

Prestwich Village

Design Code

Full Draft Report
February 2025

Quality information

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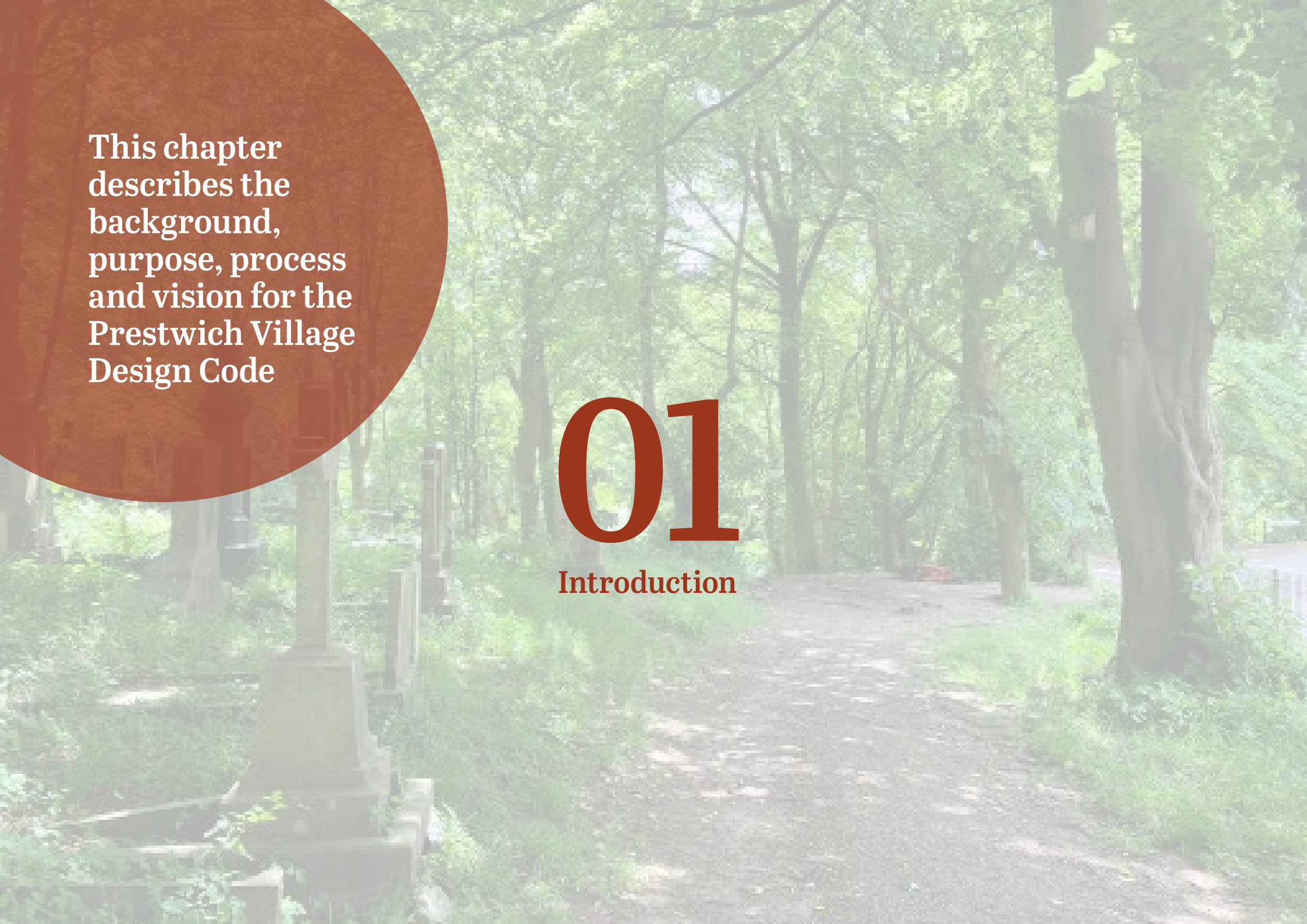
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This chapter
describes the
background,
purpose, process
and vision for the
Prestwich Village
Design Code

01

Introduction

1. Introduction

The aim of this design code is to empower the local community to actively influence the design and character of Prestwich Village.

1.1 Background

Prestwich Village is a vibrant community with a rich history and a distinctive character that its residents cherish. As Prestwich Village continues to grow and evolve, it is crucial to preserve its unique identity whilst accommodating sustainable development. By engaging with this design code, residents, developers, and planners can work together to ensure that new development is not only attractive and sustainable, but also meet the needs and aspirations of local people.

This design code serves as a comprehensive guide to maintaining and enhancing the architectural and environmental quality of Prestwich Village. It outlines clear principles and standards for new development, renovations, and public spaces, ensuring that every change contributes positively to the aesthetic and functional landscape.

By adhering to this design code, we can create a cohesive and visually appealing environment that respects our heritage while embracing innovation and modernity.

Community involvement is at the heart of this design code. It has been developed through consultation with residents, local businesses, and stakeholders, reflecting a collective vision for the future of Prestwich Village. It empowers the community by providing the tools and knowledge needed to shape their surroundings, fostering a sense of ownership and pride in the place they call home.

This design code is structured to address various aspects of urban design, including building styles, materials, public spaces, and environmental sustainability. Each section provides detailed guidance, illustrated with examples and best practices, to inspire and inform those involved in the development process.

Whether you are a resident looking to make home improvements, a developer planning a new project, or a planner assessing proposals, this design code will be an invaluable resource.



Figure 01: Red brick, tree-lined streets are an important part of Prestwich Village's character.



Figure 02: Prestwich Village has a thriving commercial centre along Bury New Road.

1.2 What is a Design Code?

A design code serves as a crucial tool in elevating the quality of places, buildings, and spaces, ensuring that design excellence meets the specific expectations of the local community concerning the type, scale, and location of development projects.

This design code establishes clear and comprehensive design requirements for new development, rooted in principles and priorities collaboratively defined with the local community.

Creating well-designed and visually pleasing places goes beyond mere aesthetics; it fosters a deeper connection and a sense of belonging among residents, workers, and visitors alike. Good design enriches our lives by adding value and meaning to the buildings and spaces we interact with daily. It enhances the functionality, sustainability, and visual appeal of our environments, contributing to a higher quality of life for all stakeholders involved.

By integrating community input and aligning with the unique characteristics that define Prestwich Village, this design code safeguards and enhance its distinct identity.

This design code serves as a framework that promotes thoughtful development, ensuring that new additions and improvements contribute positively to the existing fabric of Prestwich Village.

At the core of this process lies the identification of what constitutes design quality specifically for Prestwich Village. This involves a comprehensive assessment of what makes the neighbourhood special, encompassing its historical, cultural, and architectural elements. The design codes and guidance developed for Prestwich Village adhere to the ten characteristics of good design as outlined in the National Design Guide (2019). This design code is designed to preserve the neighbourhood's character while allowing for appropriate evolution that respects its heritage and meets contemporary needs.

In essence, by adhering to well-crafted design codes, Prestwich Village can continue to evolve sustainably and harmoniously, ensuring that future developments contribute positively to its unique charm and the well-being of its community members.

If there is variation from the compliance requirements outlined in this design code, it should be supported by factual evidence. Under such circumstances, developers and their design teams should show that the plan will produce a final proposal of the greatest quality that is consistent with the main goals of this design code.

Submissions that do not adhere to this design code, and that do not furnish strong rationales, supporting documentation and comprehensive examination of available solutions, may be refused.

1.3 Using this Document

This design code serves as a crucial tool for ensuring development that is both contextually sensitive and of high quality. It will be utilised in different ways by various stakeholders involved in the planning and development phases.

Its effectiveness depends on its integration into a collaborative co-design process that actively engages key stakeholders to define local preferences and expectations for design excellence.

Through ongoing participation and dialogue, stakeholders can leverage this design code to address critical issues and shape future development initiatives accordingly.

While this design code alone cannot guarantee superior design outcomes, it establishes a rigorous framework that sets clear expectations, thereby mitigating potential for substandard results.

By elevating standards and fostering heightened expectations for design quality, this design code aims to safeguard Prestwich Village's distinctive character and aesthetic appeal.

Potential users	How they will use this design code
Applicants, developers and landowners	As a guide to community and Local Planning Authority expectations on design in order to establish a degree of certainty. This design code should be followed as a material consideration when planning consent is sought.
Local Planning Authority	As a material consideration, embedded in policy together with the neighbourhood plan, against which to assess planning applications. This design code should be considered during any pre-application discussions.
Prestwich Village Neighbourhood Forum	As a tool to help structure comments on planning applications by highlighting the issues of key importance, to assess whether applications are positive or negative, and to indicate where further considerations are required.
Community groups and Local Residents	As a tool to allow the local community to highlight their key issues and concerns and ensure that development has a positive impact on the character of Prestwich Village.
Statutory consultees	As a reference point when commenting on planning applications by providing an overview on Prestwich Village and its character and by indicating the local community's main areas of concern.

1.4 Neighbourhood Plan

This design code forms part of the Prestwich Village Neighbourhood Plan. As such, it is a material consideration in the evaluation and determination of planning applications within Prestwich Village. The guidance and principles outlined in this design code are intended to be read in conjunction with the design policy detailed in section [] of the Neighbourhood Plan.

The diagram on this page illustrates the position of neighbourhood plans within the broader planning policy hierarchy. This hierarchy encompasses national, local, and neighbourhood levels. At the national level, planning policies set overarching principles and guidelines for development across the UK. These are further tailored to the specific needs and characteristics of the region at the local level, through the policies of the local planning authority, Bury Council. At the neighbourhood level, the neighbourhood plan provides detailed and locally specific guidance.

Further information on relevant policies can be found in the appendix to this design code.

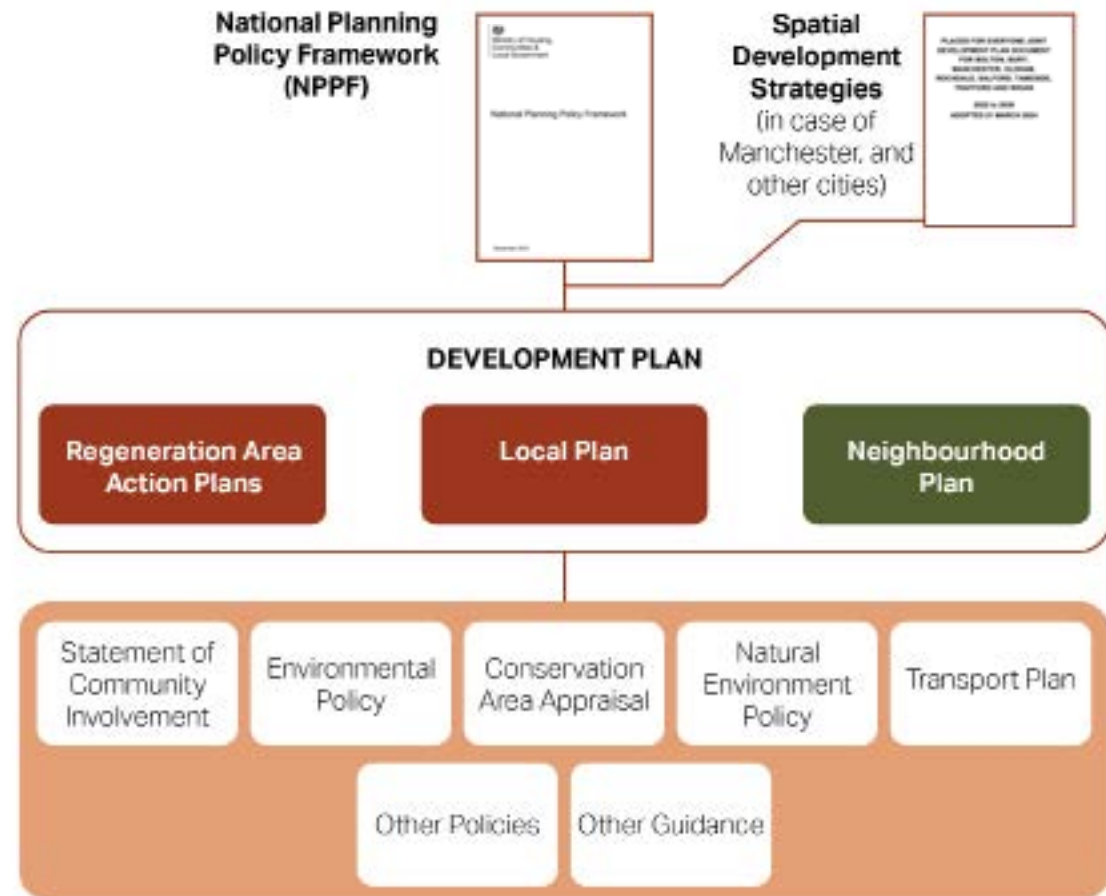


Figure 03: Typical relationship between neighbourhood plans, the local plan and typical policies.

1.5 Process

An initial call between AECOM and representatives of the Prestwich Village Neighbourhood Forum took place on 16 April 2024, during which the Neighbourhood Forum's key aims and objectives were explored, and initial concerns or queries were addressed.

A one-day site visit was then conducted on 5 June 2024. This visit included a walking tour of Prestwich Village, allowing AECOM to observe its streets, green spaces, heritage assets, and recent developments. The day concluded with an in-person meeting with members of the Neighbourhood Forum.

Based on insights gathered from the site visit and additional desktop studies, AECOM developed a first draft of this design code. The Neighbourhood Forum reviewed the draft and provided feedback during an online Teams call and through email correspondence.

Subsequent drafts were produced and underwent further review by Bury Council to ensure that the neighbourhood policies aligned with broader local and national planning frameworks.



