



Over Hulton Neighbourhood Plan Design Guide & Code

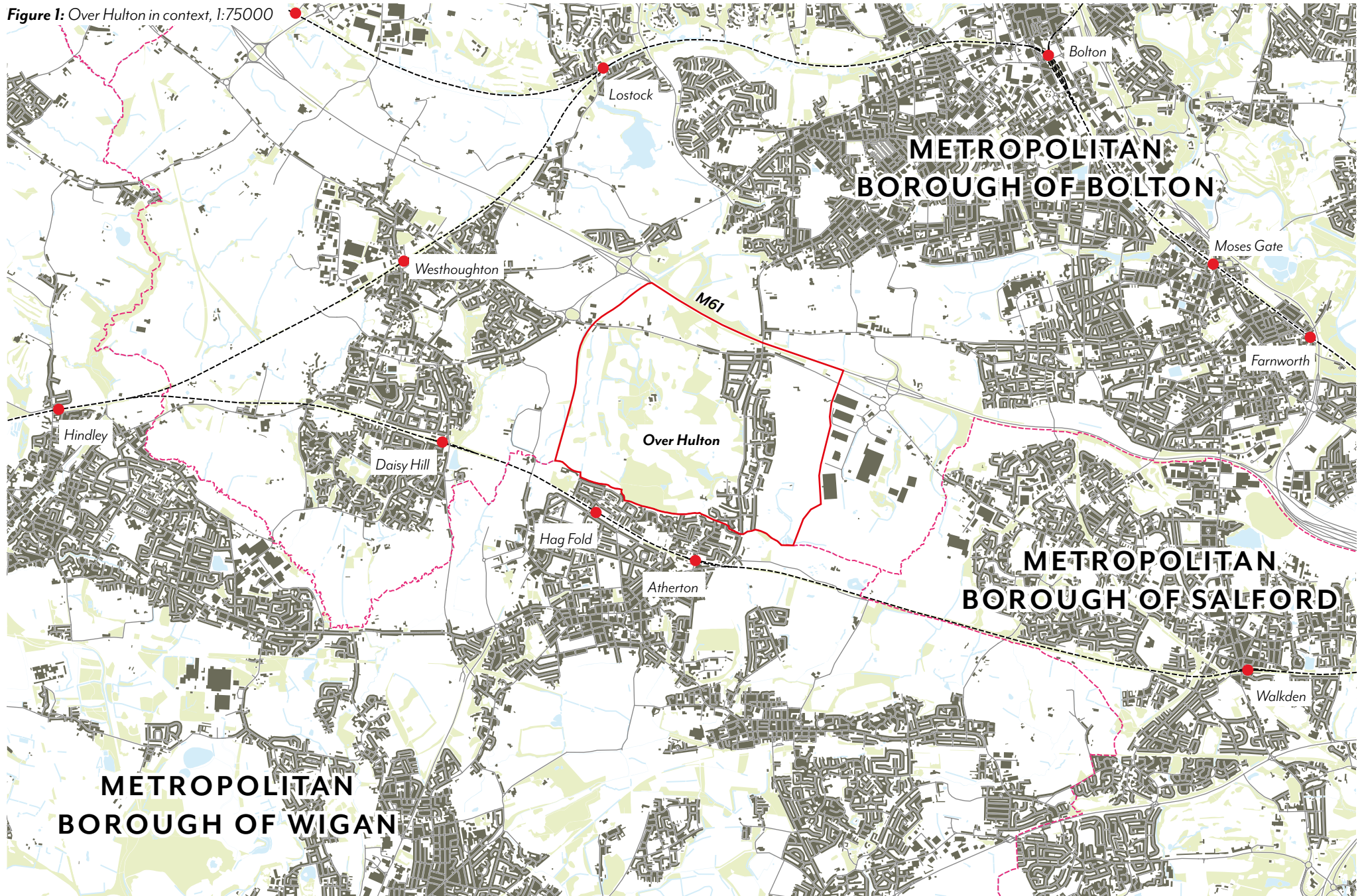


This report has been produced by AR Urbanism on behalf of Over Hulton Neighbourhood Forum, to support the production of the Over Hulton Neighbourhood Plan.

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Figure 1: Over Hulton in context, 1:75000



Introduction

This report provides a design guide and code for the Over Hulton Neighbourhood Plan Area. This document ensures forthcoming development in the area aligns with the emerging policies of the Over Hulton Neighbourhood Plan (OHNP) through the promotion of high-quality, sustainable and responsive design.

The Design Guide & Code is an aspirational document. It considers all areas of Over Hulton within a long-term, strategic view, setting out ambitions and how these could be achieved through design. This includes not only considering the design and potential for new development, but also ambitious proposals for the existing settlement to improve its amenity and environmental quality. The Design Guide promotes excellence in design in both buildings, streets, spaces and landscapes.

The OHNP is a community led document which provides local people with more say in what happens in their local environment. In March 2017, a submission was made to Bolton Metropolitan Borough Council (BC) to designate the Neighbourhood Area. This Area includes the built area of Over Hulton, with its northern boundary defined by the M61, its western boundary by the remnants of a former railway line on the western edge of Hulton Park, its southern boundary aligns with that of Bolton Borough Council, and the eastern boundary follows the eastern border of Cutacre Country Park. The stated objectives of the Over Hulton Neighbourhood Forum are:

- To prepare a Neighbourhood Plan for the Over Hulton Neighbourhood Area;
- To promote or improve the social, economic and environmental well-being of the Over Hulton area.

Troy Planning + Design have been assisting the Over Hulton Neighbourhood Forum (OHNF) in the development of an evidence base for the area, as well as undertaking community consultation. They are also providing additional advice in regards to the Hulton Park Public Inquiry.

AR Urbanism have been commissioned by Locality, on behalf of the OHNF in August 2019 to develop a design code that would inform best-practice development in the Neighbourhood Area. The Baseline Assessment and Character Assessment, undertaken by Troy Planning + Design, form the evidence base in terms of townscape and spatial analysis for this Design Guide. The Design Guidance itself follows national best practice, as well as more specific key local issues. This has been informed by the initial vision and objectives that have been collated and discussed as part of a dedicated community consultation event held on the 19th March 2019 and facilitated by Troy Planning + Design.

Key:-

 Neighbourhood Area Boundary

 Local Authority Boundary

Figure 2: Over Hulton Neighbourhood Area, 1:30000



Key:-
[Red outline box] Neighbourhood Area Boundary

Context



Figure 3: View of Hulton Park

Over Hulton is a settlement that lies 3.4 miles south west of Bolton. Over Hulton is a linear settlement structured around Newbrook Road, with further activity around Four Lane Ends at the north of the settlement, at the junction of Manchester/Salford Road (A6). Hulton Park (a privately owned former estate) occupies the majority of the Neighbourhood Area, The urban area of Over Hulton adjoins Atherton to the south, which provides two train stations on the Manchester to Southport Line (Atherton and Hag Fold), as well as other important community amenities including a town centre, sports grounds, and schools. To the north of the settlement lies the M61 motorway, which provides movement connection between Manchester and Preston, before connecting into the wider motorway network.

To the west, beyond Hulton Park, lies Westhoughton which includes further amenities including several large employment sites. To the east lies Cutacre Country Park, which provides a green buffer between Over Hulton and a developing logistics and business park, which also includes some public facing uses including a restaurant, café and supermarket.

Over Hulton itself features a Primary School, community facilities (including two churches), some shopping uses along Newbrook Road, and a mix of uses including some employment, two pubs and social facilities around Four Lane Ends.

Over Hulton is a historic settlement, dating back from at least 1235 as part of the historic Hundred of Salford. The history of the settlement is strongly aligned with the Hulton Family, who were first recorded in the area in 1167. The family owned substantial land, much of which became the Hulton Park Estate which forms the majority of the Neighbourhood Plan Area. The wealth of the Hulton Family was tied to the substantial coal deposits present in the estate. The mining of this coal promoted the urban growth of Over Hulton and Atherton, which provided a substantial workforce for the Hulton Collieries (established in 1858). The Pretoria Pit

memorial, on the south-east corner of the Park, commemorates the Pretoria Pit disaster on the 21st of December 1910, where 344 people lost their lives in an underground explosion on the estate.

The original settlement of Over Hulton was concentrated around Four Lane Ends, the junction of Manchester Road and Newbrook Road, with incidental inhabitation scattered along Newbrook Road south towards the Manchester - Southport Railway Line. A tramway, opened in 1902, connected Lowton and Leigh (to the south) through Atherton and Four Lane Ends toward Bolton in the north. Over time, the settlement structure of Over Hulton extended along Manchester and Newbrook Roads, connecting with the growing settlement of Atherton to the south. The original tram was closed in 1931.

The Hulton Family invested their coal wealth heavily into Hulton Park over generations. Hulton Hall was improved with significant landscaping works to create a typical example of a park in the English landscaping tradition. The fortunes of the family declined throughout the 20th century, with falling demand for domestic coal production, with Hulton Hall itself demolished in 1958. After this, Over Hulton began to expand into the former area of Hulton Park around the south-west of Four Lane Ends. The settlement gradually expanded to the east and west of Newbrook Road to form its current layout and density.

