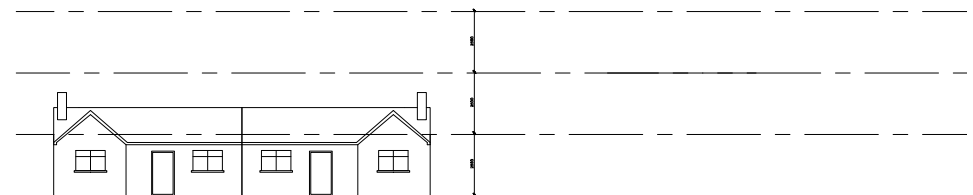
Distinctive garage at Housing on Fir Road



Housing mix character area 7



Arts and Crafts House Shurdington
Character Area 7



Low Rise Housing Shurdington

Character area 7 building height variance across the street scene

Distinctive Features

Due to the dispersion of the plots there are moments on the street between the properties where glimpses of Cutacre park can be seen (see right).

Distinctive features architecturally are;

- Defined outlines of pitch and massing, varying between the low-rise bungalows on the eastern side, to the larger two story villas to the west.
- The two storey villas have prominent chimneys which anchor the elevation, however the low rise bungalows do not.



Open green space with mature trees separating dwellings



Change in elevation from villas to bungalows

Risks to Character

- Over-development of space taking away through routes and these open spaces. These pockets of green space must be carefully managed to retain their use as boundaries and wildlife links from Hulton Park to Cutacre Park.
- Large walls and hedges to plots, reducing active edges and separating street and plot visually.



Low-rise bungalows



Glimpses of views over low rise bungalows into Cutacre park

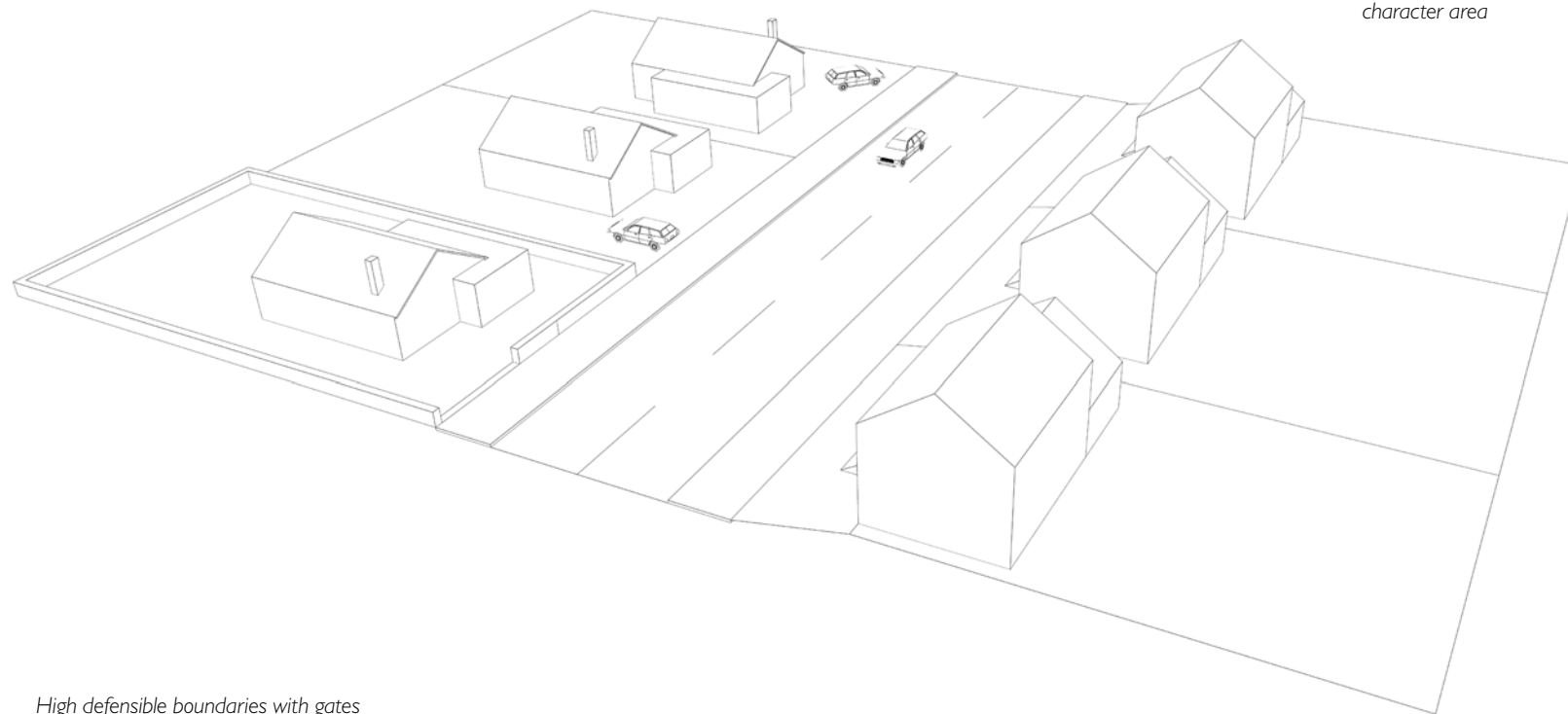
Opportunities

- Ensuring where possible, that new development includes prominent chimneys and reflects the proportions of historic buildings.
- Maintaining the open plots with generous gardens will allow the parkland character of this area to be retained, respecting the ancient trees.
- Variance in the style, materiality and massing of the developments allows the variance in the street scene to be maintained.