Figure 04: The design code production process.

1.6 Engagement

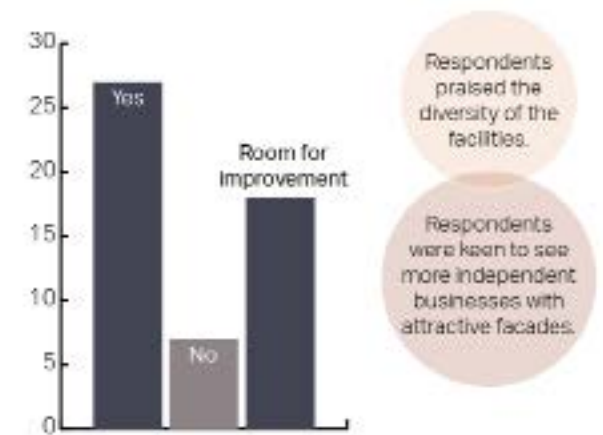
A public consultation took place between the Prestwich Village Neighbourhood Forum and the local community. A questionnaire was made available via the Neighbourhood Forum's website at <https://prestwichvillageforum.org.uk/>. Consisting of nine questions, the questionnaire was designed to gather insights and preferences from residents, helping to identify their priorities and concerns for Prestwich Village. The feedback gathered from 52 detailed responses, across various local postcodes, was instrumental in shaping the aims, objectives, and vision for Prestwich Village.

The questionnaire was open-ended, allowing respondents to freely express their views and provide explanations or clarifications. To summarise the responses in the diagrams on this page, the answers were grouped into key headline issues. The analysis of these issues reveals common concerns highlighting that residents of Prestwich Village highly value the area's heritage, range of amenities, connectivity, and high-quality green spaces.

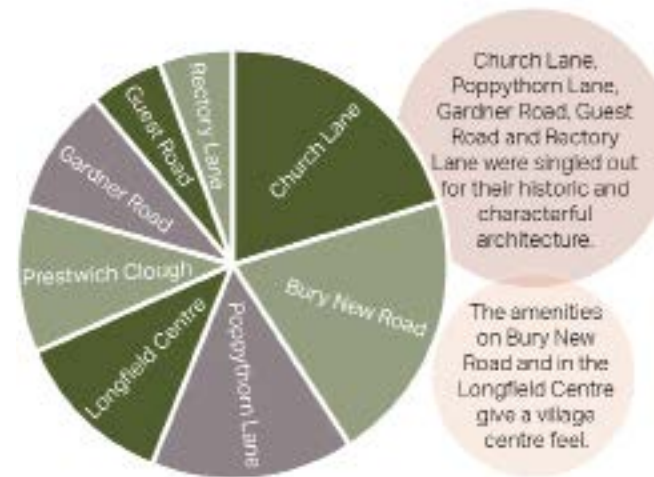
What makes Prestwich Village special and distinct?



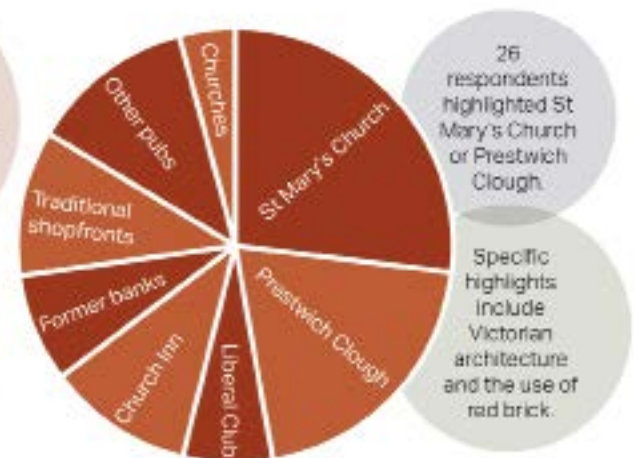
Does Prestwich Village have a good mix of local shops, services and facilities?



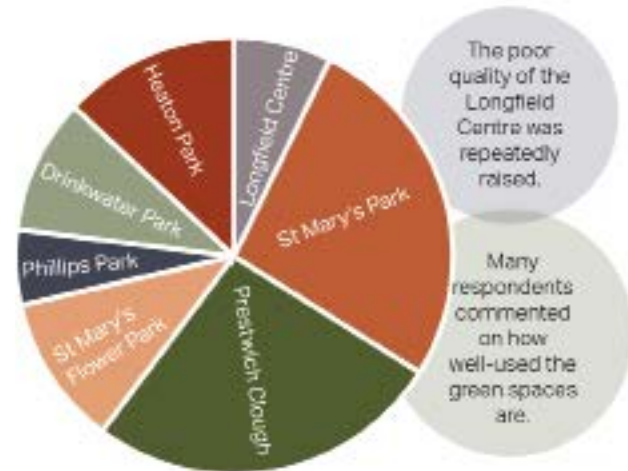
What are the distinct character areas within Prestwich Village?



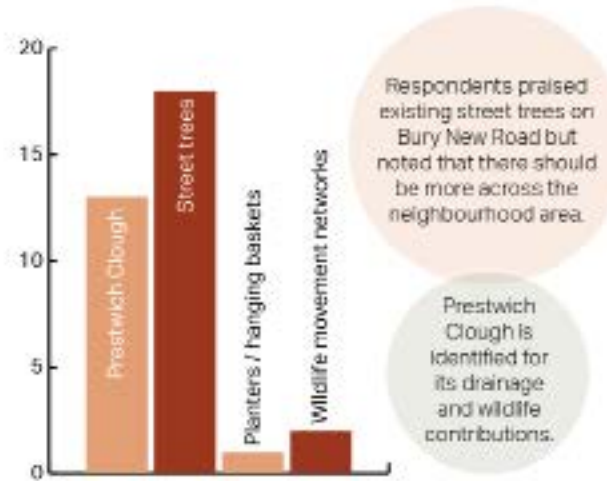
What are Prestwich Village's key heritage assets?



What are the important green spaces and public spaces?



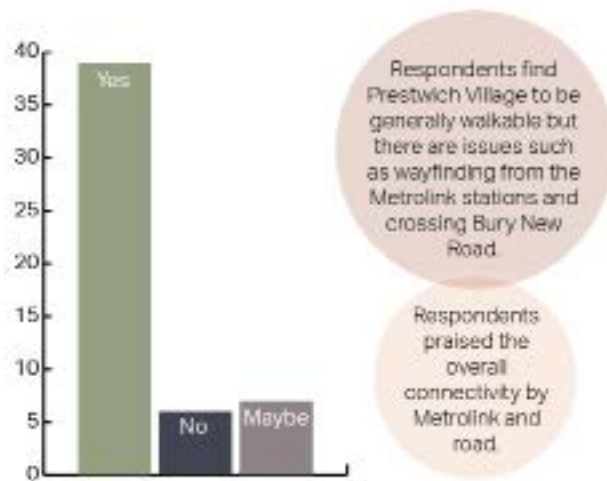
Which natural features contribute to local character?



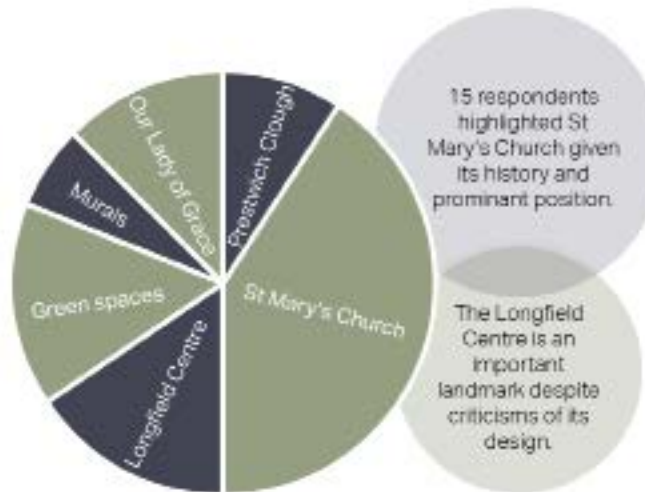
What is the design quality of recent developments?



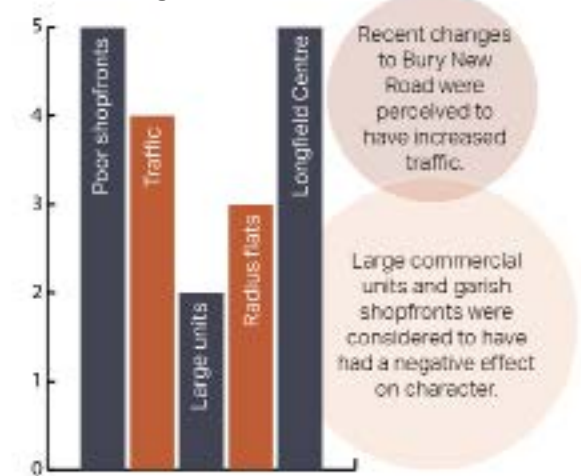
Is it easy for people to find their way around?



What are the key views or distinctive landmarks?



Poor design quality



1.7 Aims and Objectives

The aims and objectives on this page are the result of a process of community engagement, which involved analysing responses to community questionnaires and engaging in discussions with the Neighbourhood Forum.

These aims and objectives not only encapsulate the community's key priorities but also serve as a guiding framework for the vision of Prestwich Village and the resulting codes and guidelines. The community's hopes, preferences and concerns have been carefully integrated into this design code, ensuring it reflects their collective input.

By embedding these priorities into the design code, the plan seeks to foster a harmonious and thriving community.

Celebrate and Enhance Prestwich's Community and Village Identity

Ensure that new developments and design interventions maintain the village feel and close-knit community that are central to Prestwich's identity.

Support a Diverse and Independent Business Economy

Encourage the growth of independent businesses while preserving and enhancing the diversity of shops, services, and cafés that contribute to Prestwich's character.

Preserve and Enhance Architectural Heritage

Protect and celebrate Prestwich's historical assets, including its conservation areas, Victorian architecture and landmarks, while ensuring that new buildings complement the existing architectural heritage.

Improve Green Spaces and Public Areas

Enhance existing green spaces and public areas such as Prestwich Clough,

ensuring they are well-maintained and accessible for all.

Improve Accessibility and Wayfinding

Make Prestwich more walkable and accessible, addressing wayfinding issues and ensuring easy pedestrian connections between key areas, including metro stations.

Enhance Nature and Wildlife

Protect and improve natural features such as street trees on Bury New Road and enhance biodiversity within streets and green spaces.

Promote High-Quality and Contextual Design

Ensure new developments adopt high-quality design that respects and enhances the character of the area.

Strengthen Key Views and Landmarks

Protect and enhance views of significant landmarks and ensure that new developments respect important sight lines.

1.8 Bury 2030 Vision and ‘Your Prestwich’

Reduce Car-Dominated Streets and Spaces

Prioritise pedestrians, cyclists, and public transport users by reducing the dominance of cars in public spaces and streets, creating more people-friendly environments.

Provide a Range of Intergenerational Homes to Accommodate an Ageing Population

Encourage the development of a variety of housing types that cater to the needs of an ageing population, ensuring that homes are accessible, adaptable, and promote intergenerational living.

This vision is intended to align with [Bury Council's vision for Bury 2030](#) which is to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation.

Bury's vision includes six priorities:

1. Drive forward through effective marketing and information, proactive engagement with the people of Bury to take ownership of their own health and wellbeing.
2. Continue to develop business friendly policies to attract inward investment and new jobs so that Bury retains its position as a premier destination for retail, leisure, tourism and culture.
3. Ensure new and affordable housing is developed to support growth in the Bury and Greater Manchester economy.
4. Build on the culture of efficiency and effectiveness through new,

progressive and integrated partnership working models to drive forward the Council's and Greater Manchester Public Service growth and reform agenda.

5. Ensure staff have the right skills to embrace significant organisational change, through embedding a culture of ownership, empowerment and decision making at all levels of the organisation.
6. Work toward reducing reliance on government funding by developing new models of delivery that are affordable, add value and based on need.

Your Prestwich

The '[Your Prestwich](#)' vision for the redevelopment of the Prestwich village centre has been considered as part of developing the vision for the Prestwich Neighbourhood Plan and Design Code.



“Prestwich will be a vibrant, people-first village where characterful architecture reflects its village charm and independent spirit, fostering innovation and inclusivity.

A walkable, sustainable community with diverse, intergenerational homes, thriving local businesses, and green, accessible spaces.

Prestwich will be a place where people are proud to live, work, and connect for generations to come”.

Prestwich Neighbourhood Plan Vision

1.9 Prestwich Vision

The vision for Prestwich Village aligns with the community's aspirations and priorities following feedback from the consultation:



People-First Village

Preserve and enhance Prestwich's village feel, fostering a strong sense of community through local businesses, independent shops, and public spaces that encourage social interaction



Walkable and Accessible

Prioritise pedestrians, cyclists, and public transport by transforming car-dominated areas into people-friendly streets, with improved way-finding and better connections to metro stations and key destinations.



Celebrate heritage and character

Celebrate Prestwich's conservation areas, Victorian architecture, and heritage assets, ensuring new developments respect the historic character.



Intergenerational Homes

Provide a variety of housing types—town houses, family homes, and accessible apartments—to meet the needs of an aging population, promoting intergenerational living and adaptable spaces.



Green and Healthy

Connect to green spaces, integrate more street trees, green corridors, and sustainable design principles to create a healthier, eco-friendly environment.



Vibrant and Independent

Support independent businesses with attractive, well-designed shop fronts and streets-capes that strengthen the unique character of Prestwich.