During the later half of the 20th century, Hulton Park remained unchanged save for the demolition of former colliery buildings. Some of the park retains agricultural tenancies, yet many of the original and historic farm buildings have fallen into decline.

The M61 motorway was built in 1969 to the north of Hulton Park and provided new transport connections for the area. This has facilitated the construction of the Logistics North industrial park to the east of the Neighbourhood Area. This is buffered from Over Hulton by the Cutacre Country Park, which is being delivered in line with the industrial park.

Figure 4: Current Proposal for Hulton Park from Peel Developments as submitted in evidence to the Public Inquiry, NTS



Hulton Park Proposals

Proposed New Hotel



Proposed New Clubhouse



Figure 5 & 6: Rendered views of proposed new hotel and clubhouse as part of the Hulton Park proposals

Hulton Park has faced decades of decline due to the falling fortunes of the Hulton family, resulting in lack of investment and management in the park. Expressions of this decline include demolition of the original Hulton Hall in 1958, and a lack of landscape management and conservation normally expected of landscape parks of this site.

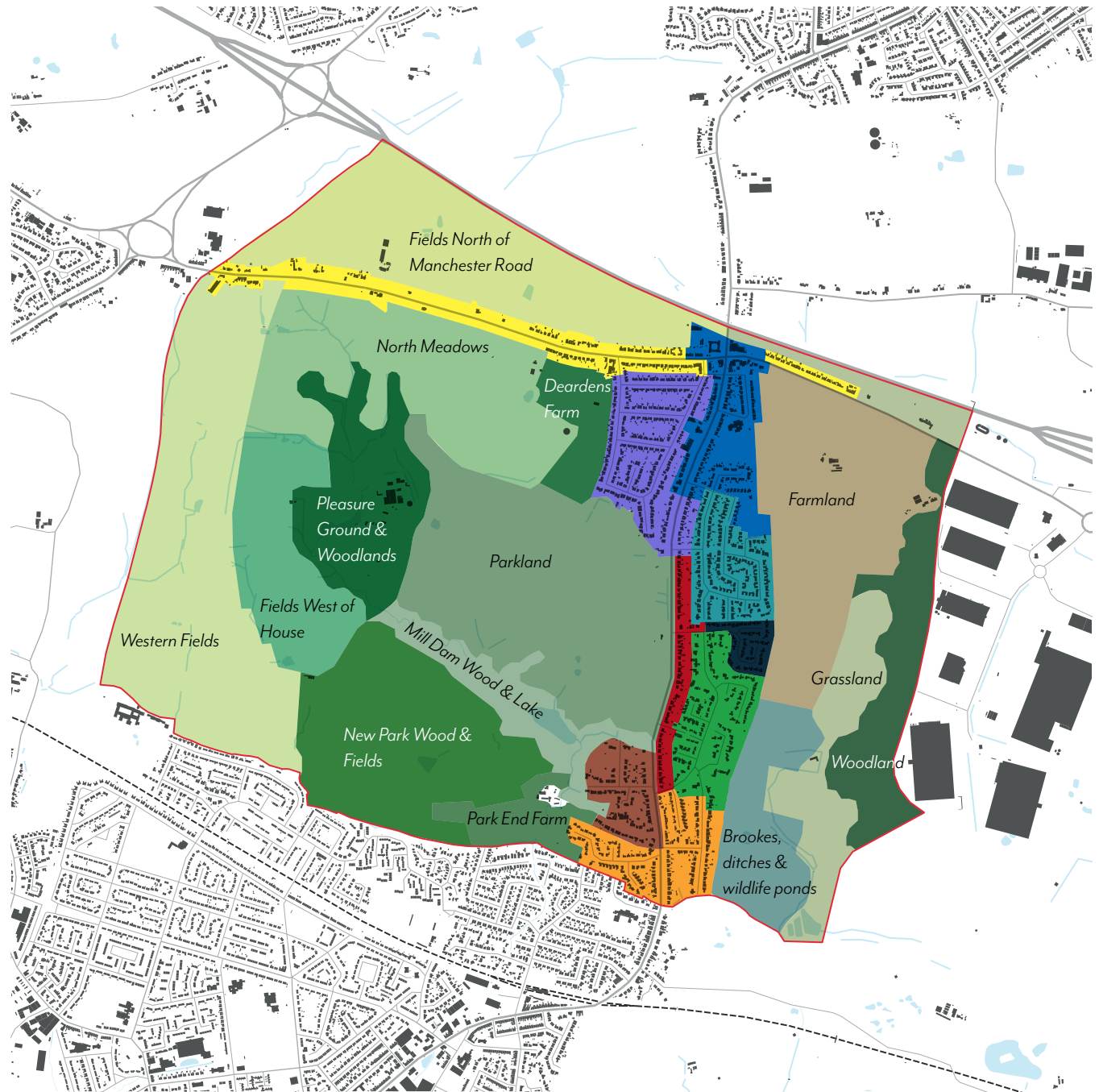
The Park remains privately owned, but with some designated public rights of way within and around the site. In 2010, Peel developments brought the site and subsequently submitted a planning application in 2017 for the development of:

- A championship golf course capable of hosting the Ryder Cup and other major golf events
- A hotel complex with conference, spa facilities, restaurant and car parking (142 bedrooms and 150 parking spaces) on former Hulton Hall site
- Golf Clubhouse with bar/lounge, shop, restaurant, changing room facilities, car parking (150 spaces) and buggy parking
- Restoration and renovation of key historic features of Hulton Park
- Golf Academy with six-hole practice course, driving range, adventure golf course, academy clubhouse comprising retail facilities, administrative offices and car parking (150 spaces)
- Residential development (up to 1,036 houses/apartments) with associated local landscaping, public open spaces and a local centre
- Vehicular and pedestrian access from the A6 to the Golf Course and Academy including an underpass beneath the A6.

Bolton Metropolitan Borough Council initially resolved to grant planning permission for the proposed development on 22nd March 2018. BMBC subsequently referred the application to the Secretary of State who has since 'called in' the application for determination following which a public inquiry has recently been held in October 2019. The results of which are currently awaited.

Over Hulton Neighbourhood Forum registered an objection to the proposals. A representation, prepared by Troy Planning + Design on behalf of the OHNP was submitted and presented to the Public Inquiry regarding the Hulton Park Proposals.

Figure 7: Over Hulton Character Areas, as per Over Hulton Character Assessment by Troy Planning + Design, 1:30000



Key:-

- A. Manchester & Salford Road
- B. Four Lane Ends
- C. Rutherford & Newland Drives
- D. Reynolds Drive
- E. Newbrook Road
- F. Firs Road
- G. Shurdington Road
- H. Broadway & Rutland Avenues
- I. Wellington Road

Overview of Character

The following is a summary of the Over Hulton Character Assessment, prepared by Troy Planning + Design

Hulton Park

A Grade II listed park and the former seat of the Hulton family from at least 1335. The c.200ha park occupies gently undulating ground, rising to the north with distant views to the Mersey Valley. Mill Dam Stream runs an irregular course through the park creating two irregular lakes through the park. Much of the wealth of the Hulton Family resided in coal deposits within the park which both manifested in collieries and associated land forming through mining and funded the extensive landscaping of the house and park in an English picturesque manner. The principal entrance to the park is along Newbrook Road, where a gate and gatehouse still remain. Hulton Hall fell into disrepair following the decline of family fortunes in the 20th century and was demolished in 1958.

Cutacre Country Park

Part of the former Cutacre open cast mining site, this large landscape area to the east of Over Hulton is slowly being transformed into a new County Park, adjacent to a new industrial and logistics park partially delivered to the east. A prime objective of the park is to promote habitats for wildlife, with the creation of new ecological ponds, as well as the provision of new footpaths, bridleways and cycle routes for recreation.

Over Hulton

A. Manchester & Salford Roads

- Open and irregular character with intermittent landscape views;
- Predominantly pre-1900 development, with some inter-war bungalows, and several 1930s-40s suburban homes;
- Contemporary flatted development has clustered around the

intersection of Manchester and Newbrook Road;

- Includes grade II listed buildings, 791 and 793 Manchester Road whose common characteristics include: symmetrical form and fenestration, central front doors, multi-pane sash windows, shallow pitched hipped roof with crowns above the door, and use of local stone and painted brick with distinctive sills.

B. Four Lane Ends

- A mix of 1930s-40s housing with generous front gardens set back from Newbrook Road;
- Commercial properties concentrate around the intersection of Manchester, Newbrook and Salford Roads to form a higher-density junction;
- Small green open spaces and pocket parks throughout the area provide community use and character.