Prominence of the chimney visible in the detached dwellings even others which are hidden from the road the chimney and roof line is clearly defined.





Pitches of properties distinct with chimneys a feature throughout the character area

High defensible boundaries with gates separate adjacent detached properties and the street

Wide street with no visual connection to properties on each side, low density with low carriageway to building height ratio

Street Scene

The street palette for Character Area 7 has been shown via a cross section of Shirdington Road above, highlighting the connection, and in part - disconnection between dwelling, plot, street and beyond.



the front gardens and the properties set back from the road help to make the boundary between the respective parklands and the residential area less harsh.

Street Composition/Frontages

The terrain slopes upwards from south to north, which aids to afford clearer views of the parkland to those houses towards the north of the development.

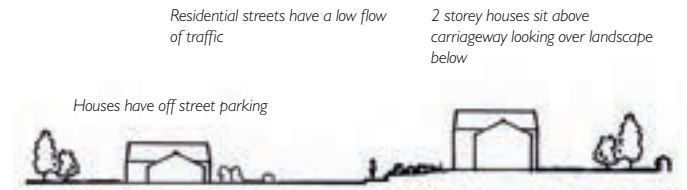
Unlike previous character areas there are defined pedestrian footpaths which create a more definite edge between public and private space even without the requirement of boundary walls to the respective plots.

Some of the bungalows are on raised elevations to make use of the topography and enhance potential views.

Density and Plot Structure

The development is low density with buildings set back from the road with generous front and rear gardens. Most gardens face back to back, however some, which are on the periphery of the character area to the east and west have direct views over the parklands, with their gardens backing onto this space.

Building heights in this area vary from one to two storeys, from detached to semi detached. The building line is impacted by the topography of the land and variance in building typology.



Street Composition/Frontages - Defined footpaths create a definite edge between public and private space without the requirement of boundary walls.



Defined footpaths remove the need for boundary walls as noted above



Density and Plot Structure - Low density development with two storey dwellings to the north and bungalows to the south.

Overview

Character area 8 is the southern most area of development within the Over Hulton boundary. It involves suburban expansion both east and west of Newbrook Road into Hulton and Cutacre Park respectively. This development is a mixture of one and two storey dwellings with a direct access road into Hulton Park on the west.

The areas' connection to the historic pits and the Pretoria Pit Memorial are contained within this character area on the western edge at the junction between development boundary and Hulton park.

Street Pattern

Simply planned, and restricted by the green space surrounding, there are generous front and rear gardens.

Building Heights

Character area 8 is made up of a variety of low rise bungalows and two storey detached and semi detached dwellings. This is to respect the open space of the adjoining Hulton and Cutacre Park(s) respectively and to not disrupt the views across the landscape.

Properties at the northern edge are raised above street level to allow the views across the landscape to be uninterrupted by the bungalows on the opposite side of the road.

The prominence of the chimneys also aids in presenting a strong frontage which characterises the area.

Architectural Style

Simple, 1950s proposals with defined outlines, symmetrical semi-detached façades.

A distinctive feature which has been retained from earlier properties, notably those in Character Area 1 are the importance of the chimney in the street scene. The prominence of the chimney helps to define the dwellings both detached and semi detached.

Materials

Brick with portions of roughcast render are the predominant building materials in the area. There are intermittent buildings with stone and render mix façades but they are a minority.



Prominence of the chimney stacks along the street scene



Low rise bungalows with generous front gardens



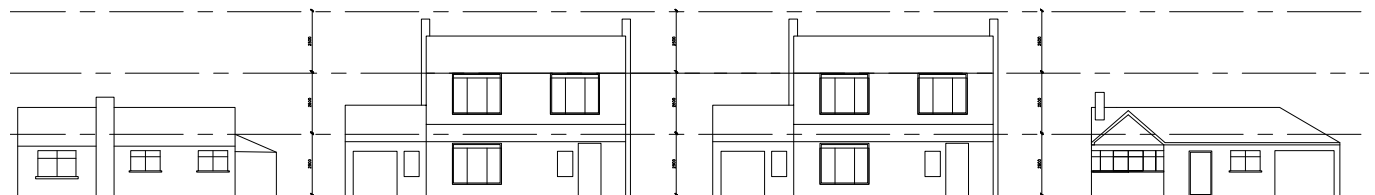
Low rise following the topography keeping visual links to landscape



Low density bungalows with pedestrian footpaths and defensible boundaries



Housing mix character area 8



Massing and building heights of dwellings in Character area 8

Distinctive Features

The topography of the area allows a definition in the massing of the development with 2 storey dwellings at the northern edge sloping down to bungalows towards the south. Due to the dispersion of the plots there are moments on the street between the properties where glimpses of Hulton park can be seen.

Distinctive features architecturally are;

- Defined outlines of pitch and massing, varying between the low-rise bungalows on the Southern side, to the larger two story villas to the North.
- Materials: variety of brick, stone and render

Risks to Character

- Over-development of space taking away through routes and these open spaces. These spaces must be carefully managed to retain their use as boundaries and wildlife links from Hulton Park to Cutacre Park.
- Solid board fencing onto the public realm, isolating pockets of green spaces, these boundaries should be green hedges and softer, low impact boundary management.