Sustainable Future

Foster sustainable initiatives including energy-efficient buildings, sustainable transport, and green infrastructure to ensure Prestwich remains a resilient, environmentally conscious community.

1.10 Study Area

Prestwich Village is located in the Metropolitan Borough of Bury, one of the ten metropolitan boroughs of Greater Manchester in North West England.

Historically part of Lancashire, Prestwich Village retains its unique identity while benefiting from modern connectivity. Strategically positioned near the M60 motorway, it offers excellent connectivity to Greater Manchester's surrounding counties and the wider UK motorway network, making it a convenient hub for commuters.

The neighbourhood enjoys robust transport links to Manchester City Centre, just three miles to the south. Regular bus services and two Metrolink stations (Prestwich and Heaton Park) provide efficient and frequent public transportation options, ensuring swift and convenient access to Manchester's vibrant core.

Additionally, Prestwich Village is conveniently located four miles south of Bury Town Centre, further enhancing its appeal as a well-connected and accessible community.

This prime location makes Prestwich Village an attractive area for both residential and business purposes. The combination of proximity to major motorways and good public transport links underscores its role as a vital and vibrant part of Greater Manchester, offering the best of both suburban tranquillity and urban accessibility.

Despite its urban setting, Prestwich Village is uniquely surrounded by green belt areas, providing residents with a harmonious blend of city living and natural beauty. This green backdrop ensures the neighbourhood maintains strong connections with nature, offering abundant green spaces and scenic landscapes.

The proximity to parks, woodlands, and nature reserves allows for easy access to outdoor recreational activities, making it an ideal place for those who value a tranquil environment amidst urban conveniences. This natural setting not only enhances the aesthetic appeal of Prestwich Village but also promotes a healthier, more balanced lifestyle for its residents.



Figure 05: Prestwich Village is surrounded by open green space.



Figure 06: Prestwich Village's two Metrolink stops provide good connections to Manchester and Bury.

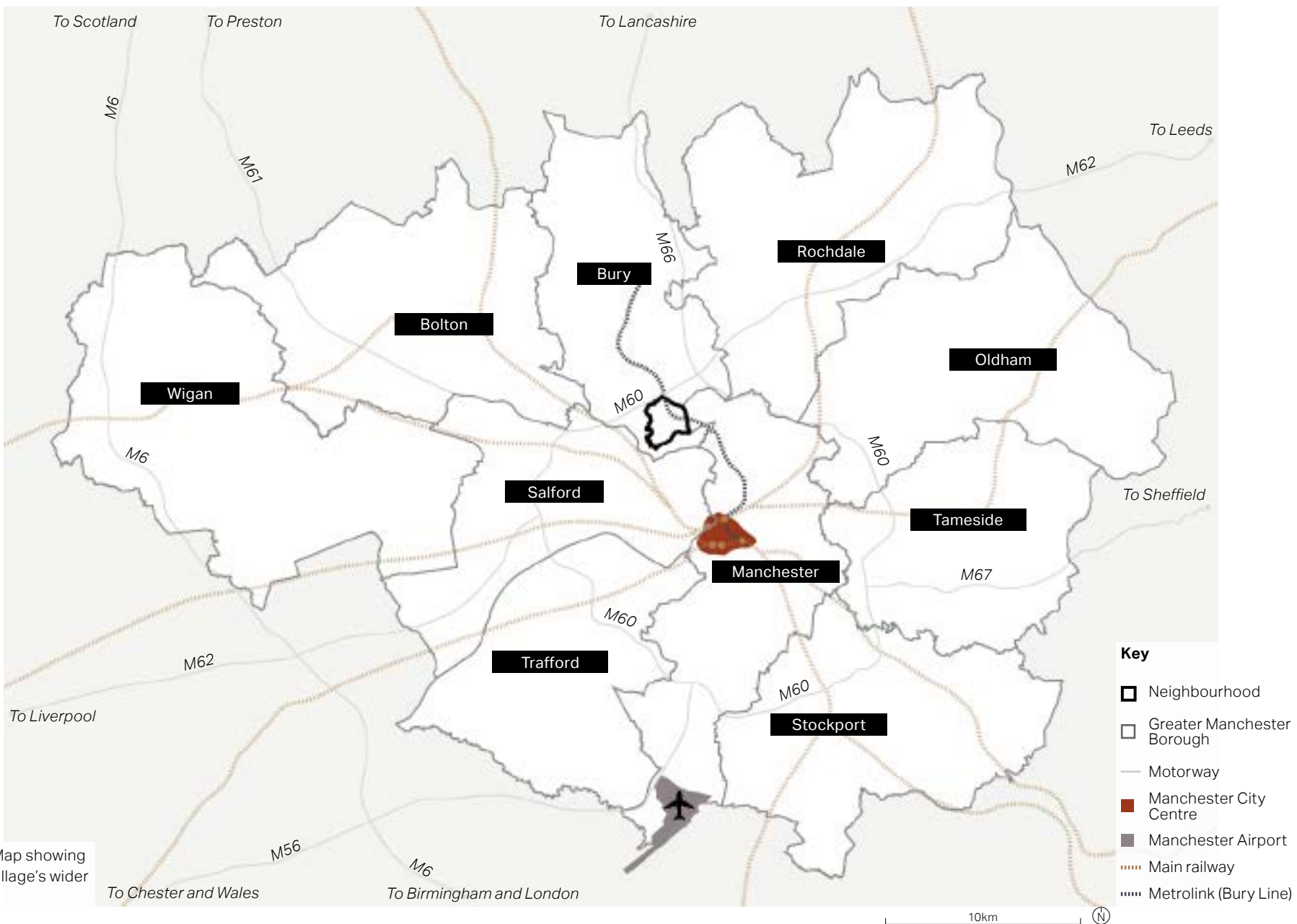


Figure 07: Map showing Prestwich Village's wider context.

1.11 The Longfield Centre: Future Plans

The Prestwich Regeneration LLP are creating a new heart for Prestwich Village.

In January 2024, a hybrid planning application was submitted to the Local Planning Authority. The plans have since been approved. The planning application reference is [70449](#) can be viewed on Bury Council's website at <https://www.bury.gov.uk/planning-building-control/planning-permission/consultations>.

Land Uses

- Community hub.
- New village square.
- Market hall.
- Flexible retail and leisure spaces.
- Landscaped outdoor and green spaces.
- A new travel hub off Fairfax Road.
- Around 200 homes.

Outline Application

The outline component of the hybrid planning application will seek approval for up to 210 residential units (use class C3).

Full Application

- Phase 1 of the masterplan begins with the demolition.
- Plot A - Community Hub and Retail Pavilion.
- Plot B – Commercial Building.
- Plot C - Market Hall.
- Plot G - Travel Hub.
- The Travel Hub is 2 storeys and will comprise a total of 275 spaces including:
 - 20 accessible spaces.
 - 26 EV charging spaces.
 - 2 spaces for City Car Club.
 - 76 secure cycle spaces.

- Amazon / other delivery lockers.
- Local transport live update information screen.

The design codes within this document considers the future redevelopment of the Longfield Centre. The design guidance considers the results of the community engagement and incorporates this into the guidance.



Figure 08: Prestwich Village Illustrative Masterplan. Image source JMA Architects / Bury Council.

Analysing
Prestwich Village's
strategic location
and historic past
is essential to
informing the
future

02

Neighbourhood Analysis

2. Neighbourhood Analysis

To understand the character of Prestwich Village, it is essential to analyse the Neighbourhood Planning Area to identify what makes it distinctive.

The National Design Guide outlines ten characteristics of a well-designed place. This analysis focuses on the following seven of those characteristics: context, identity, built form, movement, nature, public spaces and uses. (Sustainability is included in the area wide design codes in section 4).

By examining these characteristics, we can create a comprehensive picture of Prestwich Village, which will inform the area types detailed in Section 3 and further guide the codes and recommendations in this design code.

The icons displayed on this page have been used throughout this design code to indicate the specific characteristic being referenced.

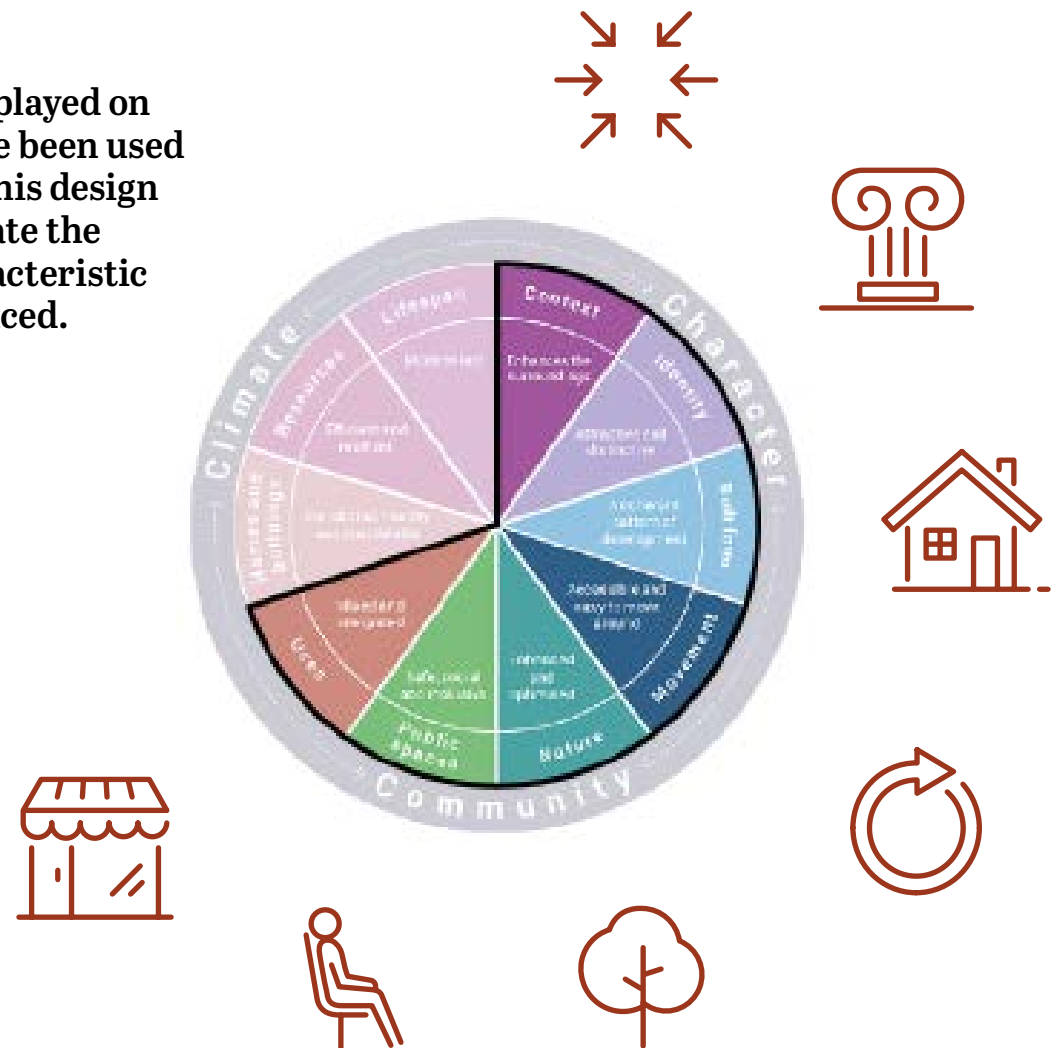


Figure 09: Diagram showing icons for seven of the ten characteristics of a well-designed place.



2.1 Context

Prestwich Village spans approximately 1.3 square miles within the town of Prestwich. Its blend of urban convenience and natural surroundings contributes to its character.

While it is a part of Greater Manchester and fully enclosed by the M60 ring road, it is considered as an urban village due to its strategic location amidst extensive green spaces and its concentration of amenities.

To the north, Prestwich Village is bordered by junction 17 of the M60 motorway, an important gateway to Greater Manchester. The motorway separates it from Whitefield, which can be accessed by car via junction 17 or the Bury Old Road underpass.

The eastern boundary follows Bury Old Road, across from which lies Heaton Park. North of Heaton Park is the Heaton Park residential area, which, while outside the village boundary, relies on Prestwich Village for its services and amenities.

The southern boundary runs along Hilton Lane and Scholes Lane which converge at a major intersection with Bury New Road. Sedgley Park, another area of Prestwich, is located at the south of these roads and has its own cluster of amenities along Bury New Road. Additionally, south of Hilton Lane lies the expansive Prestwich Golf Club.

The western boundary is defined by the numerous green spaces of the Irwell Valley, including (from north to south) Philips Park, Prestwich Clough, Drinkwater Park, and the Rainsough Jewish Cemetery. Part of Prestwich Clough extends into the neighbourhood boundary and separates the northwest and southwest of Prestwich Village.

Prestwich Village's unique positioning and combination of urban and rural elements make it a highly desirable place to live. Its balance of accessibility and tranquility, along with its numerous services and amenities, contributes to its enduring appeal and vibrant community life.