C. Rutherford & Newland Drives

- Post-war suburban expansions into Hulton Park, a mix of bungalows and two storey dwellings;
- Housing to the south and west offers views over Hulton Park, with a strong connection to the environment reinforced through an open street character;
- Sensitive management of the boundary between the area and Hulton Park, with low-rise dwellings on the western edge stepping down to follow the topography;
- Conscious effort to integrate the green network within the character area with green verges and trees creating a boundary between the carriageway and plot boundaries, together with generous front gardens;
- Common architectural features include: a decrease in building heights, prominent chimneys, variance in roof pitch, generous front gardens, green connections, and a varied use of brick, stone and render.

A. Manchester & Salford Road



B. Four Lane Ends



C. Rutherford & Newland Drives



D. Reynolds Drive



E. Newbrook Road



F. Firs Road



G. Shurdington Road



H. Broadway & Rutland Avenues



I. Wellington Road



Figure 8-16 (left): Views within Over Hulton's character areas**D. Reynolds Drive**

- Post-war suburban expansion into Cutacre Park of predominantly bungalows;
- Low-rise development follows a pattern of buildings stepping down away from Newbrook Road;
- Gaps between plots provide views from the street out towards Cutacre Park;
- Common architectural features include symmetrical facades, and predominant use of brick, stone and render.

E. Newbrook Road

- Openness of the character area informed by a current lack of development on the west of Newbrook Road and proximity of Hulton Park;
- Linear development of post-1950s dwellings all with unique views over Hulton Park due to raised elevations from Newbrook Road, which acts as a busy boundary between the park and Over Hulton;
- Massing and façade composition of building vary, with little repetition of dwellings to create a rich streetscape;
- Common architectural features include prominent chimneys, defined boundary walls, segregation from the carriageway with generous front gardens, and large bay and double windows in the primary façade to maximise views.

F. Firs Road

- A residential estate designed to have open spaces and open fronted gardens to reflect the rural feel of the area and fit into the character of the wider Over Hulton;
- The post-1990s dwellings have been designed in an Edwardian suburban style with half-timbering, casement windows and asymmetrical facades;
- Rooflines are characterised by prominent chimneys and steep gable pitches;

- Cutacre Park is visible through visual connections provided by spaces between the dwellings.

G. Shurdington Road

- Post-war suburban expansion into Cutacre Park with a mixture of two-storey and bungalow developments, some detached and others semi-detached;
- Heights and densities decrease eastwards away from Newbrook Road;
- Cutacre Park is visible through gaps between the buildings;
- Two-storey buildings feature prominent chimneys which help anchor the elevations.

H. Broadway & Rutland Avenues

- A mixture of one and two storey dwellings with direct access into Hulton Park on the west;
- A memorial to the Pretoria Pit disaster on the western edge highlights the area's heritage;
- The massing of development follows the topography of the area, with two storey dwellings at the northern edge sloping down to bungalows towards the south;
- There are moments on the streets where Hulton Park can be clearly seen between the properties.

I. Wellington Road

- A post-war suburban expansion into Hulton Park, with a mixture of two-storey houses and bungalows, a mix of detached and semi-detached dwellings;
- Massing falls away from Newbrook Road with low-rise housing adjacent to Hulton Park;
- Cul-de-sacs have been left open ended to allow pathways directly into the parkland and western edges of Hulton Park.

Issues & Opportunities

Landscape & Environment

- Hulton Park is a key landscape and heritage asset within the community. However, it has faced years of dereliction and lack of investment which has negatively eroded its character and appearance, particularly of its designed parklands;
- Over Hulton benefits from a surrounding landscape of high environmental and heritage quality, and the settlement's connection to the landscape has the potential for further enhancement;
- The topography of Over Hulton enable a series of key views across neighbouring landscapes, these could be enhanced and protected through sensitive development and landscaping;
- Many existing dwellings, including those along the eastern edge of Newbrook Road, benefit from extensive views over the landscape of Hulton Park;
- Cul-de-sacs along the eastern edge of Hulton Park are open-ended to create wildlife and green corridors across the area.

Open Spaces & Access

- There is a lack of connectivity from the main settlement to nearby landscape areas and green space;
- Hulton Park lacks sufficient public access;
- Cutacre Country Park is a great emerging asset but does not yet provide the necessary facilities the local community expects from a Country Park;
- Opportunities exist to better connect the Public Right of Way network through new links and way-finding;
- There is a lack of public space for recreation in the area despite the swathes of open space surrounding the developments;
- A number of small 'pockets green spaces' exist within the residential areas and contain opportunities for numerous informal uses or improved landscaping;
- A number of informal wildlife links exist to create a loose network connecting Hulton Park and Cutacre Park, but these could be improved and enhanced to create a functioning network.

Traffic & Movement

- Existing street are dominated by private vehicles and there is insufficient infrastructure to support alternative modes of transport such as cycling and walking;
- The existing road design of Newbrook Road, with its width and minimal pedestrian crossings, reinforces high driving speeds and a pro-vehicular environment;
- There are opportunities to redesign the surface treatment of Newbrook Road to slow traffic, potentially accomodate cycle lanes, and promote safe pedestrian and cycle movement;
- A lack of designated parking spaces along primary routes (including Manchester Road) has encouraged ad-hoc pavement parking which diminishes the pedestrian environment;
- High levels of private vehicular use throughout the neighbourhood area has resulted in congestion, traffic and the exacerbation of air and noise pollution. Further additional households in the area would likely add to the congestion and air quality issues of the area.



Figure 17-22: Views of Over Hulton

Uses & Community

- There is a current lack of community and leisure facilities which are well connected to the settlement and responsive to local need;
- Many community facilities around Four Lane Ends, suffers from a poor environment due to their proximity to the M61;
- Newbrook Road Local Centre is well used but is poorly integrated with adjacent facilities of St Vincent's Church and Community Centre;
- New uses within the Cutacre Industrial Estate, including Costa, Aldi, and Pine Tree Farm restaurant, are well used by the local community but rely on car access due to remoteness and a lack of safe and attractive pedestrian and cycle routes.

Heritage & Character

- Over Hulton contains several important listed heritage assets, as well as a rich history embedded within its landscape. There are opportunities to build on this heritage in developing a robust identity and inform high-quality place-making;
- There are numerous examples of recent developments in the area where the material palette does not reflect nearby historic buildings or local character;
- Poor pasrtiche replication of vernacular and heritage architecture has distracted from the character of nearby historic buildings, through loss of chimneys and replacement of sash windows with UPVC;
- There is potential to enhance the memorial respecting those who lost their lives in the Pretoria Pit Disaster, including improved integration into Hulton Park;
- The estate lodge of last Hulton family member is in a state of disrepair and should be protected as an important part of Over Hulton's heritage.

Built Form & Streetscape

- The wide streets of Over Hulton provide an opportunity to redesign the public realm to achieve an improved pedestrian and cycling environment;
- New developments have tended to feature substantial front driveways with hard landscaping, rather than gardens, which detract from the existing character of the neighbourhood;
- Tree-lined avenues area a positive characteristics of Over Hulton, and tree planting could be expanded more generally;
- There are several 'pocket spaces', which have been left underdeveloped with potential to be developed into public gardens or wildlife areas;
- The 'closing off' of front gardens, with the erection of walls and hedges, is an increasing trend in Over Hulton which continues to diminish the open character of the neighbourhood;
- The varied character of Over Hulton is due to a rich culture of home improvement, gardening and sensitive alteration over many years.



Design Guidance

Purpose of the Design Guide

The purpose of the Over Hulton Design Guide is to raise the quality of the built and natural environment within the Over Hulton, in line with the ambitions and vision of the Neighbourhood Plan. By providing clear recommendations on a range of themes and issues, the guide provides a framework for the design of new developments (including buildings, public realm and landscaping) as well as improvements to existing spaces and structures. The design guide is structured around proposals and recommendations, illustrated by images of Over Hulton, as well as selected precedents from around the UK that represent best practice in regards to urban design and development.

Context of Design Guidance

The Design Guide acknowledges the wider local and national planning context in relation to design, and develops a more contextually specific application of best-practice guidance. This includes:

Bolton Local Plan Core Strategy

Bolton's Core Strategy was adopted in March 2011, and sets out policies for Bolton's future up to 2026. Policy CG3: the Built Environment, specifically sets out a series of requirements related to design, including requirements to:

- 'Expect development proposals to display innovative, sustainable designs that contribute to good urban design'
- 'Conserve and enhance local distinctiveness [...];'
- 'Require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment [...];'
- 'Conserve and enhance the heritage significance of heritage assets and heritage areas [...];'

- Ensure development is designed in an inclusive manner which is accessible and legible to all [...];
- 'Encourage the incorporation of design measures into new developments that allow adaptation and resilience to the impacts of climate change and extreme weather events and also to reduce the threat of fuel poverty [...];'
- 'Maintain and respect the landscape character of the surrounding countryside and its distinctiveness [...];'

National Planning Policy Framework

The NPPF sets out the government's planning policies for England. It represents the highest tier of planning policy, and determines how Local Plans and decisions should be developed and determined. Design considerations are contained in Chapter 12 'Achieving well-design places'. It sets out that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve', and recognises that 'good design is a key aspect of sustainable development' (para 124). Importantly, the NPPF states that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents' (para 130). The NPPF sets out 6 key criteria for good design (para 127) that ensures that developments:

- 'will function well and add to the overall quality of the area [...];'
- 'are visually attractive as a result of good architecture, layout and appropriate and effective landscaping'
- 'are sympathetic to local character and history [...];'
- 'establish or maintain a strong sense of place [...];'
- 'optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development [...];'



Figure 23: The ten characteristics of well-designed places, from the National Design Guide, 2019.