Opportunities

- The management of the green spaces through this character area are pivotal to maintain wildlife links and green corridors between Hulton park to the west and Cutacre park to the east.
- Development of the memorial and history respecting those who lost their lives in the Pretoria Pit Disaster.



Direct Connection into Hulton Park



Pretoria Pit Disaster Memorial



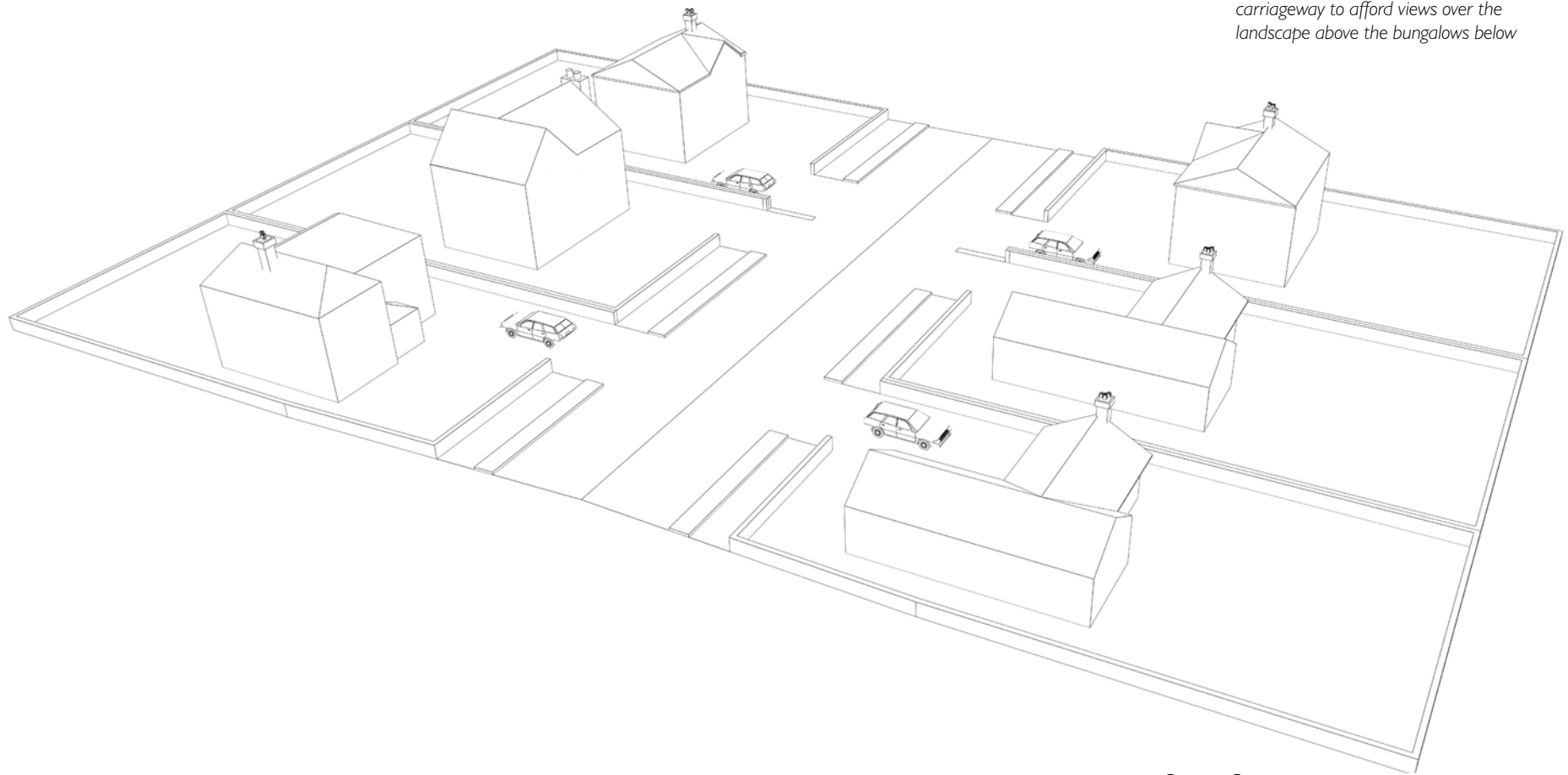
Pretoria Pit Disaster Memorial at connection to site above



Massing and density of development follows topography



Risk to character - solid board fencing onto public realm.



Detached properties set above the carriageway to afford views over the landscape above the bungalows below

Low density bungalows with large open gardens on both sides. Visual connection to Hulton Park in the background

Street Scene

The street palette for Character Area 8 has been shown via a cross section of Broadway above, highlighting the connection, between dwelling, plot, street and beyond.



Street Composition/Frontages

Plots on the most part of this character area are open with no distinction between the road and front gardens, the lack of boundary wall, along with areas of grass and mature trees outside of the plots adds to the rural quality of the development.

Large private houses sit on the higher ground above Wellington Road, typically smaller buildings south of Woodlands Drive. Some of the larger dwellings at the junction between Wellington Road and Garthmere Road are architecturally significant.

The connection to the adjacent parks is a strong feature of this character area. There is a strong visible and physical connection - enhanced by the fact the cul-de-sacs have been left open ended to allow a pathway directly from the street through and into the parkland at the Western edges into Hulton park.

Density and Plot Structure

Low density, set back from the road, with generous front and rear gardens, also views over the surrounding landscape on all sides. Protected in part from the roadway by trees and other vegetation.