Figure 10: Prestwich Village's services and amenities allow it to operate independently



Figure 11: A church has existed on the site of the current Church of St Mary since at least the 13th century

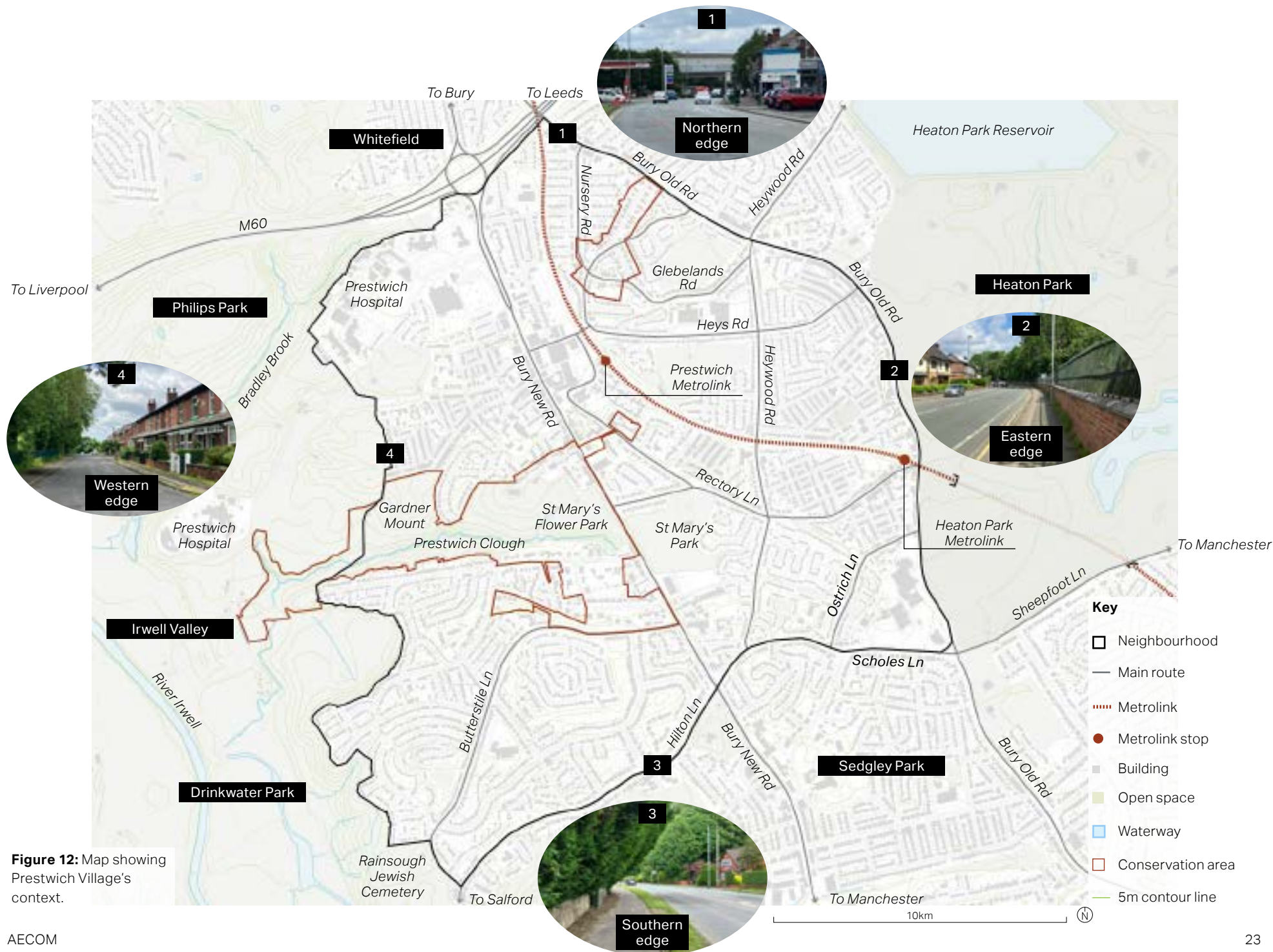


Figure 12: Map showing Prestwich Village's context.



2.2 Identity

The area around Prestwich Village has been inhabited since prehistoric times. Remains from the Roman period have also been found across the area, suggesting the presence of a Roman road.

2.2.1 Historic Development

The name “Prestwich” is likely derived from the Old English “Preost” (priest) and “Wic” (settlement), indicating it was a priest’s farm or village and suggesting ecclesiastical connections dating back to the early medieval period.

The first recorded reference to Prestwich (and a manorial family called de Prestwich) was in the Pipe Roll of 1193. A church has stood on the site of the current Church of St Mary since at least the 13th century, becoming a central feature of Prestwich and underscoring its ecclesiastical significance.

Throughout the medieval period, Prestwich Village remained largely agricultural, with farming being the primary occupation of its inhabitants.

The Industrial Revolution brought significant changes in the 19th century. While Prestwich Village remained relatively rural, it became a suburban retreat for Manchester’s growing middle class. The construction of turnpike roads and the arrival of the railway in the 19th century spurred development, making Prestwich more accessible and leading to residential expansion.

In the 20th century, Prestwich transitioned from a rural village to a more urbanised area as Manchester expanded. This period saw significant housing development and the establishment of many new residential areas. Despite urbanisation, Prestwich has retained much of its historical character.

Prestwich Village’s history is a tapestry of ecclesiastical significance, agricultural roots, and suburban development, making it a unique and historically rich part of Greater Manchester.



Figure 13: Historic photo of the Church of St Mary taken from Prestwich Clough.



Figure 14: Historic aerial photo looking at the junction of Bury New Road and Rectory Road.

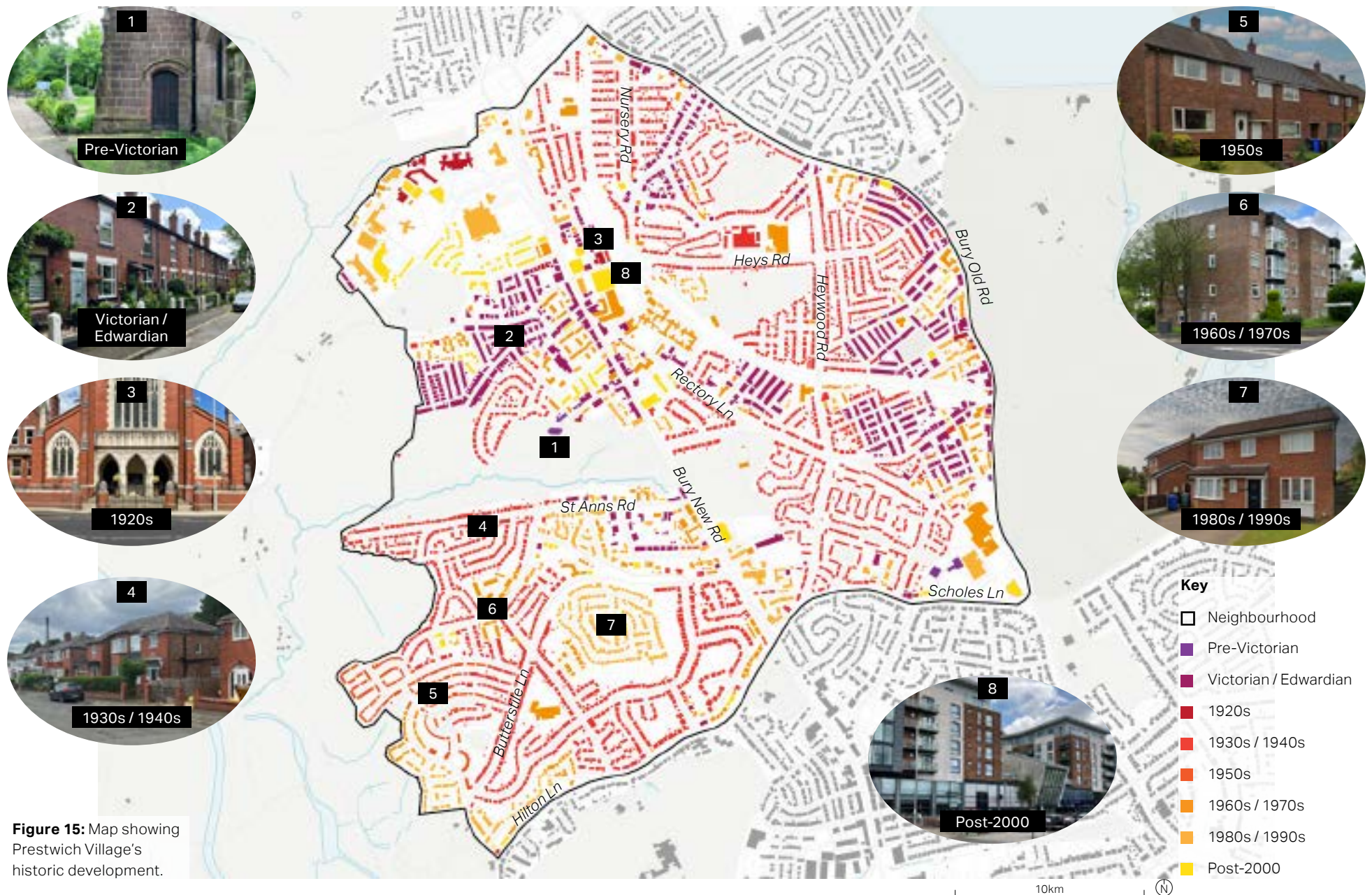


Figure 15: Map showing Prestwich Village's historic development.

Identity



First reference to Prestwich in the Pipe Roll although the area has been inhabited since prehistoric times.

Prestich emerges as a silk weaving centre and buildings such as the Church Inn (originally named the Ostrich).

The de Prestwich family held the local manor from at least 1193 until 1362.



Figure 16: The Church Inn on Church Lane.

Ornate pre-war buildings are constructed including Our Lady of Grace on Fairfax Road and the Heaton Park Methodist Church on Bury Old Road.

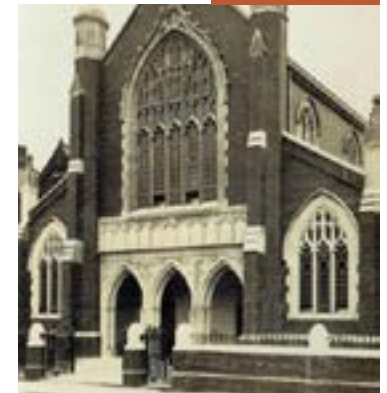


Figure 19: Our Lady of Grace.

1193

1200s

1362

1300-1600s

1800s

1920s

1200s

1800s



Figure 17: The Church of St Mary from Church Lane.

A church has existed on the site of the current Church of St Mary since the 13th century with construction of the current church commencing in the 15th century.

Agriculture is dominant with a scattering of farms and irregular field boundaries.



Figure 18: Bury New Road was constructed in 1828.

Prestwich's first major population and construction boom takes place during the Victorian era due to the construction of Bury New Road in 1828, Prestwich Asylum (now Prestwich Hospital) in 1851, and the railway in 1879.

1930s - 1950s



Figure 20: Suburban development in Prestwich.

Prestwich Village's population grows significantly with large-scale housing developments south of St Anns Road, around Scholes Lane, around Heys Lane and north of Poppythorn Lane establishing it as one of Greater Manchester's most popular commuter neighbourhoods.

1980s -1990s



Figure 23: 1990s development on St Anns Close.

Prestwich Village's residential population continues to grow, mainly with smaller infill developments but with significant development at Prestwich Hills on the site of the former Prestwich Hills Reservoir.

1914 - 1945



Figure 21: A royal visit to Heaton Park in 1917.

Prestwich Village's residents make vital contributions in the World War I and World War II. There are memorials at the Church of St Mary and on St Mary's Road.

1960s



Figure 22: The M60 motorway under construction.

The 1960s sees the construction of the motorway (now the M60) along the north of Prestwich Village.

21st century



Figure 24: 21st century development on Kingswood Road

With most large plots already developed, the 21st mainly consists of infill development in residential areas and redevelopment of the Longfield Centre in the commercial centre.



2.2.2 Historic Maps

An analysis of historic maps of Prestwich Village helps to explain the differences in character between different areas and allowing for the development of specific design codes and guidance.

The maps on this page illustrate the development of Prestwich Village, which originally formed as a separate village around the Church of St Mary and what is now the Longfield Centre.

During the Victorian era, further expansion took place around to the east and west of Bury New Road, to the west of the new railway line, and alongside Heaton Park on Bury Old Road.

In the 1920s, planned neighbourhoods emerged alongside the existing Victorian ones, with large green areas maintaining a separation between residential zones.

By the late 1960s, Prestwich Village had largely been developed, with planned suburbs covering most of the area.



Figure 25: Historic maps showing Prestwich Village's development from 1848 to 1967.

2.2.3 Heritage Assets

Given Prestwich Village's rich history, it is unsurprising that it boasts numerous heritage assets.

There are two conservation areas within Prestwich Village. The St Mary's Park Conservation Area, designated in 1993, encompasses several architecturally distinct areas centred around St Mary's Park, stretching from Church Lane to the edge of Butterstile Lane and also incorporating parts of Rectory Lane to the east of Bury New Road. This area is dominated by the Church of St Mary and the mature treescape within Prestwich Clough. Its residential areas are characterised by tree-lined streets with substantial mid-19th century properties set in large grounds.

The Poppythorn Conservation Area, designated in 2004, is a well-preserved example of primarily residential development that expanded following the construction of new turnpike roads and the arrival of the railway in the 19th century.

Prestwich Village contains 38 listed assets, 26 of which are contained within the grounds of the Church of St Mary. This includes the Grade I listed church itself, along with numerous graves, tombs, and other Grade II listed assets.

The remaining listed assets in Prestwich Village are Grade II and include a variety of churches, manor houses, and the Prestwich War Memorial.

Adjacent to Prestwich Village, but outside its boundary, is Heaton Park, a Grade II registered park and garden.

In addition to the listed buildings, Prestwich Village features numerous non-designated buildings that positively contribute to its character due to their age or status as local landmarks. These buildings showcase many of the Prestwich Village's most attractive features, such as red brick walls, brick and sandstone boundaries, grey slate roofs, good street interaction, and strong enclosure. These features will be further analysed in the townscape character assessment presented in Section 3.