- ‘create places that are safe, inclusive and accessible and which promote health and well-being [...]’

National Design Guide

The new National Design Guide, published in October 2019, sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government’s collection of planning practice guidance. The Guide provides a structure that can be used for the content of local design guides, and considers ten characteristics of well-designed places highlighted in figure 23. An accompanying ‘National Model Design Code’ is due to be published to provide further detailed standards for key elements of successful design.

Building for Life 12

Building for Life 12 is an industry standard with the purpose of improving the design quality of homes and neighbourhoods. It is endorsed by the government and specifically mentioned as an appropriate standard for good design within the NPPF (Ch 12, para 129). Building for Life 12 is structured around 12 key questions which can be used to assess proposals and structure discussion around proposed development. These questions are grouped into three themes: integrating into the neighbourhood, creating a place, street home. The questions are:

- **Connections:** Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
- **Facilities and services:** Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- **Public transport:** Does the scheme have good access to public transport to help reduce car dependency?

- **Meeting local housing requirements:** Does the development have a mix of housing types and tenures that suit local requirements?
- **Character:** Does the scheme create a place with a locally inspired or otherwise distinctive character?
- **Working with the site and its context:** Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- **Creating well defined streets and spaces:** Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
- **Easy to find your way around:** Is the scheme designed to make it easy to find your way around?
- **Streets for all:** Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- **Car parking:** Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- **Public and private spaces:** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- **External storage and amenity space:** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Structure of the Design Guide

In developing the structure of the Design Guide, consideration has been given to the initial vision and eleven objectives of the Over Hulton Neighbourhood Plan, and the wider associated context of Design Guidance available nationally. These have been translated and condensed to create five design themes, that build on best practice, while providing more contextually specific recommendations for Over Hulton. These themes are:

- **Sustainable Growth:** Supporting growth in the right places, properly integrated into the existing settlement. Promoting sustainable design that mitigates the impact of climate change to create a resilient and sustainable settlement.
- **Landscape & Environment:** Enhancing the qualities of Over Hulton’s surrounding landscaping, promoting beneficial use of the Green Belt and ensuring public access to surrounding countryside. Supporting the restoration and enhancement of Hulton Park and opening up the park to the existing settlement.
- **Movement & Access:** Providing high-quality walking and cycling network, incorporating green infrastructure, and promote development that minimises trips by private car.
- **Heritage & Local Character:** Conserve, enhance and promote the built heritage and celebrate its contribution to local character through good design and enhancement of the street-scene.
- **Community & Employment:** Provide good opportunities for non-residential uses which complete the character of the area, including local employment, community uses and recreation, enabling the settlement to meet day-to-day needs.

Initial Vision of the Over Hulton Neighbourhood Plan

from the Vision, Objectives and Key Issues Workshop Findings

By 2040, the settlement at Over Hulton will maintain sustainable patterns of development through conserving and enhancing the qualities of the built, natural and historic environment by promoting green infrastructure connectivity for humans and wildlife and ensuring new development reflects the area's distinctive qualities, historic characteristics and settlement patterns.

Opportunities to support the local economy and meeting the needs of the local community will have been optimised through the retention of, and appropriate expansion of, existing services and community facilities. Support for local enterprise and job creation will be commensurate with the characteristics of the area.

Over Hulton will demonstrate its contribution towards meeting the challenge of climate change through high-quality design, support for sustainable travel and taking fullest possible advantage of opportunities to live and work locally.

Over Hulton will respond to meet the changing needs of households by promoting appropriate opportunities to adapt and make best use of the existing housing stock, supporting sustainable residential development within the built settlement of Over Hulton.

Initial Objectives of the Over Hulton Neighbourhood Plan

from the Vision, Objectives and Key Issues Workshop Findings

1. Promote and encourage enterprise that complements the character of the area, sustains the local economy, supports increased employment within Over Hulton and capitalises on links with other opportunities nearby
2. Support the retention and enhancement of community facilities and their role in providing for community cohesion and opportunities for recreation.
3. Maintain and enhance the attractiveness of opportunities to meet day-to-day needs within the settlement and support the prosperity of existing provision on key points and routes within and through Over Hulton.
4. Conserve, enhance and promote the built heritage contained within the settlement at Over Hulton and celebrate its contribution towards local character
5. Optimise the use of existing walking and cycling routes within the neighbourhood area and seek opportunities to promote and improve connectivity with green infrastructure.
6. Support opportunities for development that minimise trips by private car for employment, education and leisure.
7. Identify and enhance the qualities of Over Hulton's surrounding landscape by promoting beneficial use of the Green Belt and through ensuring future development preserves the contribution that public access, key routes and use for recreation make to the significant and setting of Hulton Park Registered Park & Garden
8. Ensure that new development contributes to local character through good design, enhancement of the street-scene, and maintaining and enhancing the qualities of the built environment and public realm associated with Over Hulton's settlement pattern.
9. Support opportunities for new development within the existing built settlement where this would make more effective use of previously developed land and optimise the use of existing plots where compatible with its surroundings
10. Support and maintain the provision of primary school facilities within Over Hulton with spaces for all primary school age children living within the neighbourhood area
11. Promote development that mitigates the impact of climate change and supports the use of renewable resources

Design Principles

Sustainable Growth

- Promote appropriate opportunities to adapt, and make best use of, the existing building stock to meet the changing needs of residents;
- Support opportunities for new development within the existing built settlement where this would make more effective use of previously developed land, and optimise the use of existing plots where compatible with its surroundings;
- Promote sustainable development and high-quality design that contributes towards meeting the challenges of climate change, and provides opportunities to live and work locally.

Landscape & Environment

- Conserve and enhance the qualities of the natural environment through new and improved green infrastructure, serving the needs of both residents and wildlife;
- Enhance existing green assets and promote their integration into a properly connected network throughout Over Hulton;
- Preserve the openness of the Green Belt while promoting beneficial uses within Over Hulton's surrounding landscape.

Movement

- Provide a network of high-quality and well-connected walking and cycling routes throughout the neighbourhood area;
- Support developments that seek to minimise trips by private car and promote active transport;
- Promote road designs that facilitate an improved pedestrian and cycling environment.