Overview

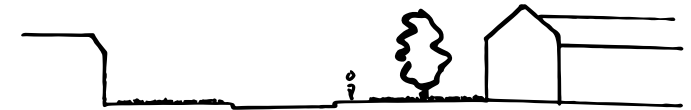
Character area nine is, as with character area eight a post war suburban expansion West into Hulton Park. This development is a mixture of two storey and bungalow developments with some detached others semi-detached. As with area 8 the low rise developments are furthest south-west with respect to the adjoining park, continuing the trend of decreasing mass and height of development moving out from the Newbrook Road axis.

Street Pattern

This character area is simply planned, with generous street sections and open space to dwelling ratio - areas of grass and mature trees separate dwellings in part helping to link this new development to the rural aesthetic of the surrounding Over Hulton area.

Open cut lawns define the boundary between road and plot. These areas typically seem empty and unused.

Individual mature trees break up the expanse of open lawns



Street Composition/Frontages - Large private houses sit on the higher ground above Wellington Rd, Typically smaller buildings south of Woodlands Dr towards Character area 8.



Connections at the end of cul-de-sacs to Hulton Park.



Density and Plot Structure - Low density series of cul-de-sacs with direct connections into Hulton Park.

Building Heights

This character area is made up of a mixture of low rise single storey bungalows and the larger more developed 2 storey villas.

Some of the single storey bungalows have had loft conversions with dormer windows, these sensitive conversions retain the character of the area.



Large plots with generous gardens, well established trees and views across the landscape



Large Semi detached villas set above the highway

Architectural Style

There is a variety of features throughout this character area with a variance in architectural styles and massing (right).

A distinctive feature which has been retained from earlier properties and a feature across all of the character areas discussed throughout this report is the importance of the chimney in the street scene. The prominence of the chimney helps to define the dwellings both detached and semi detached (images overleaf).



Garthmere Road showing open, tree lined streets and connection to Hulton park at the back



Traditional stonework to corner property.

Materials

Local materials are displayed in this distinctive properties, brick, slate roofs and sectioned glazed sash windows.

Some aspects of traditional stonework to distinctive dwellings within this area also displayed (right).



Housing mix character area 9

Distinctive Features

The connection to the adjacent parks is a strong feature of this character area. There is a strong visible and physical connection - enhanced by the fact the cul-de-sacs have been left open ended to allow a pathway directly from the street through and into the parkland at the western edges into Hulton park.



Prominent chimneys throughout this character area

Distinctive features architecturally are;

- Defined outlines of pitch and massing, varying between the low-rise bungalows on the eastern side, to the larger two story villas to the west.
- The two storey villas have prominent chimneys which anchor the elevation, however the low rise bungalows do not.



Farmstead at the western edge of character area into Hulton Park



Farmstead at the western edge of character area into Hulton Park

Risks to Character

- Links to Hulton Park at the end of the cul-de-sacs could be lost if new developments do not carefully consider the wildlife links and green corridors across this area.

Opportunities

- Ensuring where possible, that new development includes prominent chimneys and reflects the proportions of historic buildings.
- Maintaining the open plots with generous gardens will allow the parkland character of this area to be retained, respecting the ancient trees.