Figure 26: St Mary's Churchyard contains 25 listed assets in addition to the church itself.



Figure 27: The Grade II Listed war memorial in St Mary's Churchyard.



GRADE	LISTED ASSET	
Grade I listed	Church of St Mary - 15th-19th century (a church has existed on the site since at least 1200)	
Grade II* listed	NA	
Grade II listed	<p>St Mary's Churchyard:</p> <ul style="list-style-type: none"> • Gate Piers (c.1827) and Boundary Walls (1827 and 1886) • Grave Slab: Children of Thomas Collier (1641) • Grave Slab: George Barlowe and Family (c.1686) • Grave Slab: Edmund Ramsbotham and Family (c.1697) • Grave Slab: James Grimshaw (c.1686) • Grave Slab: James Lancashire and family (c.1737) • Grave Slab: James Scholefeild and Thomas Scholes (c.1670) • Grave Slab: John Mason and Family (c.1671) • Grave Slab: John Travis (c.1675) • Grave Slab: Katherine Ashworth and Family (c.1668) • Grave Slab: Margaret Holland and daughter (c.1687) • Grave Slab: Mary Lancashire and family (c.1672) • Grave Slab: Ralph Hardman and daughter (c.1695) • Grave Slab: William Sturgeon and Family (c.1850) • Hearse House (1801) • Marker Stone to the East (1827) • Memorial: John Slagg and Family (c.1875-80) • Memorial: Lawrence Hollinshed (1839) • Memorial: Peter Fairburn and Family (c.1859-1875) • Monument: John Brooks and Wife (c.1851) • Mounting Block by East Entrance Pathway (18th or 19th century) • Sundial to the South (18th century) • Table Tomb: John Horsefield and Family (c.1854) • Table Tomb: Mary Diggles (c.1804) • War Memorial (1921) 	<p>Charlton House (c.1866)</p> <p>Church Inn (18th century)</p> <p>38 Church Lane (18th century)</p> <p>Church of St Hilda (1903-1904)</p> <p>Heaton Park Congregational Church (1881)</p> <p>Manor Park Rest Home (19th century)</p> <p>Nazareth House:</p> <ul style="list-style-type: none"> • Courtyard Block (18th century) • Middle Part (18th century) <p>Prestwich War Memorial (c.1918)</p> <p>The Rectory:</p> <ul style="list-style-type: none"> • The Rectory (1923) • Sundial (c.1630) <p>Rookwood and Wrenwood (c.1880)</p>

Figure 28: Table of Prestwich listed assets

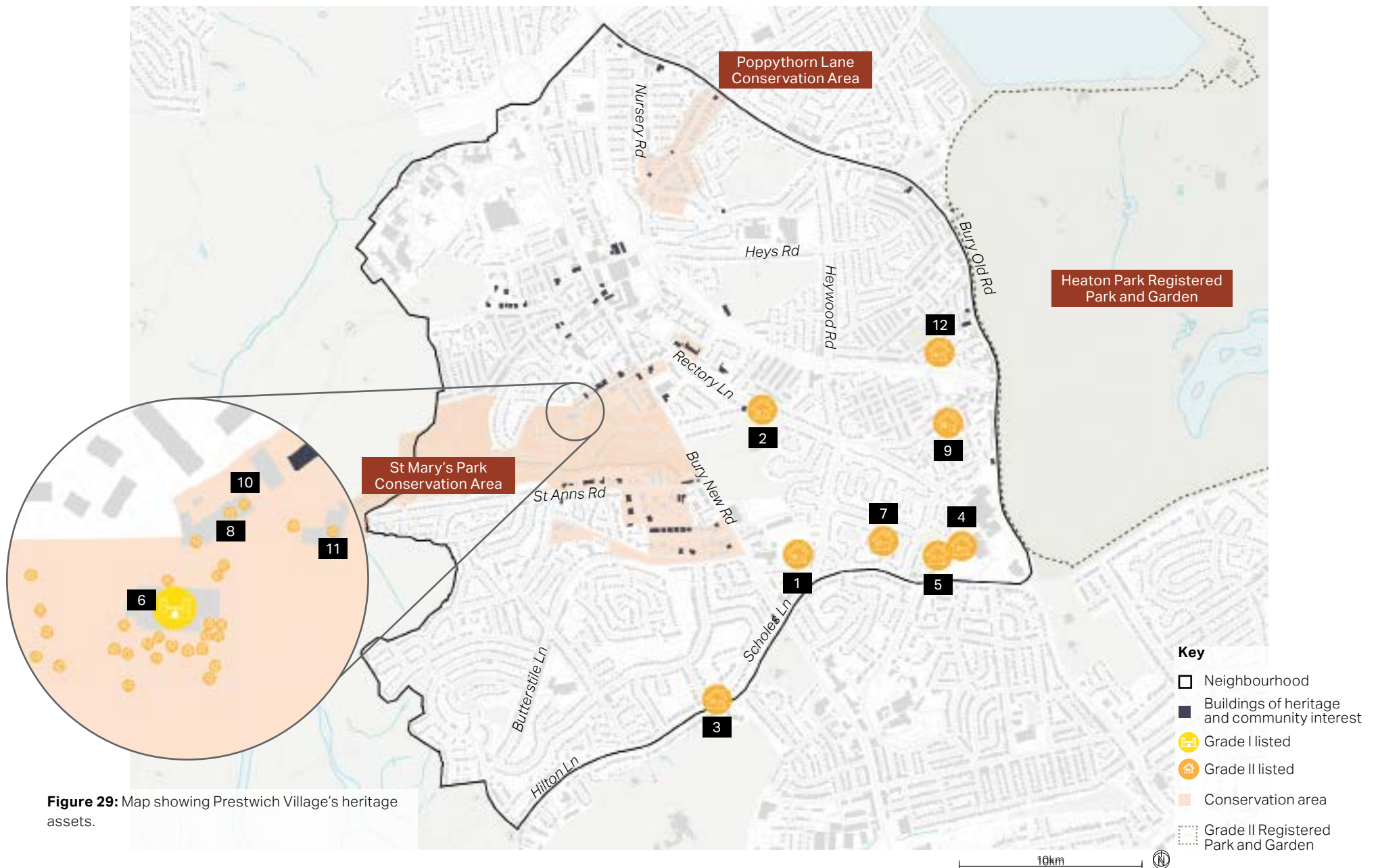




Figure 30: The Grade II listed Charlton House, built c.1866.



Figure 31: The Grade II listed Prestwich War Memorial, built c.1918.



Figure 32: The Grade II listed Rockwood and Wrenwood, built c.1880.



Figure 33: The Grade II listed Middle Part of Nazareth House, built in the 18th century.



Figure 34: The Grade II listed Courtyard Block of Nazareth House, built in the 18th century.



Figure 35: The Grade I listed Church of St Mary, built between the 15th and 19th centuries.



Figure 36: The Grade II listed Manor Park Rest Home, built in the 19th century.



Figure 37: The Grade II listed Church Inn, built in the 18th century.



Figure 38: The Grade II listed Church of St Hilda, built 1903-1904.



Figure 39: The Grade II listed 38 Church Lane, built in the 18th century.



Figure 40: The Grade II listed Rectory, built in 1923



Figure 41: The Grade II listed Heaton Park Congregational Church, built in 1885



2.2.4 Morphology

In urban design, “morphology” refers to the study of how urban spaces are structured. It encompasses the physical arrangement of elements within an urban area, including buildings, streets and open spaces. This analysis was a key factor to informing the area types in Section 3.

The morphology map, figure 43, divides Prestwich Village into areas that exhibit similar patterns of urban form.

Formal or Informal

Formal design follows a structured, planned approach guided by regulations. Formal areas often feature regularity, symmetry, and a clear spatial hierarchy. Informal urban design emerges spontaneously or incrementally without strict adherence to formal planning regulations, evolving based on local needs and initiatives.

Linear or Curvilinear

Linear urban design is characterised by straight, grid-like street patterns where streets intersect at sharp angles, creating a geometric layout. Curvilinear urban design features streets that follow curved or irregular paths, influenced by natural topography or historical development.

Fine or Coarse Grain

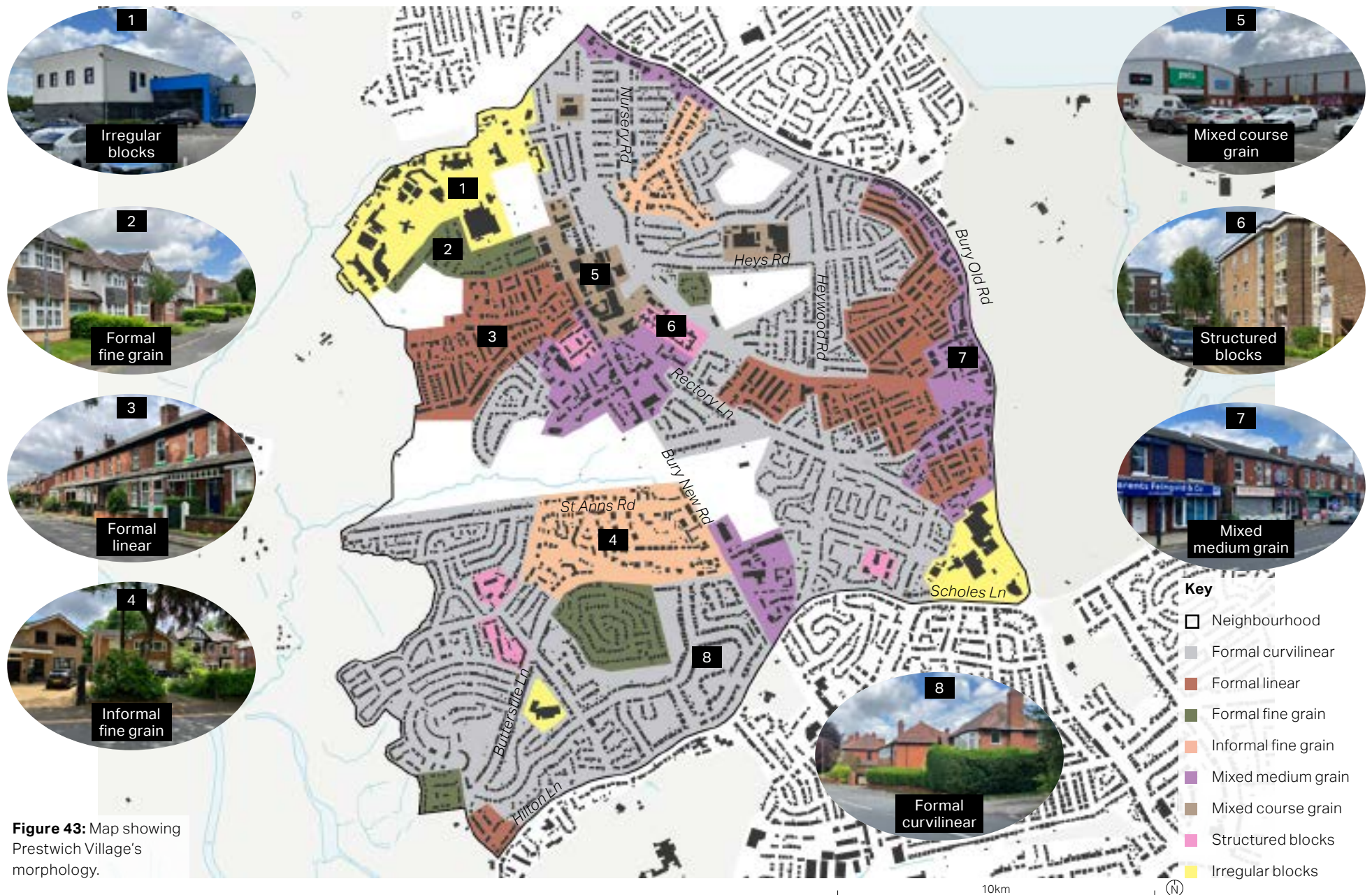
Fine grain describes a dense network of buildings within a confined area, enhancing pedestrian interaction and diversity. Coarse grain refers to larger, more spread-out elements like buildings and streets, often prioritising vehicular circulation and efficiency.

Structured or Irregular Blocks

Structured blocks have a regular, often uniform shape such as square or rectangular. Irregular blocks exhibit varied shapes and sizes, reflecting natural or historical influences with polygonal, curvilinear, or uneven boundaries.



Figure 42: Aerial images showing common morphology layouts in Prestwich Village.





2.2.5 Prestwich Village's Key Assets

The analysis in this section highlights several important assets that are integral to the unique character of Prestwich Village.

These assets collectively paint a vivid picture of some of Prestwich Village's most valuable features. Preserving and nurturing these elements is key to maintaining Prestwich Village's distinctiveness and ensuring it remains a desirable place for residents, businesses, and visitors alike.

Each identified asset contributes to the Prestwich Village's overall appeal, from its historical landmarks and green spaces to its vibrant community spirit and local businesses. By safeguarding these assets, the essence of Prestwich Village can be protected, fostering an environment that continues to attract people and support a thriving community. The preservation of these assets will help ensure that Prestwich Village retains its identity and continues to flourish.



A place with distinctive character

- Prestwich Village's identity is shaped by its rich history, architectural form, public spaces, and land uses.
- One of Greater Manchester's most popular neighbourhoods, regularly named in the Sunday Times Best Places to Live guide.
- It offers the best of both suburban tranquility and urban accessibility.



Figure 44: Local businesses looking towards Bury New Road.