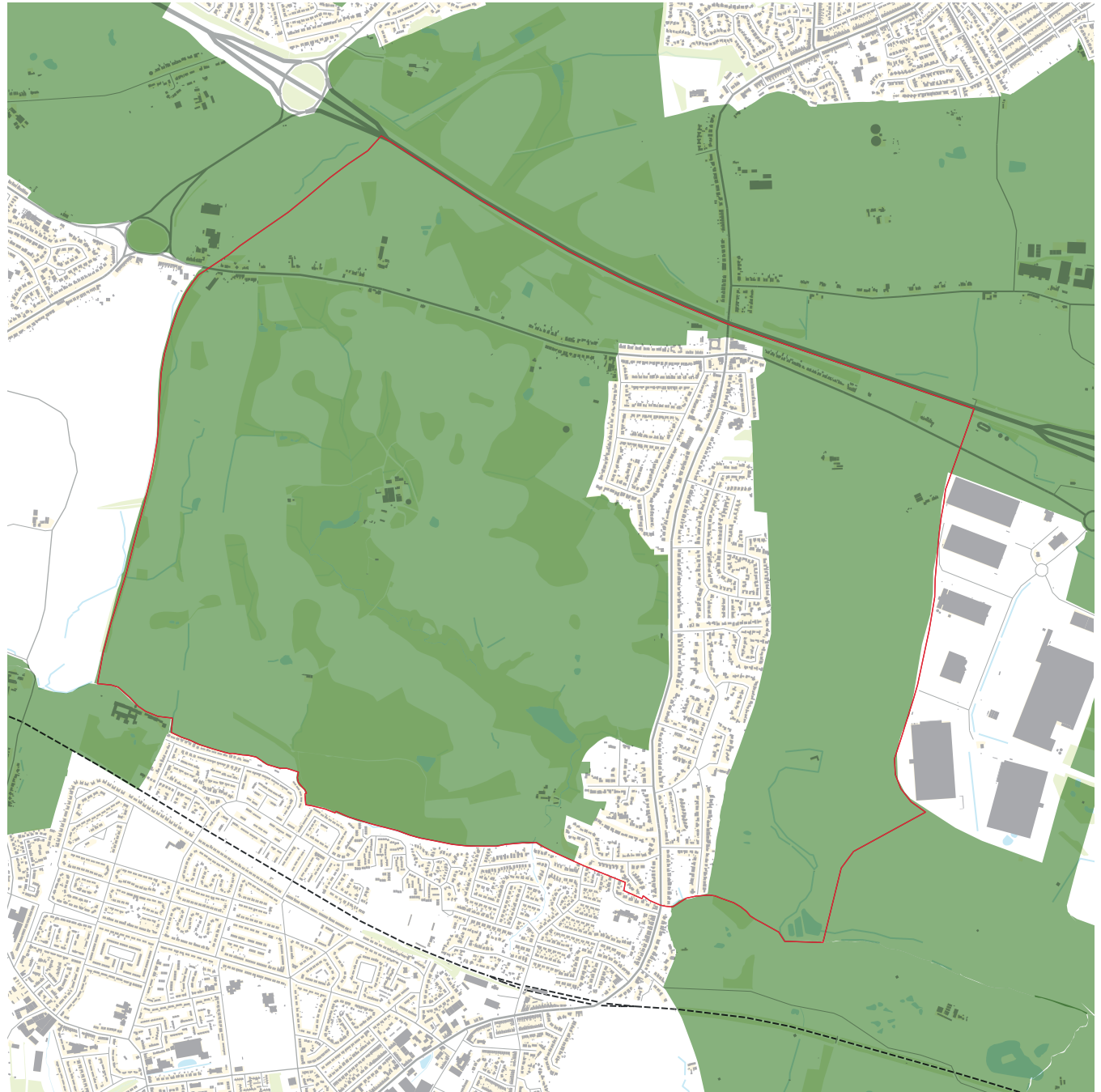
Heritage & Character

- Conserve, enhance and promote built heritage and celebrate its contribution towards local character;
- Ensure that the design of new development builds on Over Hulton's distinctive qualities to create well integrated places that respond appropriately to their contexts;
- Promote high-quality design in line with nationally recognised best-practice and ensure that new developments positively address the street scene, and use sustainable and energy efficient measures to improve building performance;
- Support proposals that preserve and enhance the setting, significance and benefits of Hulton Park for the surrounding community. This should include consideration of public access.

Community & Employment

- Support proposals that enhance opportunities to meet day-to-day needs of the local community within the settlement, including access to and quality of existing non-residential uses and local centres;
- Sustain and enhance the local economy by enabling uses that support increased employment from uses that are complementary to the local character of the neighbourhood area, and capitalises on links with other opportunities nearby;
- Retain, enhance and expand community facilities and support their role in providing for community cohesion and opportunities for recreation.

Figure 24: Designated Greenbelt within and around Over Hulton, 1:30000



Key:-
Over Hulton Neighbourhood Area
Designated Greenbelt

Agricultural fields within Hulton Park



Existing dwellings along Newbrook Road



Existing housing on Newland Drive



1. Sustainable Growth

1.1 Location of Growth

- Any future development within Over Hulton must prioritise the regeneration and intensification of the existing settlement, through infill and redevelopment of local brownfield land, before considering development within greenfield sites;
- Any new development within greenfield site must be located adjacent to, and seek integration with, the existing built up area;
- New development must recognise the beneficial amenity that access and views of the surrounding landscape provide to the residents of Over Hulton. Growth should therefore not be located in such a way that diminishes the local landscape character, block key views of Hulton Park, or potential for public access to the surrounding landscape;
- New residential development should not be located immediately adjacent to the M61. Residential development on sites adjacent to the M61 should include a meaningful green buffer between the motorway and any proposed housing to attenuate noise and air pollution.

1.2 Integration

- Developments should not seek to isolate themselves through large cul-de-sacs with poor pedestrian and cycle permeability, or a failure to provide amenities and uses, such as green open spaces, that would be accessible to the existing residents;
- New developments in Over Hulton should not be designed to physically 'round off' the existing village, but instead allow for the penetration of surrounding landscape deep into the existing settlement;
- Any green buffer between new development and the existing built up area of the village should only be intended to provide green links or wildlife corridors and should not isolate the new community through impermeable edges to movement.

1.3 Sustainability

- Proposals for new developments must follow principles of sustainable development, promoting dense walkable neighbourhoods with good access to existing amenities and efficient public transport, reducing the need for private car use where possible;
- New buildings must demonstrate how they have considered energy efficiency during the design development process, such as solar orientation or the inclusion of renewable technologies;
- Buildings should embody flexible architecture that enable the adaptation for different uses to 'future proof' development;
- Opportunities for power generation within Over Hulton should be considered, including the potential reuse of the former colliery in Hulton Park.

1.4 Greenbelt

- Existing greenbelt must be protected in the interest of promoting sustainable development;
- Opportunities should be considering for promoting the beneficial use of the greenbelt for existing residents, including potential for sports, recreation and community uses.

1.5 Hulton Park

- Any development within Over Hulton must conserve and enhance the unique open landscape character of Hulton Park;
- Any future regeneration of Hulton Park must contribute to the ability of Over Hulton to address the impacts of climate change, with an emphasis on enhancing the natural water cycle, ecology and promoting sustainable agriculture within Over Hulton;
- Any potential development within Hulton Park should offer an element of community-led housing that provides affordable and appropriate housing for local people and their families.

Brookfields, Milton Keynes: Demonstration of how a large extension to an existing settlement can create a high-quality transition to the surrounding countryside, through the substantial provision of landscaped green spaces to soften the development edge. The use of rural-inspired planting creates rich amenity areas of low maintenance while retaining a rural feel. Brookfields resists the use of hard or closed edges to their development, with buildings fronting onto and directly overlooking the adjacent landscape providing natural surveillance for pedestrian routes along the landscape's edge.



Upton, Northampton: Integration of well-designed sustainable drainage systems into a residential street. This addresses flood resilience in an effective way, while also contributing to character and providing a high quality green setting for residents. SuDS can bring significant biodiversity benefits within areas that would otherwise be dominated by hard impermeable landscaping.



Views of landscape towards Over Hulton from Salford Road



Mature trees within Woodland Drive



Front gardens along Newbrook Road



2. Landscape & Environment

2.1 Landscape Character

- Any new development must recognise, safeguard and enhance the unique landscape character Over Hulton;
- All new developments must contribute to the creation of a strong landscape framework that considers the whole of Over Hulton, that recognises and enhances existing landscape features to create network of green spaces, habitats, wildlife corridors, trees and hedgerows.

2.2 Integration with landscape

- Hard, abrupt edges to development should be avoided in favour of 'soft' transitions between the existing settlement and the surrounding landscape;
- New developments should improve access between the existing settlement and surrounding landscape, and provide additional pedestrian, cycle and bridleway connections where possible.

2.3 Flood Resilience

- Flood risk should be managed through the control of surface water runoff and the proper maintenance and protection of the natural water cycle. This includes the incorporation of appropriate flood attenuation systems, such as SuDS, where required, as part of a wider green infrastructure framework.
- Flood attenuation measures, where proposed, should be additional to and not the same as green open space for the purposes of public amenity.

2.4 Wildlife Corridors

- New development must retain wildlife corridors where present on site and seek to enhance them where possible;
- Wildlife corridors should be sensitively integrated with adjacent paths and routes, where possible, to create 'green links';
- New development should include measures to enhance biodiversity and provide increased opportunity for wildlife, such as hedgerow planting and new habitats;
- Wildlife corridors should be designed appropriately to respect the varied landscape character present in Over Hulton.

2.5 Mature Trees & Hedgerows

- Existing trees and hedgerows should be recognised, protected and enhanced in new development, and used to inform the structure and character of landscaping within the site;
- Consideration should be given to succession planting of mature trees to ensure continuity of landscape character;
- New landscape proposals should use British native species to promote the continuity of Over Hulton's rural character;
- Opportunities for tree planting in existing residential streets should be promoted;
- New residential streets should feature tree planting and hedgerows where possible;
- Road verges within residential areas could be progressively enhanced by appropriate large tree species and hedgerows.

The Avenue, Saffron Walden: This scheme responds sensitively to a mature landscaped context, within a Conservation Area and adjacent to a listed water tower. It creates a series of character areas which reflect the pattern and character of the neighbouring townscape and also maintains and enhances the intrinsic qualities of the site.

The heart of the scheme is a retained avenue of mature lime trees with homes arranged around courtyards or set back beyond grassed and planted verges. The new landscaping includes relocated native hedgerows, planted fruit trees from existing rootstock on the site, and retention of most of the mature trees.

In relevance to Over Hulton, this is an excellent example of how new residential development can retain mature trees and hedgerows within the sites and use these to structure development sensitively to the context. The development also demonstrates how contemporary detailing with traditional materials can help create character which is sensitive to older settlements while reflecting the needs and tastes of modern life.