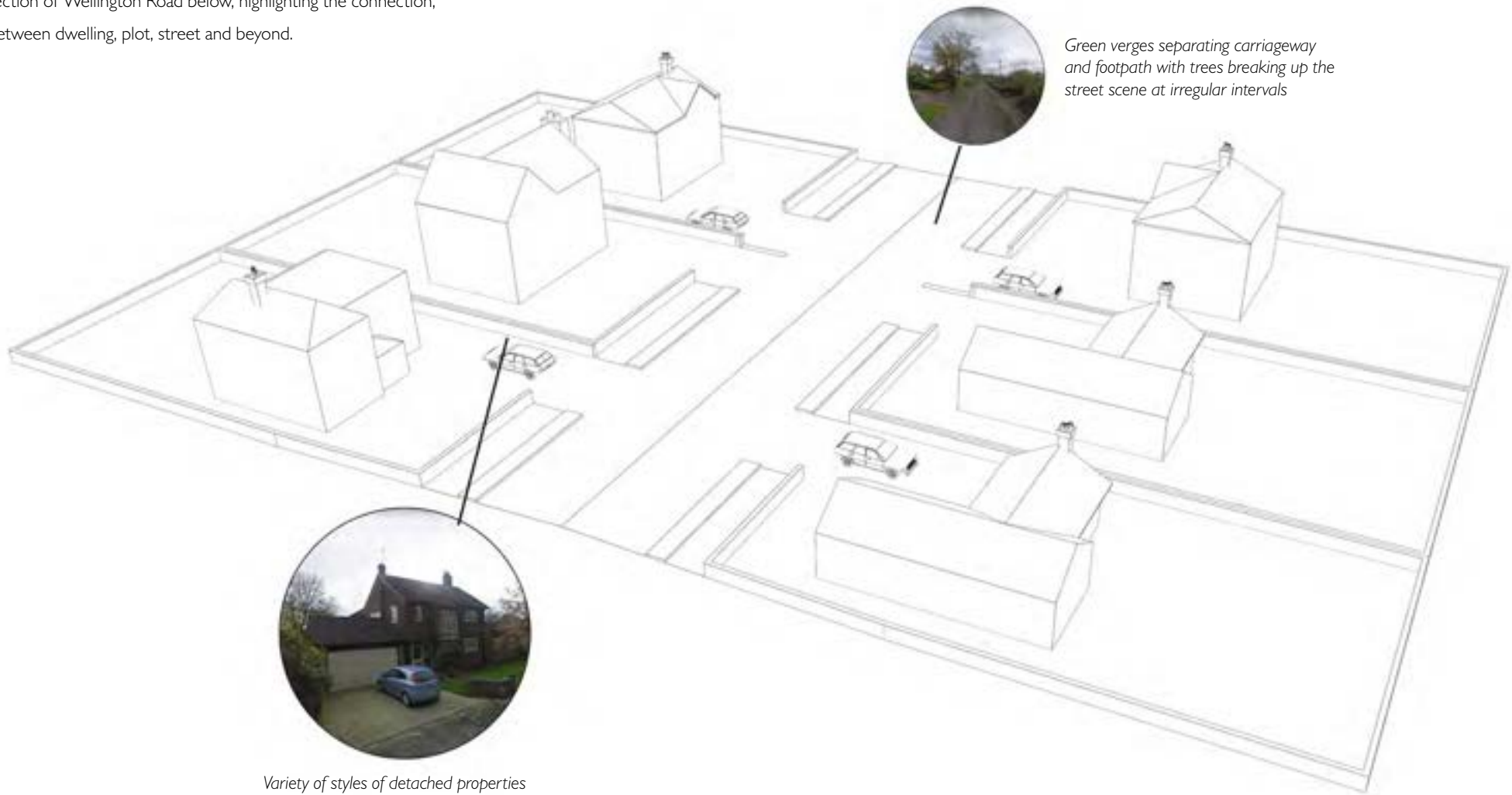


Ends of the cul-de-sacs are directly related paths into Hulton Park - rather than having a house and closing off the street, this keeps the green connection



Street Scene

The street palette for Character Area 9 has been shown via a cross section of Wellington Road below, highlighting the connection, between dwelling, plot, street and beyond.



Green verges separating carriageway and footpath with trees breaking up the street scene at irregular intervals

Variety of styles of detached properties with steep pitch roofs and prominent chimneys along the street scene



3.1 Introduction

This section summarises the key findings from analysis of the evidence and draws out features and characteristics that make Over Hulton's built form locally distinctive. Subsequent recommendations include opportunities to retain and enhance character.

In order to achieve successful, high-quality design of any type or scale of development, locally distinctive design principles should be reflected in new design proposals. Development proposals should clearly demonstrate how they aim to make a positive contribution to the town, in future planning applications.

3.2 Summary

The following summary includes an overview of the landscape context, street pattern, density, plot structure, building heights, architectural style and materials of Over Hulton. It sets out positive features and opportunities for

achieving high-quality design, as well as highlighting negative features that should be avoided.

It is underpinned by more detailed analysis in part 3.4 Character Areas, which covers the nine Character Areas of Over Hulton.



3.2.1 Landscape

The character and identity of Over Hulton is significantly defined by Hulton Park and the surrounding landscape. Historically, the immediate landscape provided natural resources which established a local coal mining economy, in turn creating jobs and resulting in the growth of Over Hulton. Today Over Hulton's residents still remember and relate strongly to this history but have a very different relationship with their surrounding landscape, which is now predominantly farm and parkland. They enjoy the large network of walking routes and the tranquil nature of the countryside that surrounds them.



Through in-depth analysis of the town and its public walking routes it is apparent that the majority of Over Hulton town is not as connected to the surrounding landscape as it may seem. A network of hedges, fences and borders separate plots both physically and visually from both Hulton and Cutacre Park and a lack of clear paths through the town make it difficult to navigate from one to the other. From the main settlement, footpaths leading into Hulton and Cutacre Park are few and far between. Hulton Park can be accessed via the Pretoria Pit memorial in the southwest corner of the settlement. In the centre of the park lies the Hulton Estates, a Grade II heritage asset. To the east, Cutacre Park can be accessed via a footpath running along the southern edge of the settlement, from Breeze Hill Road and from Umberton Road further north.



SUMMARY

3.2.2 Street Pattern

Over Hulton is linear in nature, and the majority of streets are characteristically wide with the houses set back from footpaths. The overall street pattern predominantly forms a traditional perimeter block structure, although some later pockets of development at the centre and south of the village are made up of winding routes, internal loops



The movement network, is such that tertiary roads join a few loop roads that lead to Newbrook Road. This limits permeability and may cause vehicular congestion during peak hours. It also limits the choice of walking routes for pedestrians. However, there are a significant number of Public Rights of Way and more informal (non designated) footpaths and recreational routes which have access to green areas.

3.2.3 Density and plot structure and frontages



Over Hulton is largely made up of detached, single family dwellings and has an average density of 1.56 dwellings per Ha, which is relatively low. This is supported by limited growth of the village due to its designation within the green-belt. Individual plots tend to feature generous front and rear gardens and driveways. The majority of character areas have consistent building lines, however some later additions introduce staggered frontages. The highest residential density of settlement distribution is around Newbrook Road, and its intersection with Manchester Road and Salford Road from where the settlement evolved.

Around Woodlands Drive housing is nestled within the woodland and parkland. Its varied topography creates wide framed views and forms a distinctive character area.



SUMMARY

3.2.4 Building Heights

The majority of buildings within Over Hulton are one to two storeys. There are large areas of low rise one storey semi-detached bungalows to the south and southeast. Two to two and a half storey residential houses front Newbrook Road and two storey commercial buildings are at the Manchester and Newbrook Road junction. There are intermittent one and a half storey buildings in various areas around the town, which creates variety and articulation in the street scene.