A place connected to green space

- Close proximity to numerous high quality green spaces including Heaton Park, Prestwich Clough, Philips Park, St Mary's Park and St Mary's Flower Park.
- Across Prestwich Village there is a green infrastructure network including pocket parks, playgrounds, grass verges, hedges and mature trees.



Figure 45: Housing in Prestwich Village facing green



A place rich in history

- Prestwich Villages was an established settlement by the time of the Domesday Book of 1086.
- Two conservation areas and 38 listed assets.
- There are opportunities to create new development that respects and enhances Prestwich Village's historic assets.



Figure 46: The Church of St Mary - Prestwich Village's oldest building.



A place with a thriving centre

- Bury New Road is Prestwich Village's thriving commercial heart with a mix of uses including independent shops, supermarkets, cafe's, restaurants and small businesses.
- There are opportunities to improve connections and ensure that the buildings and public realm are of the highest quality.



Figure 47: Active frontages on Bury New Road.



A place with local events

- Prestwich Village benefits from a strong and successful events calendar including Prestwich Carnival, Prestwich Pride and the Prestwich Maker's Market.
- There are opportunities to create vibrant public spaces and to refurbish dormant buildings that can host such events.



Figure 48: Community event at Prestwich village.



2.2.6 Prestwich Village's Key Challenges

The analysis in this section also identifies several challenges that Prestwich Village faces.

These challenges collectively illustrate the areas that require attention and intervention to ensure its continued growth and prosperity. Addressing these issues is important for maintaining Prestwich Village's appeal as a place to live, work, and visit.

By recognising and proactively addressing these challenges, we can work towards solutions that enhance Prestwich Village's resilience and sustainability. This will help ensure that it not only retains its charm and attractiveness but also continues to thrive in the face of future obstacles.

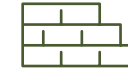


Fragmented built form

- Much of the original Victorian layout in the commercial centre has been lost.
- 20th century developments, like the Longfield Centre and the large supermarkets, have not been as successful.
- There is an opportunity to restore the urban fabric through thoughtful and sensitive development.



Figure 49: The Longfield Centre is inward-facing and interacts poorly with the surrounding streets.



Blank frontages

- There are numerous buildings in the commercial centre with inactive frontages that fail to interact with the street.
- Examples include the Longfield Centre and the large supermarkets.
- New development should provide activity at ground level to increase surveillance and activity.



Figure 50: Marks and Spencer has large blank frontages facing the key routes of Bury New Road and Fairfax Road.



Disconnected green spaces

- The large green spaces currently feel separate and disconnected.
- There is an opportunity to better connect these spaces by improving the green infrastructure network along clearly defined routes.
- Visitors to Prestwich Village should be aware that the green spaces exist and are easily accessible.



Figure 51: Bury New Road separates some of Prestwich Village's main green spaces.



Barriers to movement

- There are barriers to pedestrian movement including the wide and busy Bury New Road and the large surface car parks in the commercial centre.
- Careful design can reduce these barriers by providing for safe crossings and by making the most efficient use of large spaces.



Figure 52: Bury New Road is wide with irregular crossing opportunities.



Traffic on Bury New Road

- Bury New Road is a major gateway to Greater Manchester from the M60 motorway. It is the main route between Manchester and Bury. It gets very busy with traffic including cars, heavy goods vehicles and buses.
- There are opportunities to introduce traffic-calming measures and visual improvements.



Figure 53: Bury New Road is busy with cars, heavy goods vehicles and buses.



Figure 54: Victorian terraces are a key character feature for Prestwich Village and Greater Manchester as a whole.



Figure 55: The Vicarage on Fairfax Road.



Figure 56: Victorian buildings with ground floor commercial units.

Key Considerations - Identity

- The two conservation areas (St Mary's Park and Poppythorn) contain many of Prestwich Village's most characterful buildings.
- There are 38 listed assets with 37 at Grade II and one (the Church of St Mary) at Grade I.
- There are large concentrations of Victorian and Edwardian buildings to the north of Church Lane and to the west of Bury Old Road.
- Similarities in morphology are often the result of similarities in building ages and land use.
- The largest variation in morphology is the area at the northwest of Prestwich Village which includes commercial, residential, medical and other land uses and development from many different periods.

**Prestwich
Village's identity
is shaped by its
rich history,
architectural
form, public
spaces, and land
uses.**





2.3 Built Form

Most of Prestwich Village consists of two-storey houses which dominate the residential landscape.

2.3.1 Building Heights

There is some variation in heights, including bungalows that cater to those who prefer or require a home without stairs. There are also numerous examples of 2.5 and three-storey houses, in particular, the larger Victorian villas.

The 1960s and 1970s saw the construction of blocks of flats ranging in height from two to five storeys. There are several examples across Prestwich Village but they are most notable along Bury New Road and Bury Old Road. This mix of housing types ensures a diverse and inclusive community, catering to different needs and preferences.

The commercial centre of Prestwich Village showcases more varied building heights. The Victorian buildings have staggered rooflines, usually between two and three storeys. In the early 2000s, the construction of the Radius apartments introduced the area's tallest buildings, ranging from six to ten storeys.

These buildings dominate views from many parts of Prestwich Village. Prior to these, the tallest building was the spire of the Church of St Mary.

Prestwich Village's mix of building heights in the commercial centre not only supports a variety of businesses but also allows for higher-density living, which is important in meeting the housing needs of a growing population. The taller buildings provide more housing units within a limited footprint, making efficient use of available space and contributing to the urban feel of the centre.

The variation in building heights throughout Prestwich Village creates a dynamic architectural landscape. This diversity not only caters to different housing needs but also adds visual interest and character.

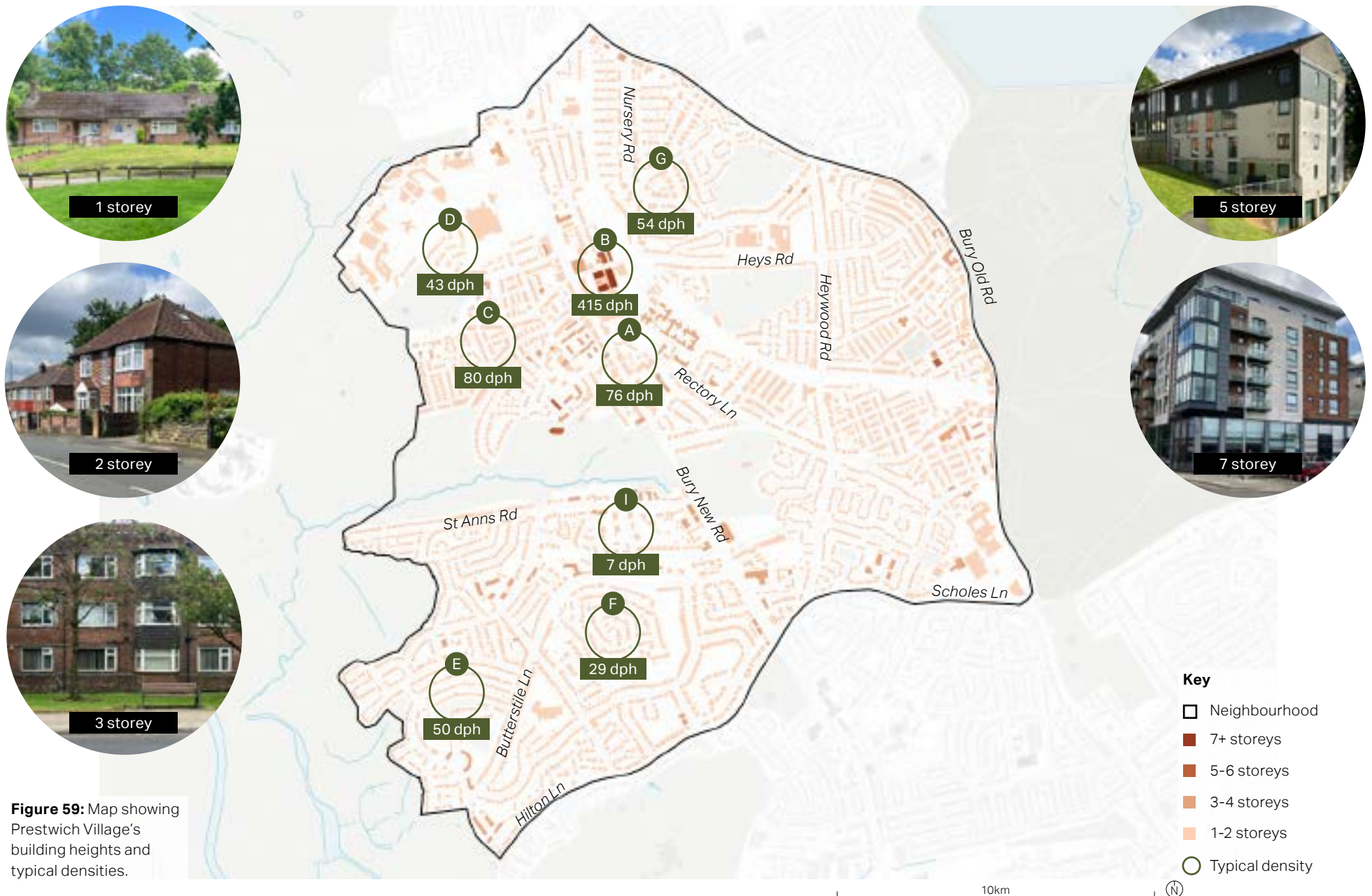
Careful planning of building heights should ensure that new development complements the existing structures, in order to preserve Prestwich Village's historical charm while accommodating sustainable growth.



Figure 57: Two storey houses make up the predominant building type for Prestwich Village's residential areas.



Figure 58: The commercial centre has a more varied roofline which creates visual interest.





2.3.2 Density

Area 1

Greenhill



Plot area
10.135 sqm

Density
76 dph

FAR ratio
0.64

Building heights
2 storeys

The Radius



Plot area
3.637 sqm

Density
415 dph

FAR ratio
4.5

Building heights
7 storeys

Area 2

Gardner Road



Plot area
7.250 sqm

Density
80 dph

FAR ratio
0.61

Building heights
2 storeys

Oaks Close



Plot area
7.714 sqm

Density
43 dph

FAR ratio
0.84

Building heights
2 storeys

Area 3

Woodward Road



48 dwellings

Plot area
9.513 sqm

Density
50 dph

FAR ratio
0.53

Building heights
2 storeys

Prestwich Hills



23 dwellings

Plot area
8.007 sqm

Density
29 dph

FAR ratio
0.56

Building heights
2 storeys

Area 4

Langley Road



45 dwellings

Plot area
8.327 sqm

Density
54 dph

FAR ratio
0.45

Building heights
2 storeys

Prestwich Park Road



8 dwellings

Plot area
11.724 sqm

Density
7 dph

FAR ratio
0.25

Building heights
1-3 storeys



Figure 60: Prestwich Park Road with a typical density of 7 dph.



Figure 61: Oaks Close with a typical density of 43 dph.



Figure 62: Gardner Road with a typical density of 80 dph.



Figure 63: The Radius apartments with a typical density of 415 dph.

Key Considerations - Built Form

- Most of Prestwich Village is low rise, mainly consisting of residential buildings at two storeys.
- Additional height comes from some of Prestwich Village's Victorian villas which can reach 2.5 and three storeys.
- The tallest buildings can be found at The Radius in Prestwich Village's commercial centre at six to ten storeys.
- There are blocks of flats with heights ranging from two to five storeys at different parts of Prestwich Village and most notably along Bury Old Road and Bury New Road which helps to give a sense of arrival.
- Density ranges from circa 7 dph to circa 80 dph. The Radius apartments are an exception at 415 dph.

Prestwich
Village's blend
of urban
convenience
and natural
surroundings
contributes to
its character





2.4 Movement

An informative picture of movement patterns is generated by distinguishing between different types of routes based on their connections within the network.

2.4.1 Vehicular Movement

The movement plan, figure 65, illustrates the importance of Bury New Road, which links Manchester City Centre to the M60 and is a 'multi-lane connector street' from which many other 'neighbourhood routes' and 'connector streets' branch out. As a result, traffic on Bury New Road can often be very heavy.

The northwest area of Prestwich Village, situated between Prestwich Hospital and Church Lane, is bordered by the M60, Philips Park, and Prestwich Clough, meaning that there is no through route to the west from Pinfold Drive, Clifton Road and Gardner Road. This limited network forces more traffic onto Bury New Road, as there are fewer alternative

routes available. In contrast, other parts of Prestwich Village have more 'neighbourhood routes', which help to distribute traffic more evenly.

2.4.2 Pedestrian Movement

Prestwich Village offers good walkability, thanks to pavements that run alongside most roads, complemented by a network of alleys and alleyways connecting residential streets. However, one notable barrier is Bury New Road. Despite having several crossings, these are spaced out, and signal timings favour vehicle traffic, which can slow down movement.

2.4.3 Public Transport

Prestwich Village benefits from excellent public transport connectivity, with two Metrolink stations (Heaton Park and Prestwich) that offer direct links to Bury and central Manchester. In addition, an extensive bus network provides connections throughout Greater Manchester.



New development should reference the [Greater Manchester Streets for All Design Guide](#).

Refer to [section 4.4 Design Guide E: Movement](#) of this document for Prestwich Area wide movement design codes.

Refer to sections [3.3.8 Area 1](#), [3.4.8 Area 2](#), [section 3.5.6 Area 3](#), [3.6.6 Area 4](#) for area specific movement design codes.

2.4.4 Cycling Infrastructure

Prestwich Village's cycling infrastructure is currently inadequate. While there are cycle lanes along Bury New Road, they are inconsistent, sometimes merging with the carriageway or pedestrian walkways.