Breeze Hill Road



Fairlyn Close green space



Hulton Park



2.6 Green Open Space

- Existing green open spaces must be recognised, protected and enhanced with particular regard to opportunities to promote their ecological value and integration into wildlife corridors where possible;
- Proposals for new green open spaces should illustrate how these will be seen and accessed by existing residents from the wider village, with clear footpaths, signage and appropriate amenity provision (such as seating, play equipment, shelter, etc);
- New developments should deliver large areas of green open spaces in preference to multiple ‘pocket parks’ which can feel like leftover space;
- Proposed and existing green open spaces should be fronted by pedestrian friendly streets and buildings which provide consistent frontage and overlooking onto these spaces;
- Proposed and existing green open spaces should not be bordered by substantial vehicular roads that isolate them from surrounding development;
- The small ‘pocket green spaces’ within the Shurdington and Reynolds Drive character areas should be protected and enhanced and opportunities for further tree planting in these areas should be promoted;
- Opportunities to promote the amenity and setting of the recreation space between Fairlyn Close and Umberton Road should be considered. This could include: explicit naming of the space, improved wayfinding, improved landscaping including tree planting, and potential for better integration with the adjacent Cutacre Country Park;
- Attempts to transforming existing front gardens into hard-landscaping parking courts should be resisted.

2.7 Cutacre Country Park

- Proposed landscaping of the Country Park must recognise and reference the landscape character of Over Hulton through consideration of views, planting, land-form, and integration with the existing settlement;
- The footpaths of the Country Park should form a network of public rights of way that promote integration between Over Hulton, existing settlement and Logistics North;
- Signage and wayfinding provisions for Cutacre Country Park should form a clear and attractive identity for the park, and consider the integration of heritage information where appropriate to promote the history of the area;
- Opportunities should be promoted for the integration of public art, including sculpture and land art, within the Country Park;
- Facilities for shelter, seating, and recreation should be promoted within the Country Park to enhance its benefits to Over Hulton.

2.8 Hulton Park

- Management and regeneration of Hulton Park must recognise and respond to the differing landscape characters and designs within the park, including but not limited to: the picturesque parklands, former coal mining landscapes, woodlands, and agricultural areas;
- Hulton Park features significant hydrology whose natural water cycle should be protected and enhanced in the interest of flood resilience;
- Existing mature trees and hedgerows should be protected and managed as a fundamental feature of the character of the park;
- Existing habitats within the park should be enhanced through the integration of site-wide wildlife corridors;
- Future development of Hulton Park must consider the preservation of green open spaces to provide public access and amenity, increasing benefits to all residents in the neighbourhood.

Abode, Great Kneighton: Abode forms part of the Trumpington Meadows urban extension in Cambridge. The scheme features a hierarchy of spaces and housing types that provide a transition from urban to rural edge.

The scheme consists of a series of mews terraces, with each house featuring a ground level rear garden space with a raised courtyard terrace at first floor. A series of parallel green connecting lanes run perpendicular to the terraces, providing linear pedestrian routes through the development connecting to the open landscape beyond. Behind the mews are green lanes featuring clusters of black timbered dwellings (referencing the local vernacular) that sit within private walled gardens and generously-planted shared spaces, creating a 'village feel'.

The development has particular relevance to Over Hulton in describing appropriate residential mews streets within a new development. A shared surface route appropriate for pedestrian and cycle access, with informal parking directly outside residences. The route shifts direction to allow the integration of landscaping to provide a green link as well as to diminish the visual prominence of any parked cars in the view.



Wellington Road



Rutherford Drive



Newbrook Road



3. Movement & Access

3.1 Streets

- Streets should be designed as places with priority given first to the arrangement of buildings to create a sense of enclosure, followed by the definition of foot-ways and cycleways where relevant, then plotting of carriageway and parking;
- Proposed street networks should be natural extensions of the existing settlement, integrating pedestrian routes, bridleways and cycle-ways into a strategic network;
- New developments should adopt a clear street hierarchy, defined by capacity and character, that creates a legible network for movement and considers how best to keep heavy traffic flows away from sensitive areas;
- New development should enhance and improve the existing movement network ensuring the provision of appropriate road width for vehicular movement, and proper integration or separation (as appropriate) for pedestrian and cycle movement;
- Streets must form a coherent and connected network for pedestrian and cycle movement, avoiding the use of dead ends without onwards pedestrian links;
- Street lighting should be minimal within residential streets with few if any floodlit spaces, to minimise the impact on night sky and wildlife while ensuring safety for pedestrians;
- Electric car charging points, and other required road services, should be discrete and well-integrated into the street design, and not located on the footways.

3.2 Parking

- A range of parking approaches should be used within new developments to avoid streets becoming dominated by cars;
- Parking design should follow recommendations as set out in the government's 'Manual for Streets' guidance;
- All residential streets should include a provision of unallocated on-street, mostly parallel, parking designed to be well-integrated with tree planting and cycle routes;

- Visitor parking within new development should be well distributed and not confined to a few, inaccessible locations. This is best achieved through integrated, unallocated on-street parking which is able to function flexibly as visitor parking during the day and residents' parking at any time;
- Parking around new green open spaces should integrate with landscaping and tree planting and should not further separate the open space from surrounding frontage;
- Parking should consider a range of ground treatments to reduce the perception of hard landscaping in the streetscape and discourage parking on grass verges;
- Driveways that serve in curtilage parking should be co-located to minimise their impact on the pedestrian environment;
- Moves to transform front gardens into parking courts should be resisted, with a preference for any expanded residential parking to be provided on-street.

3.3 Public Transport

- Public transport should provide excellent and reliable services between Over Hulton and key local and regional connections. In the case of significant new developments, public transport should be well-established at an early stage to promote uptake;
- Existing bus stops along Newbrook Road should be enhanced, with potential for improved shelters and more amenable waiting spaces, with the potential for real-time information signs;
- New bus routes that serve large developments must ensure their routes integrate with the wider settlement to bring benefit to existing residents;
- Access to nearby train stations (Hag Fold and Atherton) should be enhanced through the provision of clear walking and cycling routes where appropriate, minimising the use of private cars.

Lovedon Lane, Hampshire: *New residential development on the edge of a rural settlement in Hampshire. The proposal is designed to respond to changes in topography, with careful consideration as to how the buildings and gardens transition to surrounding rural fields. This includes integration and enhancement of existing rural paths into high quality walking and cycling routes.*



Derwenthorpe, York: *One of the first large scale low-carbon communities in Northern England. The development is structured around green infrastructure, combining high-quality amenity with green open spaces that encourage biodiversity and flood resilience.*



Newbrook Road Bus Stop



Existing cycling provision along Newbrook Road



Low Green Walking Connection



3.4 Walking

- Existing Public Rights of Way (PROW) must be protected and enhanced, and opportunities for new PROWs should consider how best to improve access and connectivity to the wider landscape and to surrounding settlements;
- New developments adjoining existing footpaths and bridleways should make new connections of similar quality, or improve existing routes, to reinforce and extend the existing network;
- Any development should contribute to the creation of a more pedestrian-friendly environment;
- New development should ensure that pavements are of high quality and provide safe and well-designed crossings appropriate for vulnerable users;
- Desire lines, including routes across green spaces and preferred crossings of streets, should be incorporated and enhanced into dedicated routes and not be closed off visually or physically;
- New or improved walking routes should be encouraged to interconnect to promote circular or looped recreational routes around Over Hulton;
- Walking routes should have clear signage indicating routes to key local assets and spaces. Signage should be located in prominent positions, whose graphic identity reflects the character of Over Hulton;
- New signage announcing entry to Over Hulton, could be considered as appropriate gateways to the settlement along Newbrook Road, Manchester and Salford Roads;
- Designs and layouts for new and improved walking routes should consider how they can best 'plug-in' to longer regional routes in the future.

3.5 Cycling

- New developments must provide appropriate cycling infrastructure, to include cycle lanes that are well integrated into street designs, and appropriate cycle parking around local amenities;

- Cycle routes should be coherent, direct, safe, comfortable, attractive and adaptable. Designs should follow best practice in line with Sustrans 'Handbook for Cycle Friendly Design' (2014).
- Opportunities for safe, dedicated cycle and pedestrian crossings over main roads should be considered in both new and existing development;
- Cycle connections to Atherton and Hag Fold stations should be promoted, and opportunities should be explored in partnership with the stations to promote appropriate cycle parking.

3.6 Newbrook Road

- Any proposal for Newbrook Road should improve the safety of pedestrians and cyclists through improved crossings and pavements;
- Newbrook Road should be redesigned to better integrate cycle routes and unallocated parking (where appropriate) through removal of its central median;
- Existing pedestrian crossings featuring refuge islands should either be enlarged to create safer crossings or replaced by dedicated pedestrian crossings where appropriate;
- Opportunities to redesign the surface treatment of Newbrook Road should consider the introduction of a variation in materials at key junctions to slow traffic and allow for safe and efficient pedestrian movement across the road.

3.7 Hulton Park

- Hulton Park currently forms a large inaccessible block with no internal public permeability. Any proposal for Hulton Park must improve public permeability through the park to improve pedestrian connectivity, access to the surrounding landscape, and benefit to the community;
- Existing walking and cycling routes throughout Over Hulton must be expanded into Hulton Park to create an integrated network. Where possible, connections should be made between existing routes to promote permeability.