3.2.5 Architectural Style and detailing

While there are large areas of post war architecture which is not particularly locally distinctive, there are some architectural elements that give Over Hulton a sense of place. Particularly the Victorian terrace houses and post-war suburban housing of the 1930s and 40s near to Hulton Park.



The distinctive bungalows along the Manchester Road include wood framed front porches and brickwork detailing which provides variety in the street scene.



Over Hulton benefits from a considerable amount of well designed defensible space (front gardens enclosed by small walls and hedging), especially along the primary routes and in the earlier and post-war areas.

3.2.6 Detailing

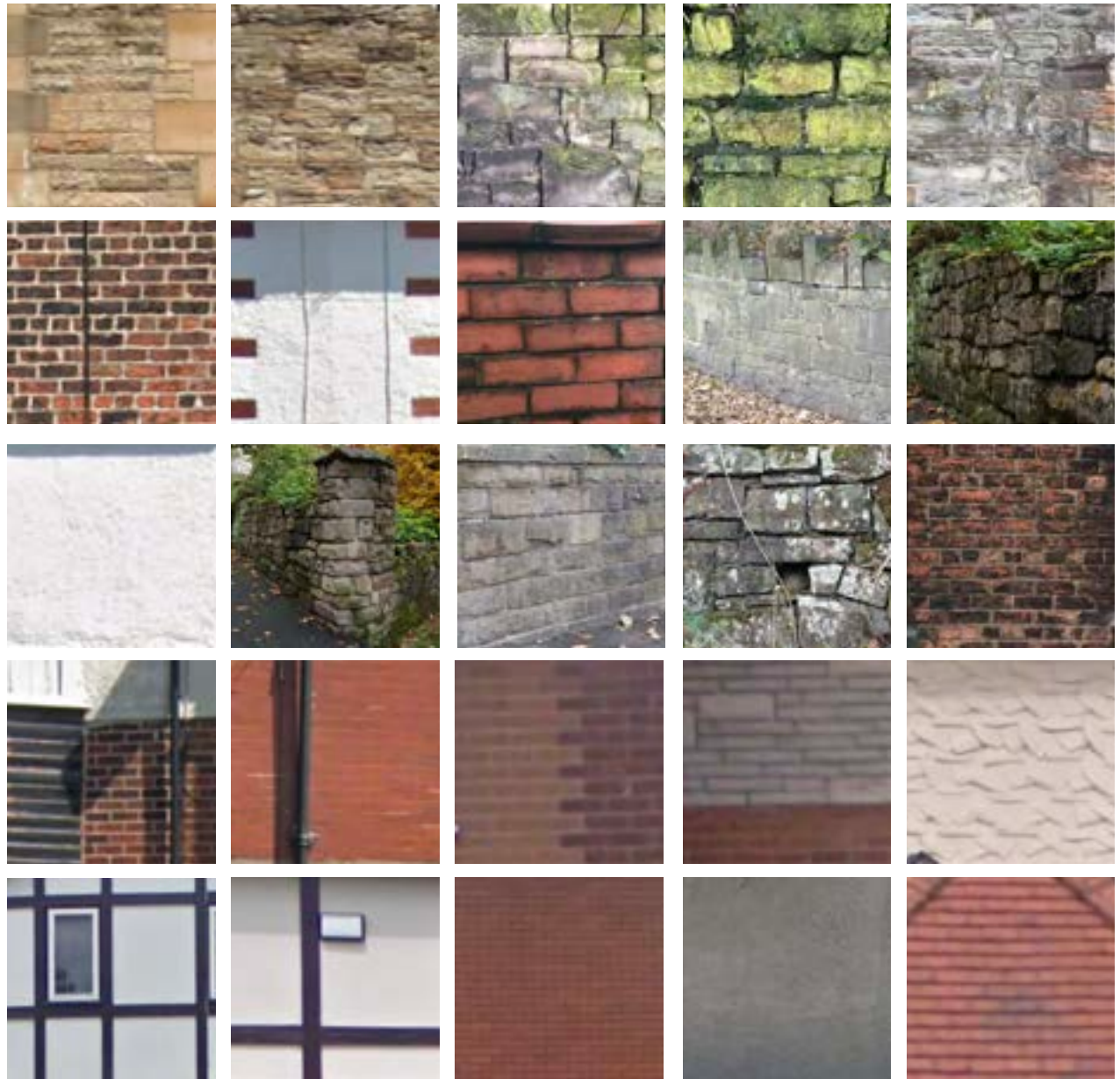
There are some unique details within the architecture which add interest and variety to generic as well as individual building types as can be seen in the following



SUMMARY

3.2.7 Local Materials

The use of local building materials is one of the key elements with which to retain local distinctiveness and character. Due to Over Hulton's geology lime and sandstone can be seen in the more historic buildings, while local clay brick and natural slate is also prevalent. Half timbering to gables of Victorian dwellings has been introduced and rough cast render; wood cladding and a contemporary mix of brick has been used for the more recent residential houses.



RECOMMENDATIONS

Recommendations and Opportunities

As set out in the summary, it will be important that any future development or new proposals in Over Hulton respond to the positive features and characteristics that define the area. This design principle is relevant to all scales of development including residential extensions. Positive features have been identified both through the Character Assessment and through wider consultation on the neighbourhood plan and are summarised below. Equally, those features that should be avoided as they are considered to negatively impact on or detract from the local character area are highlighted. These are usually features that could be found in any/many towns and cities and do not respond to the character and history of Over Hulton.