Moreover, there are stretches where no designated cycle lanes exist at all. This is unfortunate given that local green spaces, such as the mountain biking route in Philips Park, are popular with cyclists.

Figure 64, categorises street typologies in accordance with the Greater Manchester Streets for All Design Guidance.





Figure 65: A pedestrian crossing at Prestwich Village's Bury New Road.



Figure 66: Prestwich Village has two Metrolink stations including Heaton Park (pictured).



Figure 67: Pedestrian alleys and alleyways connect residential streets.



Figure 68: A pedestrian tunnel connecting the east and west of the Metrolink line.

Key Considerations - Movement

- Proximity to the M60 motorway makes Prestwich Village very well connected. The motorway acts as a major barrier to Whitefield.
- Bury New Road is a main route from the motorway to Manchester City Centre and can be extremely busy with slow-moving traffic. This has a barrier effect between the east and west of Prestwich Village and splits its commercial centre.
- Pedestrian movement benefits from extensive footpaths and public rights of way.
- Public transport connections include two Metrolink stations and an extensive bus network.
- Cycling infrastructure is generally poor and could be improved, particularly along Bury New Road and Bury Old Road.

Prestwich
Village's balance
of accessibility
and tranquility
contributes to
its enduring
appeal





2.5 Nature

Prestwich Village exhibits diverse topography, ranging from approximately 30 metres above sea level in the west to 110 metres above sea level in the northeast. This impacts various aspects of Prestwich Village's landscape and community life.

2.5.1 Topography

The elevation changes are most notable in and around Prestwich Clough, which stretches from Bury New Road towards the River Irwell. The steep slopes within the clough contribute to its scenic beauty, creating cascading streams and providing habitats for wildlife. The elevation changes also offer visitors different perspectives and viewpoints as they traverse the footpaths.

Streets and houses in Prestwich Village have adapted organically to the undulating terrain. Residential streets often follow the natural contours of the land, resulting in a mix of gently sloping roads and steeper inclines.

Some buildings have adapted to the variations with entrances at different levels.

The elevation changes offer interesting views over the rooftops to the surrounding green spaces. From higher vantage points, such as around Heaton Park, there are panoramic views over the skyscrapers of Manchester City Centre and the rural landscapes beyond Greater Manchester. These vistas enhance Prestwich Village's appeal.

Despite its varied topography, Prestwich Village generally experiences a low flood risk. The natural slopes help in water drainage, reducing the likelihood of flooding even during periods of heavy rainfall. This geographical advantage contributes to the overall safety and resilience of the community.

Prestwich Village's varied terrain contributes to its charm and functionality. With low flood risk and panoramic views over green spaces, Prestwich Village exemplifies how topography can enrich both the aesthetics and liveability of a community.



Figure 69: Prestwich Village's topography can best be seen within the historic Prestwich Clough.



Figure 70: Sloping streets create views over the rooftops and into the surrounding green spaces.





2.5.2 Public Spaces

Prestwich Village's proximity to numerous high-quality public spaces significantly enhances its appeal. These spaces range from expansive parks to smaller green areas such as allotments, sport facilities and pocket parks.

Although not within the neighbourhood boundary, Heaton Park is directly adjacent to Prestwich Village's eastern side, with the buildings on Bury Old Road facing towards it. To the west, Philips Park, Prestwich Clough, Drinkwater Park, and the wider Irwell Valley border Prestwich Village, with buildings overlooking these green expanses.

Within the neighbourhood boundary, Prestwich Clough, St Mary's Park, and St Mary's Flower Park are crucial green spaces, each offering unique features and benefits to the community.

Within Prestwich Village's commercial centre, a mix of public and private spaces contributes to the green network.

For example, the Old Jewish Cemetery features a small, landscaped area with seating alongside Bury New Road. Additionally, businesses often incorporate planting, which enhance the network.

Despite the abundance of green spaces, navigating to them within Prestwich Village can be challenging due to unclear connections. In parts of the commercial centre, there is little indication of its proximity to the major parks.

This issue could be addressed by enhancing the green infrastructure network and providing clear, designated routes between the parks.

The redevelopment of the Longfield Centre offers an important opportunity to improve the public realm and connect all of Prestwich Village's green spaces. Enhancing these connections would not only make it easier for residents and visitors to access the parks but also create a more cohesive and accessible green infrastructure throughout Prestwich Village.



Figure 72: Local businesses contribute to the green infrastructure network with planting.



Figure 73: A small area of green space and seating at the location of the Old Jewish Cemetery.

- Key**
- 1** Whitefield Golf Course *
 - 2** Philips Park *
 - 3** Sparks Field
 - 4** Longfield Centre
 - 5** Old Jewish Cemetery
 - 6** Gardner Mount
 - 7** St Mary's Churchyard
 - 8** St Mary's Flower Park
 - 9** Prestwich Clough
 - 10** Drinkwater Park *
 - 11** Rainshough Jewish Cemetery *
 - 12** Barnfield Park *
 - 13** Prestwich Golf Club *
 - 14** Heaton Park Reservoir *
 - 15** Heaton Hall Bowling Club *
 - 16** Heaton Park *
 - 17** Heaton Park Football Pitches *
 - 18** Heaton Park Boating Lake
 - 19** Ostrich Park
 - 20** Manchester Maccabi Community and Sports Club *
 - 21** St Mary's Park
 - 22** Prestwich Cricket, Tennis and Bowling Club
- (*) are public spaces outside of the Neighbourhood planning area and provided for context.

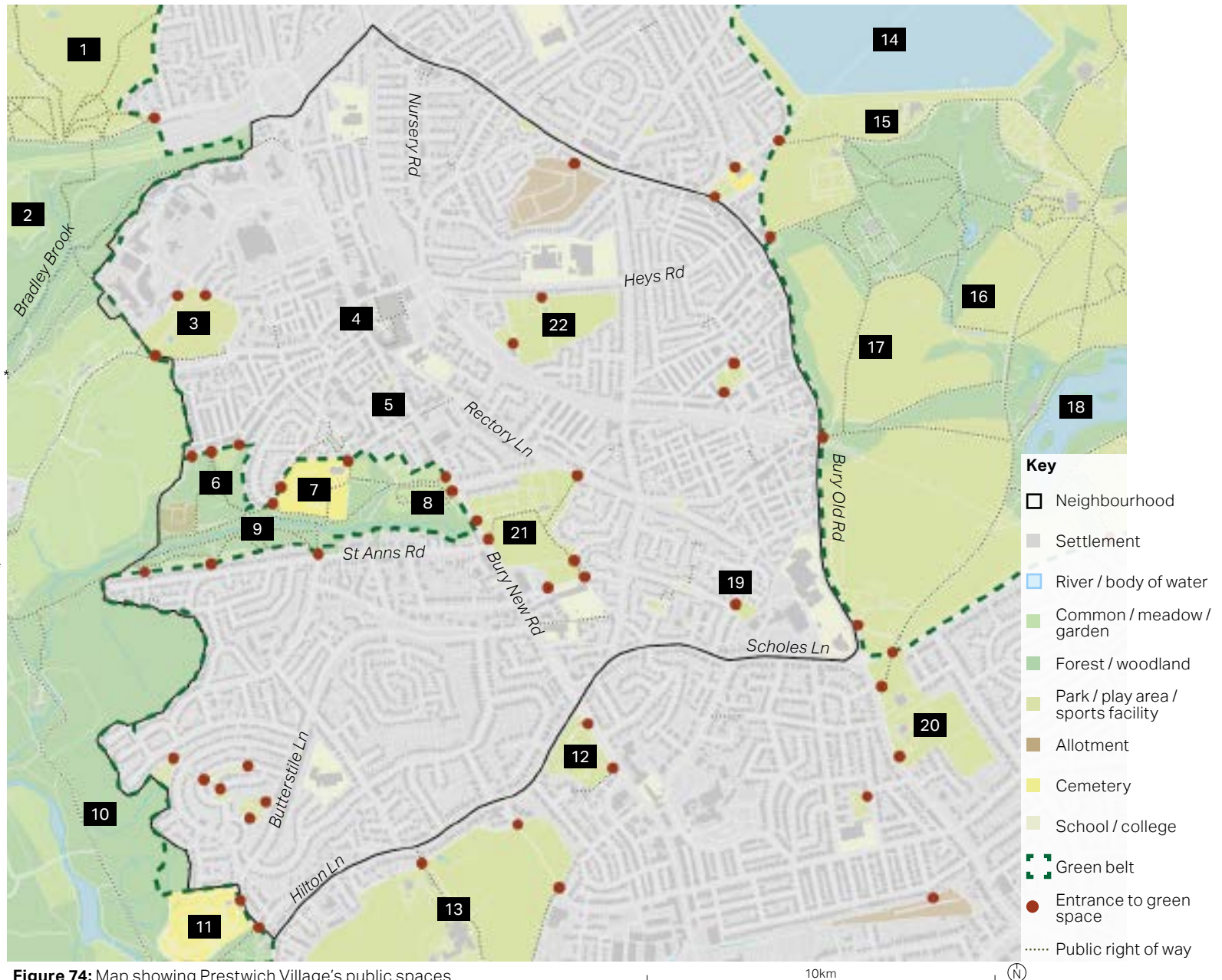


Figure 74: Map showing Prestwich Village's public spaces.



Heaton Park



Heaton Park is a Grade II Registered Park and Garden and one of the largest municipal parks in Europe, covering over 600 acres. The park features a variety of attractions, including the 18th century Heaton Hall, a boating lake, an animal centre, ornamental gardens, and a golf course. It is a popular spot for both locals and visitors, offering walking trails, open spaces for picnics, and frequent events such as concerts and fairs.

Prestwich Clough



Prestwich Clough is a picturesque valley that extends from Bury New Road towards the River Irwell. It features ancient woodlands with a diverse array of tree species, creating a lush canopy that shelters abundant wildlife. Its steep topography and meandering streams offer a rural retreat from the surrounding urban areas. It also holds historical significance due to the presence of the Church of St Mary.

St Mary's Flower Park



St Mary's Flower Park is a well-maintained green space at the centre of Prestwich Village. The park's layout includes manicured lawns and ornamental features. Pathways wind through the park, allowing visitors to explore its floral displays and landscaped areas at a comfortable pace. The diverse plantings attract a variety of pollinators, including bees and butterflies, contributing to the local ecosystem's health and vitality.

St Mary's Park



St Mary's Park is located east of Bury New Road. It offers extensive open lawns, playgrounds, and sports facilities. It is a family-friendly park with amenities for all ages, including tennis courts, a bowling green, football pitches, and areas for picnics. Throughout the year, the park hosts a variety of events, including festivals, fairs, and local celebrations, which foster a strong sense of community and bring residents together.

Pocket Parks, Crescents and Triangles



Prestwich Village is dotted with numerous small green spaces, such as pocket parks, crescents and triangles, which contribute significantly to the liveability of the community and the wider green infrastructure network, improving its aesthetic and environmental impact. Crescents of grass are typically found in the curved sections of residential streets. Triangular green spaces are commonly located at the convergence of roads.

Key Considerations - Nature

- The topography of Prestwich Village ranges from 30-110m.
- The varied topography creates views across the Prestwich Village's rooftops and out into the surrounding green spaces.
- Prestwich Village's close proximity to numerous high quality green spaces is a key part of its character.
- Within the neighbourhood boundary, there are larger green spaces such as Prestwich Clough, Gardner Mount, St Mary's Park, St Mary's Flower Park and Sparks Field along with numerous smaller pocket parks and grass crescents and triangles.
- Improvements could be made to connect the green spaces and to make visitors to the commercial core better aware that they are there.



2.6 Uses

Prestwich Village features a diverse mix of land uses that cater to both its residents and visitors, contributing to its vibrant community atmosphere.

Primarily residential, there is a range of housing styles, from historic terraces to modern developments, accommodating a wide demographic including families, young professionals, and retirees.

There is a bustling commercial centre along Bury New Road, with businesses providing a variety of amenities including shops, cafes, restaurants, and services. This area serves as a focal point for community interaction, complemented by additional commercial premises along Bury Old Road.

Prestwich Village boasts a rich pub culture, with numerous establishments scattered throughout. Many of these pubs have storied histories and distinctive architecture that contribute significantly to the area's character.

These venues serve as important social hubs where residents gather to socialise, dine, and participate in community events.

In the northeast, Prestwich Hospital occupies a substantial area dedicated to medical facilities, including hospitals, clinics, and related health services that serve not only Prestwich Village but the broader region.

Prestwich Village is also home to numerous schools, offering education from primary through to secondary levels. These institutions play a pivotal role in the community, supporting local families' educational needs and fostering a family-friendly environment.

Industrial land use in Prestwich Village is relatively low, with the main example being the area between Greengate Lane, Church Drive, and Sherbourne Court, which houses various local businesses

Overall, Prestwich Village's blend of residential, commercial, medical, educational, and social amenities underscores its dynamic and inclusive community.



Figure 75: Prestwich Village predominantly consists of residential neighbourhoods.



Figure 76: There is a bustling commercial centre along Bury New Road.