Hulton Hall (now demolished)



Old photograph of Manchester Road (A6) with Hulton Arms in the background



Hulton Hall (now demolished)



Old photograph of the Hulton Arms Pub



Ruin of Walled Garden in Hulton Park



The Hulton Arms



Pretoria Memorial



4. Heritage & Local Character

4.1 Heritage

- Listed and identified heritage assets within Over Hulton must be protected and their settings enhanced;
- The visibility of heritage assets, including both historic buildings and landscapes, non-listed buildings and groups of buildings, should be enhanced by considering opportunities for public access and townscape continuity;
- New development within Over Hulton should respect the setting of listed buildings, when adjacent, through the use of high-quality designs and materials that integrate into the surrounding context. Proposals should not seek to dominate surrounding heritage assets through excessive building height, massing or inappropriate materiality;
- The re-use of existing buildings should be encouraged where relevant in the interests of sustainable development;
- Proposal for new street and place names should include an interpretation of local heritage.

4.2 Character Areas

- New development must recognise the character areas identified within the Over Hulton Character Assessment, and respond sensitively and in line with the characteristics of the area the development is located in;
- New large developments should seek to define new character areas of appropriate scale that adopt a coherent architecture and townscape that harmonises with the existing character of Over Hulton;
- Contemporary and innovative approaches to design are encouraged, as long as they are of an appropriate scale, form, height and materials, and the heritage or character of the village are not negatively affected

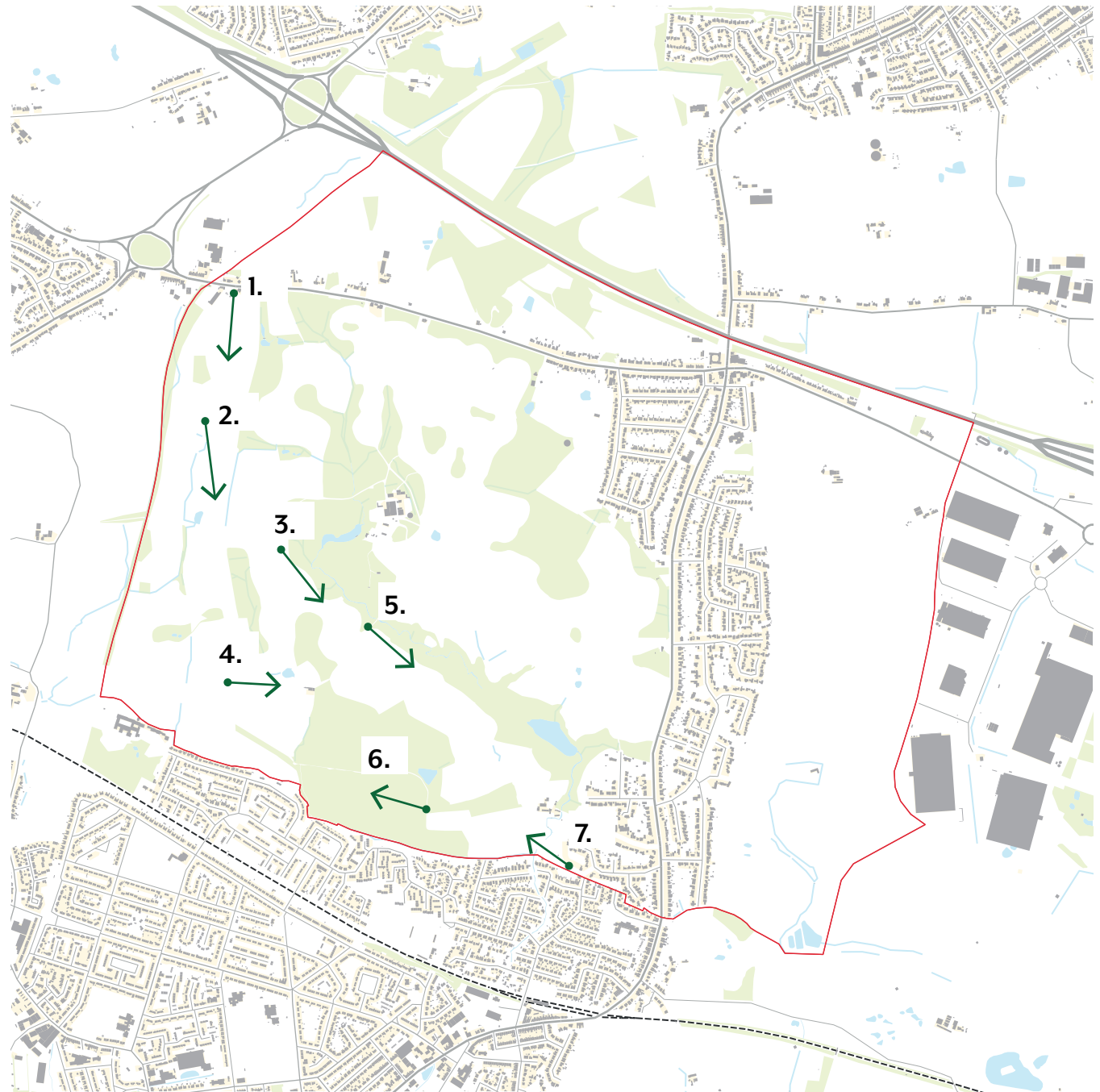
4.3 Views

- The Neighbourhood Forum has identified a series of key views that contribute positively to the character of Over Hulton. These views must be protected and enhanced, and any development within these views should not be visually intrusive or damaging to the identified visual amenity;
- Active grazing land and agricultural fields within the Neighbourhood Area should be safeguarded to reinforce Over Hulton's agricultural setting and sense of openness.

4.4 Townscape

- New buildings should be arranged to provide a sense of enclosure that gives form to streets and existing contexts;
- The sequence of arrival into larger sites should be considered with vistas and focal points to aid navigation and wayfinding;
- Corner and terminal buildings should consider their role within the urban structure and be the focus of high-quality design and detailing;
- Corner plots should address both public sides of the building with active edges, including room windows and entrances, facing the public realm;
- Blank walls and boundaries along key pedestrian routes, green open spaces, or at the terminus of streets, should be avoided;
- 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;
- Service doors for non-residential uses should be discreet as possible and not face directly onto residential streets;
- The loss of prominent chimneys on older buildings within Over Hulton should be avoided.

Figure 25: Key Views within Over Hulton, 1:30000



Key:-
Over Hulton Neighbourhood Area
Key Views

View 1



View 2



View 3



View 4



View 5



View 6



View 7



Additional view from point 5



Additional view from point 2



Temple Gardens, Somerset: An example of how infill development can be sensitively accommodated within an existing village with heritage elements. Here a series of residential terraces provide frontage onto an existing street while respecting the setting and function of a listed pub within the site. Parking is retained and accommodated more sensitively in better designed spaces that include landscaping while enhancing frontage and sense of enclosure along the street.



Red Lion Hotel



791-793 Manchester Road, Grade II listed



Lodge and gate to Hulton Park



4.5 Frontage

- New developments should promote the continuity of frontage and building line where located along existing streets and address gaps in continuity where possible;
- Private front gardens, where present, should act as a pleasant transition between the street and home, and should avoid large areas of hard landscaping;
- Green front gardens and boundary walls should be retained or upgraded, including boundary edges, hedgerows species and tall trees where space allows;
- Existing sash windows on older buildings in Over Hulton should be protected, with replacements matching the style and form of the existing;

4.6 Built Form

- Building heights of new development along existing streets and development boundaries should not be significantly higher than adjacent buildings;
- Multi-unit development should be designed as small groupings of buildings, with specific landscape design and integration with the existing context;
- New buildings should create clearly defined public spaces by considering the density, height and arrangement of buildings in relation to existing and proposed streets and spaces;
- Buildings should not be repetitive, and provide variety of building types and design with coherent scale, massing and detailing avoiding complex patterns of different materials and incoherent pastiche styles;
- A range of typologies should be developed that meet the needs of different members of the community and adds variation to the streetscape;
- Contemporary architecture with fine grain detailing is welcomed; generic 'box' development with no articulation of façade or roof line is not acceptable as it does not contribute to the character and quality of Over Hulton.

4.7 Infill Development

- Infill development should adopt the scale, density and grain of the context and units should not block views or routes (even informal) from the village to the surrounding countryside;
- Larger infill developments should have a strong landscape framework including the protection and enhancement of existing trees and hedgerows, and the provision of tall tree species and countryside shrubs in new landscaping designs;
- Infill and should be appropriate to the setting, well-proportioned plots, consistent building lines, and access that encourages the use of environmentally friendly transportation;
- Plots for self-build housing could be an appropriate way to provide diversity in line with the character of the village.

4.8 Extensions to existing buildings

- Extensions should be appropriate to the building and context, and never dominate the original buildings along the street;
- Extensions above garages should be mindful of the context especially in the more suburban character areas, and be designed appropriately;
- Innovation and creativity in contemporary architecture should not be stifled, but emphasis should always be on the quality and execution of design. This can be achieved through contemporary architectural language with traditional materials, or with contemporary materials that reflect local settlement patterns, building forms, roofscapes and solid to void proportions.