Landscape History

Layers of history are represented in and around Over Hulton as surviving landscape elements such as; parkland, ancient woodland, bell pit mining, field boundaries and flora and fauna. Over Hulton's historic buildings and their settings, routes and spaces have all created a sense of place and are themselves critical assets which should be retained and enhanced.

Green Infrastructure

Green Infrastructure (GI) is the name given to the green and blue (water) landscape elements. GI supports connectivity for people and wildlife and delivers natural climate control. The existing GI of Over Hulton brings people in the community and nature together which enables physical and mental well-being. Opportunities to enhance this environment and implement sustainable measures for minimising CO2 emissions and water use, should be considered in the plan period. There are areas where achieving good SUDS, Sustainable Urban Drainage Systems, (via 3 stages of natural filtration-rainwater harvesting, green roofs, rain gardens, swales, ponds and wetland) are possible such as, providing rain gardens within the street-scape. These not only provide a sustainable, functional use but designed well, they reduce maintenance and add an aesthetic value to the public realm.

The new Cutacre Country Park is a good facility for the area, though there remains concern that it will deliver as a 'country park', including all necessary facilities associated with such provision. A Landscape Management Plan can support its long term aspiration.

Public Realm

New development in Over Hulton should be responsive to the existing character of spacious tree-lined avenues and public open space. The neighbourhood plan should identify where there are opportunities to enhance existing open space through planting, habitat creation and defined footpaths. In response to the existing character of the area, sensitive and appropriate enclosure such as post and wire chestnut cleft fencing and other fencing which is rural in character should be considered. Close boarded, lap larch fencing directly onto the landscape edge is not appropriate in character terms and is also a barrier to wildlife movement.

Opportunities to open up and link access to public rights of way should be identified and where possible implemented.

Planting should celebrate place with a presumption towards local native species that reflect the local area. Public tree planting should include species or varieties appropriate to the scale of the space.

RECOMMENDATIONS

Perceptual qualities

Landscapes are experienced by people. The perceptual qualities of a landscape make up a significant part of its character and must be identified. They can include:

- tranquillity;
- dark night skies;
- sense of place;
- associations (personal, cultural, art and poetry);
- colours;
- views and visibility; and
- contact with nature (birdsong, smells).

It is important to identify relationships the village has with its surroundings, based on historical context, functional and visual factors. The settlement pattern, massing and connectivity of the village and context should be identified and understood together with important desire lines (*the most convenient, often informal route taken by pedestrians*) rather than closed off visually and/or physically.



Over Hulton Character Assessment

Edge of Settlement

Key views out to the landscape beyond and to distant neighbouring villages should be retained. Views of key buildings such as Church steeples and to parkland should be prioritised to enable perceptual qualities to be conserved. This includes safeguarding active grazing land to reinforce Over Hulton's agricultural setting.



New development will need to provide a soft edge to the landscape and be responsive in its use of materials and architectural style so as not to create a hard edge to the landscape.



Public Realm and Movement

Gateways:

The 'Welcome to Bolton' sign when approaching from the South does not establish a place specific gateway to the town. There is an opportunity to create more of a Gateway to Over Hulton on the approaches from both the North and the South. Native planting, signage and other appropriate structures which signify entrance into the town and may be beneficial to not only to reinforce the town character, but to slow down traffic on the approach, and increase drivers' awareness of pedestrian movement crossing Newbrook, Manchester and Salford Roads.

Way finding:

Opportunities to establish, link maintain and enhance signage to Public Rights of Way and local footpaths should be considered at key nodes in and around the town.



RECOMMENDATIONS

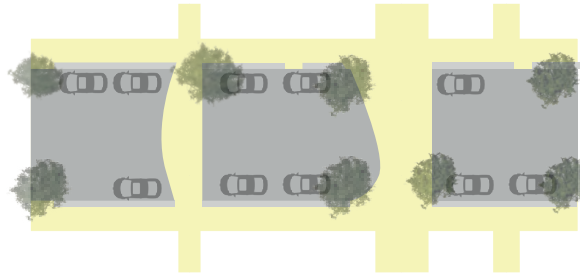
Vehicular movement and parking:

Most residents in Over Hulton opt for driving rather than walking for most journeys, including local trips. The reason for this is probably due to a public realm environment that does not support an attractive pedestrian environment rather, it is dominated by vehicular movement. Therefore driving becomes the first choice. There are ways in which simple design principles can be implemented that will change the status quo, encouraging more pedestrian and cycle trips - lessening the environmental impacts on the town.



The existing white lines along Newbrook Road reinforce high driving speeds and a pro-vehicular environment. In collaboration with Highways there is an opportunity to redesign the surface treatment of Newbrook Road including the removal of white lines and introduction of a variation in materials at key junctions to slow traffic and allow for safe and efficient pedestrian movement across the road.

Over Hulton Character Assessment



The creation of a 20mph zone establishes pedestrian priority. As well as Newbrook Road, increased HGV traffic east to west along Manchester and Salford Road to the distribution centre should be managed. Active engagement with a designated Highways management body is encouraged to mitigate high volumes of traffic.