Rainham Marshes, Rainham: An example of how an appreciation and response to landscape heritage can inform the design of public access and green open spaces. The bespoke wayfinding elements at Rainham develop a clear identity for the area, and use corten steel to reflect the industrial heritage of the site. Public amenity, including places to rest and shelter, are similarly based on materials and objects found within and around the site to develop a consistent aesthetic.



Beckenham Place Park, London: A former country estate, then golf course, now transformed into a public green open space. This 96ha site featured comprehensive restoration including creating site-wide public routes, restoration of a large lake for swimming, and review of existing tree stock. Sensitive environmental conservation ensured that existing ancient woodlands as well as a variety of other habitats were protected for the future. This project demonstrates the capacity for Hulton Park to be restored with a public focus, enabling improved amenity for existing and new residents in a manner that is sensitive to the heritage and design of Hulton Park.



Memorial plaque on Hulton Lodge



Memorial Plaque on Manchester Road



Milestone, Newbrook Road



4.9 Materiality & Signage

- New buildings should recognise the existing material palette of Over Hulton, as described in the Over Hulton Character Assessment, and ensure that material choices are appropriate;
- New developments should use natural and local materials to reinforce a sense of place while encouraging sustainability. Local materials include sandstone, limestone, clay bricks, and natural (Welsh) slate;
- Contemporary materials used in a sensitive way that acknowledges the local and landscape context are welcome, as long as proposals do not inappropriately dominate the street scenes;
- Signs should be subtle, good quality, locally specific and well-integrated in the architectural style of the building;
- Illuminated shop signs, or striking colours that are poorly integrated and of divergent dimensions to surrounding signs should be avoided;
- Clearly defined boundary treatments featuring small walls and native hedging around plots abutting public or semi-public spaces should be retained and, where appropriate, implemented in locally appropriate brick or stone with gaps for wildlife movement;
- Larch lap, close board or similar fence panels onto public realm should be avoided in favour of more vegetative boundaries;
- Use of specific materials indicated as representative of Over Hulton shall be subject to the following design coding on pages 38-39.

4.10 Hulton Park

- Hulton Park should be the focus of a sensitive regeneration which recognised, protects and enhance its landscape and built heritage;
- Any proposed development within or adjacent to Hulton Park should be of high-quality sensitive design, and not generic pastiche built forms that degrade the heritage setting of the park;
- Characteristic open views across Hulton Park, as identified by the Neighbourhood Forum, should be protected and enhanced.
- The estate cottage that was the home of the Sir Geoffrey Alan Hulton should be protected as an important heritage asset to Over Hulton;
- The character and heritage of the coal mining pits should be preserved with consideration given as to how these can be made visible or safely interactive through the alignment of PROWs, green open space, and signage;
- The Pretoria Memorial is an important part of the heritage of Over Hulton and should be protected and enhanced, with consideration as to how best to integrate it into Hulton Park;
- The existing ha-ha along Newbrook Road, marking the boundary of Hulton Park, should be protected and enhanced, with consideration as to how it can be best incorporated into the public realm of an improved Newbrook Road;
- New developments must consider how the topography of Hulton Park affects the visual prominence of proposed building heights and locations, from both the existing settlement and the surrounding landscaping, to minimise unnecessary visual intrusion from the village and its surrounding routes.

Material Code #1

Sandstone

Where sandstone walling and masonry is specified, it should be locally sourced or reclaimed in the interest of sustainability. Selections of local Sandstone should reflect local geological characteristics as highlighted in Historic England's Building Stone Atlas of Greater Manchester (2017). Sandstone walling should follow existing patterns of use in Over Hulton, feature regular coarsing and warmer colours. Key examples to follow include the Red Lion Hotel by Four Ends Lane.



Material Code #2

Clay Brick

Where clay bricks are specified, it should be locally sourced or reclaimed in the interest of sustainability. Brick selection should reflect existing patterns within Over Hulton, which feature predominately darker red brick types, in regular courses. Sensitive articulations of facade, through ornamental brickwork such as simple brick bands and friezes, has precedence in the local area and should be permitted when in keeping with local characteristics. Key examples to follow include St Vincent's Roman Catholic Church, St Andrew's Church, and numerous residential buildings.





Material Code #3

Rough Render

Rough render is a characteristic finish within Over Hulton. Where render is specified, it should follow a rough texture common within Over Hulton, and be of pale colours such as white, off-white, and light yellow, in line with existing patterns of use. The use of rough render should compliment and contrast with the use of brick where possible, to provide townscape interest and quality. Render materials specified must consider long term maintenance and how the finish will weather in time.



Material Code #4

Natural Slate

Where slate is specified for roofing, walling and masonry, it should be locally sourced or reclaimed in the interest of sustainability. Use of slate should reflect existing patterns within Over Hulton, which features both regular roofing tiles, as well as larger block used in irregular courses for walling and boundaries. Key examples to follow include the ha-ha and boundary walls of Hulton Park Estate.

Pilgrim Gardens, Evington: An example of how homes designed for ageing residents can be successfully incorporated into existing villages, providing appropriate residential units for those looking to downsize, with the potential for communal green spaces and facilities to enable care provision and increased social interaction.



Clay Farm, Elmswell: An example of new rural affordable housing designed for local families. The scheme includes a range of green open spaces for use by new residents and the wider existing community. These include growing spaces and a large informal recreation space designed around a traditional orchard. The scheme rejects ornamental landscaping in favour of more appropriate, rural-inspired spaces that promote biodiversity, food production and nature conservation.



Four End Lanes - Neighbourhood Centre



Newbrook Road/Geoffrey Street - Neighbourhood Centre



'Milk Maids' Farm off Manchester Road



5. Community & Employment

5.1 Neighbourhood Centres

- The existing clusters of non-residential uses, around Four Lane Ends and around the intersection of Newbrook Road and Geoffrey Street, should be recognised as neighbourhood centres and reinforced as such;
- Opportunities to enhance the amenity of these neighbourhood centres should be pursued, including improved public realm and pedestrian access, and the potential for new non-residential uses to be co-located within these areas;
- Large new developments must provide new and suitable neighbourhood or local centres to provide for the everyday needs of both new and existing residents. These should be located in a way that enables easy access for existing residents.

5.2 Employment

- New employment should be promoted within Over Hulton, by requiring an appropriate element of mixed-use within large new developments, including space for offices, studios, and/or semi-industrial uses;
- New and improved pedestrian and cycle routes should improve access to key employment opportunities in the surrounding areas and settlements, such as towards Logistics North, Atherton, Westhoughton, and northwards to Bolton.
- Adaptations to existing buildings to enable working from home, such as the construction of garden studios, and the conversion of garages, should be promoted.

5.3 Community Facilities

- Existing community facilities must be recognised, protected and enhanced. This includes better integration of these uses into the surrounding village through improved signage, public realm provision and access via walking and cycling;
- Opportunities for new community uses should consider co-location within the Newbrook Road/Geoffrey Street Neighbourhood Centre, in the interests of strengthening and protected this centre.

5.4 Farming & Growing

- The workings farms currently in Over Hulton should be recognised and protected, where possible, as a fundamental feature of the rural character of Over Hulton;
- New developments should consider the potential for integrating allotments, orchard and other growing spaces as an additional part to their provision of green open space for community benefit.

5.5 Inclusion & Accessibility

- New houses should embrace the principles of life-time accessibility and adaptability to suit the changing needs of occupiers, following the design criteria within the Lifetime Homes Standards.

Precedent References

| Page no. | Project name and location | Masterplanner/Architect/ Landscape Architect | Local Authority | Image credit |
|----------|-----------------------------------|---|---|---|
| 22 | Brooklands, Milton Keynes | David Lock Associates | Milton Keynes Council | © epd-parkwood |
| 22 | Upton, Northampton | KRT Associates/Pleydell Smithyman | Northampton Borough Council | © Kevin R Twigger and Associates |
| 24 | The Avenue, Saffron Walden | Pollard Thomas Edwards Architects | Uttlesford District Council | © Tim Crocker |
| 26 | Abode, Great Kneighton, Cambridge | Proctor and Matthews / BBUK Studio Limited | Cambridge City Council | © Proctor and Matthews and Photographer Tim Crocker |
| 28 | Lovedon Lane, Kings Worthy | John Pardey Architectys | City of Winchester Council | © Richard Chivers |
| 28 | Derwenthorpe, York | Studio Partington /FIRA | City of York Council | © Tim Crocker |
| 34 | Temple Gardens, Temple Cloud | Archio | Bath and North East Somerset Unitary Authority | © Archio Ltd |
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| 36 | Beckenham Place Park | BDP Ltd | London Borough of Lewisham | © BDP |
| 40 | Pilgrim Gardens, Evington | PRP | Leicester City Council | © PRP |
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