There is a lack of designated parking spaces along the primary routes (Manchester Rd) which has encouraged ad hoc parking on the footpath causing a hazard to pedestrians. Limited space for pedestrians and cyclists and interrupted pathways should be avoided. Designated unallocated on street car parking is the most space efficient method and can aid traffic calming. There is an opportunity to integrate well designed parking spaces along primary routes in future.





ref: Urban Design
Compendium 2013

Restricting numbers of parking spaces (to no more than 4 together) aids integration as does breaking up spaces with generous tree planting and the use of high-quality materials contrasting with access roads. On street parking should include bicycle parking.

Residential and commercial parking should be conveniently located for users and residents and should be well overlooked while being as visually discreet as possible.

Layout and Spaces:

While there is no current desire to expand Over Hulton, any future settlement growth should be focused in and around the existing urban areas along Manchester and Newbrook Road in order to retain gaps between neighbouring settlements to prevent urban sprawl.

Important facilities within the local community include the churches, primary school, the conservative club, scout hut and bowls club. Opportunities to relocate or consider new civic uses closer to the centre of the village, away from the intersection and noise of M61 would be beneficial. Although not a facility as such, the Pretoria Memorial is very much part of the heritage of Over Hulton and should be conserved.

Any new infill development and extensions to existing buildings should reflect Over Hulton's character by responding to and reflecting the character of each designated character area to enable a sense of place and allow for new buildings to sit comfortably in their context.

In most cases this will include:

- Building to street ratios appropriate to the setting
- Well-proportioned plots
- Generous plot sizes and setbacks that can include enough space for front and/or back gardens.
- Boundary treatments in the form of low walls and hedging that clearly define what is public and what is private space.
- Consistent building lines
- Access, parking and appropriate storage that encourages walking, cycling and the use of environmentally-friendly transportation.

- Corner plots should address both public sides of the building with active edges - room windows and entrances facing the public realm, blank flank walls should be avoided.

The proximity of working farms to the main settlement is a particular characteristic which should be retained. For example, the well regarded barn 'Milk Maids', on the Manchester Road and reinforces the rural character of Over Hulton's setting.



Milk Maids barns on the Manchester Road, above and below.



Buildings:

Contemporary Architecture:

While innovation and creativity in contemporary architecture should not be stifled, emphasis should be given to the quality and execution of the design. This can be achieved using a contemporary architectural language with traditional materials, or with contemporary materials that reflect local settlement pattern, building forms, roofscapes and solid to void proportions or very high quality materials and design standards can be used for a purely traditional approach. While there should be variety and articulation of roof types, they should sit comfortably and relate to their context. Not all contemporary approaches achieve this.



Extensions above garages also need to be mindful not to cause a terracing affect especially in the more suburban character areas.

Flexible, sustainable architecture, especially will enable the adaptation of the building for different uses, and ways of living for the present and future residents. Flexibility in proportions of the building, especially at ground floor 'future-proofs' the development.

For semi-public and public buildings main entrances should be located on the public side of the street and should be obvious through architecture and lighting to aid legibility without relying on signage. In contrast service doors should be as discreet as possible, ideally not facing the street.

Detailing and Materials:

Signs:

Where there are signs, they should be subtle, good quality, locally specific and well-integrated in the architectural style of the building, in balance with the signs from the other buildings in terms of colour. Illuminated shop signs or striking colours that are not very well integrated and have different dimensions to other signage has a particularly detrimental impact on the quality of the area and setting of listed buildings.

Plot boundaries:

Clearly defined boundary treatment (small walls and native hedging) around plots abutting public or semi-public

spaces to define what is public and what is private space should be retained and where appropriate implemented in locally appropriate brick or stone and allow gaps for suitable wildlife movement.

As with the landscape edge, Larch lap, close board or similar fence panels onto public realm and/or to prevent permeability within the public realm should be avoided.

Materials:

Any new development should use natural and local materials to reinforce a sense of place. Local materials include: Sandstone, Limestone, Clay bricks, natural (welsh) Slate.

External building material choice should follow a hierarchy in the following order of preference:

- Locally produced materials (e.g. bricks, roof tiles, stone and timber) should be used unless there are good design reasons not to.
- Materials less locally sourced but traditionally found in the area (e.g. natural slate)
- Alternative sources of natural materials sympathetic to the areas character
- Low embodied energy contemporary materials
- Other materials.

Chimneys:

Tall chimneys are a distinctive feature of Over Hulton's historic core, and create articulation in the roofscape.



Other architectural details:

Exposed rafter feet as seen below, variance in brick coursing:

- Flemish bond
- Burnt headers
- Herringbone
- Dental courses

These can all help to communicate high quality design and tie development to the local area.

Rainwater goods should also be a consideration and not an afterthought as its cumulative impact is often overlooked.



Flemish bond brickwork with burnt headers



Herringbone



Dental course detailed boundary wall



Dental courses

Building performance

In order to mitigate against climate change, new building proposals should be able to demonstrate how they have considered energy efficiency during the design development process, such as solar orientation, or the inclusion of renewable technologies. Designing for use and adaptation across lifetime ownership can also support sustainability.

Design for Everyday Life

While orientation of buildings, architectural style and materials play a major role in high-quality design and should be considered at the initial design stage (or when opportunities for improvement arise), requirements for everyday living should not be overlooked as their cumulative impact can have an effect on character of place.

For example:

- Storage and management of refuse and recycling of all types
- Storage of fuels
- Accessible storage of active travel equipment (bikes, pushchairs, wheelchairs, scooters etc)
- Vehicular parking principles



Design for Everyday Life. Source; Clare Nash Architects



Accessible storage of active travel equipment



Storage and management of refuse and recycling



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