Key

- 1 Our Lady of Grace RC Primary School
- 2 Prestwich Hospital
- 3 Tesco
- 4 Marks and Spencer
- 5 Church of St Mary
- 6 Church Inn
- 7 Longfield Centre
- 8 Aldi
- 9 St Andrews Church
- 10 Coach and Horses
- 11 Welcome Inn
- 12 St Margarets Tavern
- 13 The Heys School
- 14 St Marys C of E Primary School
- 15 The Red Lion
- 16 St Monica's Secondary School
- 17 The Ostrich
- 18 Elmsbank College Hub
- 19 Nazareth House
- 20 Friendship Inn
- 21 Park View Primary School
- 22 Manchester Mesivta School
- 23 Butterstile Primary School

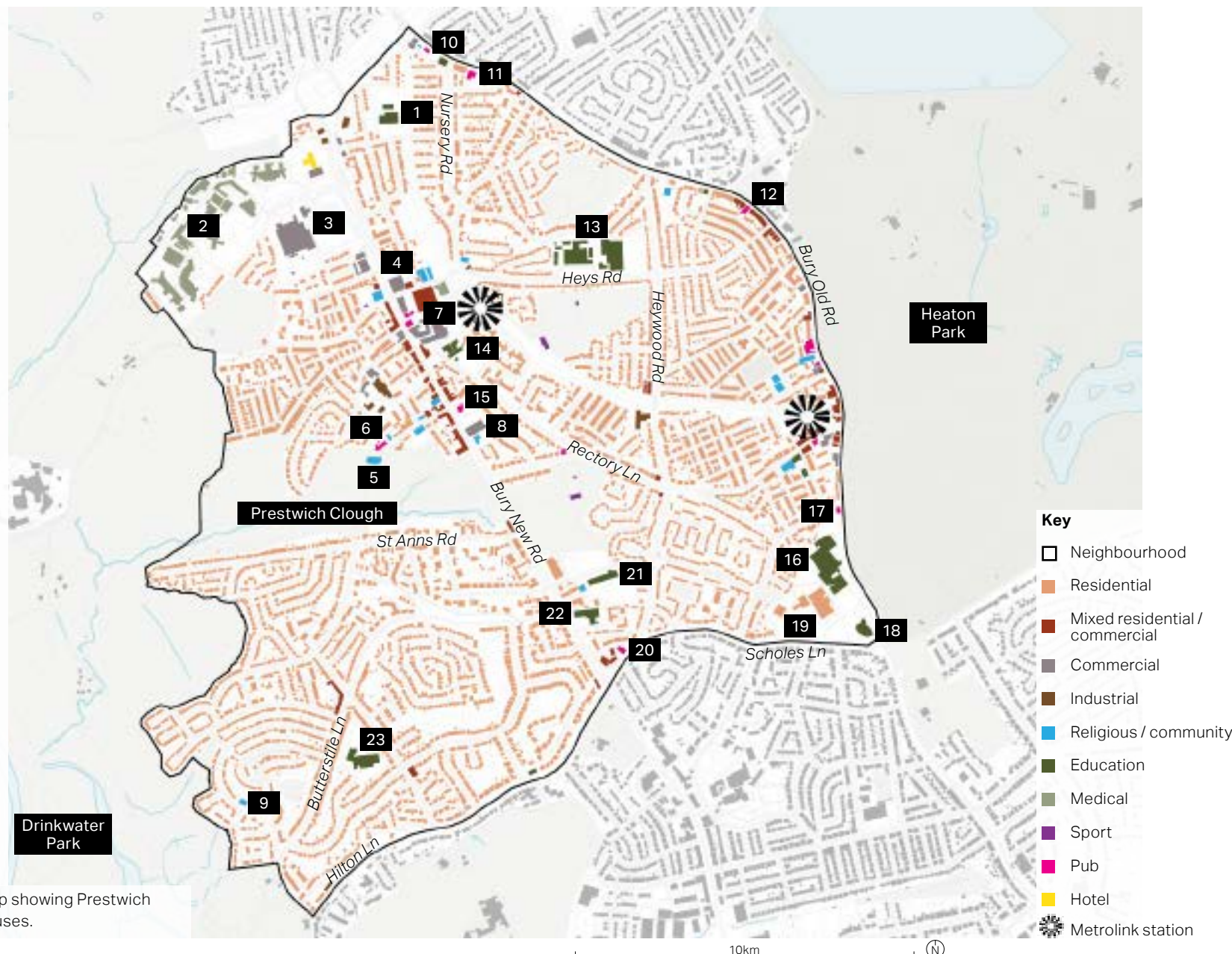




Figure 78: Small rows of commercial units serve local residential areas.



Figure 79: Prestwich Village's pubs are important community hubs and contribute to its character.



Figure 80: The Radius is mixed use with commercial units at ground level and apartments overhead.




Figure 81: Industrial uses along Greengate Lane.

Key Considerations - Uses

- There is a mix of land uses across Prestwich Village, predominant land use is residential mixed with amenities that serve local residential areas such as schools and religious / community buildings.
- A main commercial centre along Bury New Road containing a mix of restaurants, local and national shops and large supermarkets. Some of the buildings in this area are mixed use, both residential and commercial.
- Design quality of some commercial buildings are poor such as Tesco and M & S.
- There is a secondary commercial area extending along Bury Old Road mainly consisting of small businesses, takeaways and pubs.
- Prestwich Hospital occupies a large area of land at the northwest of Prestwich Village.

**Prestwich
Village features
a diverse mix of
land uses that
cater to both its
residents and
visitors**





This section
analyses
Prestwich Village's
area types along
with specific
design codes and
guidance

03

**Area Specific Design Codes &
Character Assessment**

3. Area Specific Design Codes & Character Assessment

Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people.

3.1 Design Guide A: Area Specific Design Codes & Character Assessment

The diagram opposite shows how these factors come together to create a successful place. The following character analysis was developed by creating a holistic picture of Prestwich Village.

All new development should undertake its own comprehensive analysis of place to understand a proposal's broader context and establish aspirations and place-specific responses to the location, siting and design of new development.

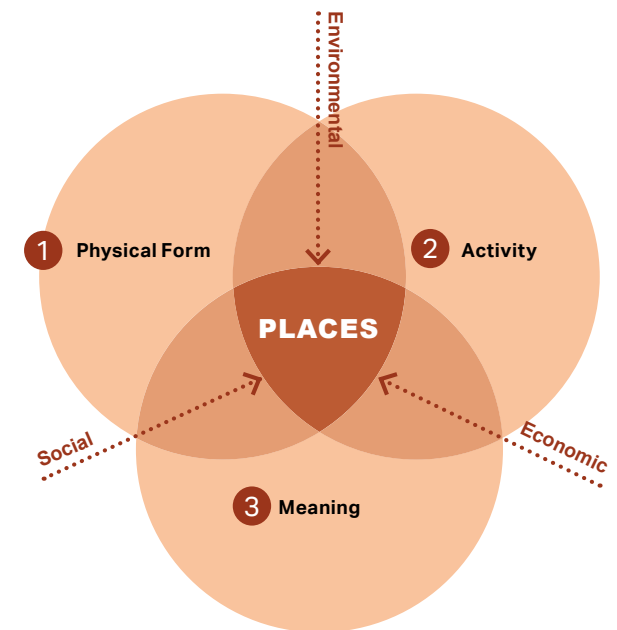
A primary purpose of this design code is to help generate sensitive and characterful design responses to existing settlements and their landscape settings.

This character assessment helps understand both the landscape setting and the detailed pattern of settlement growth that underpins the variety of character features across Prestwich Village.

This analysis has been cross-checked on site as part of this study with a walking tour and photographic study guided by local residents.

Each proposal may require slightly different design detail responses depending on its specific local context within Prestwich Village.

Alternatively, Prestwich Village may continue to acquire new layers with design approaches and concepts that are innovative and look to meet the future challenges of sustainability and biodiversity net gain. However, these responses should still seek to tie in with the landscape and townscape appeal that help give Prestwich Village its distinctive character.



- 1 Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
- 2 Use, vitality and diversity, including community facilities and local services.
- 3 How a place is perceived, including local heritage, views inwards and outwards and social histories.

Figure 82: Exploring the features which come together to create a successful place.

3.2 Identifying Prestwich Village's Area Types





This design code reflects the varied nature and individual character of Prestwich Village.

It has been divided into distinct area types, representing areas of Prestwich Village with similar characteristics. The area types provide a basis for setting consistent parameters within this design code.

A thorough analysis of area types has been informed by mapping and analysis in section 2, characterisation in section 3, and insights from local communities. The identification process considers both the existing character of the area and future development. These area types are categorised based on overall similarities in their attributes, facilitating the creation of consistent design codes and guidance, and a comprehensive approach. While rationalising area types, occasional anomalies arise. For example, although Area 2 primarily consists of Victorian housing, there are exceptions, such as 21st-century constructions.

However, considering factors like boundaries, street patterns, and scale, the overarching consistencies become apparent.

The four identified area types are illustrated on the map on page [61]:

-  Area 1
-  Area 2
-  Area 3
-  Area 4

These area types are dynamic and do not adhere strictly to defined boundaries, especially at their intersections or interfaces with areas outside the neighbourhood boundary. The focus of this study is on the diverse qualities inherent to each area, rather than the specific boundaries assigned to them.

The area types allow for the development of guidelines that respect the existing character while accommodating future growth and changes.

The following attributes contribute to the character which forms the area types:

- Architectural features
- Widths and depths of blocks
- Street pattern and urban grain
- Building frontages and building lines
- Scale and height
- Density

Area 1



Area 2



Area 3



Area 4

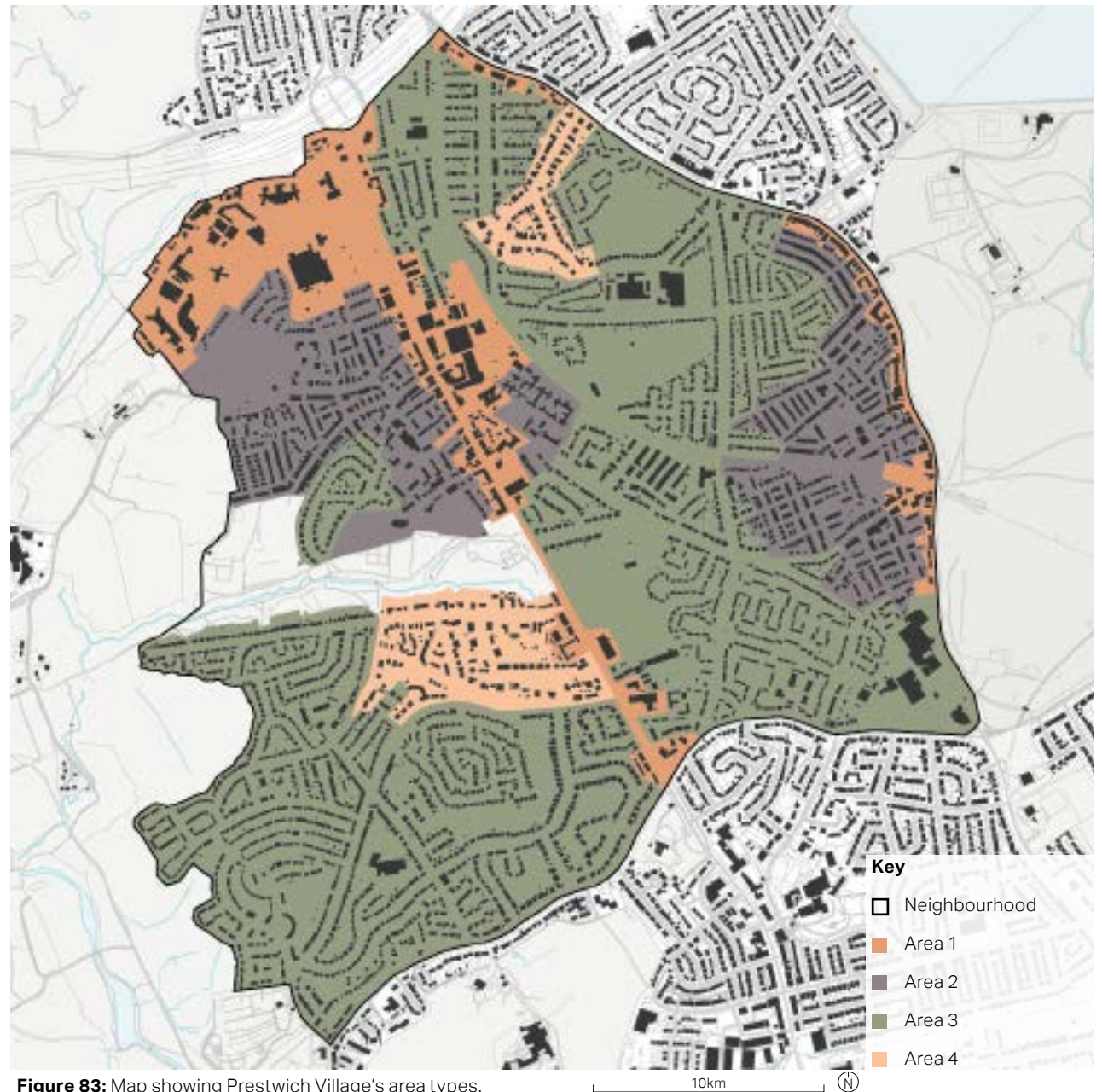


Figure 83: Map showing Prestwich Village's area types.

A1

Area 1 Design Codes

Commercial Hubs

Area 1 is the commercial hub and focussed around Bury New Road, with a secondary centre lining Bury Old Road





3.3 Area 1 Design Codes

Area 1 includes the heart of Prestwich Village, a focus for the community, featuring some of the villages most characterful architecture.

3.3.1 Context

Defined by its rich historical architecture and vibrant heart, the village centres around Bury New Road and Bury Old Road which provide commercial facilities, to support residential areas. The area is home to a diverse range of architectural styles, including Victorian, Edwardian, and contemporary buildings, creating a dynamic backdrop for future development. Today, the Longfield Centre and the Bury New Road area face several place-making issues shown in figure 83.

1. The Longfield Centre blocks access to / from Rectory Lane and connections to the Metrolink station.
2. Bury New Road is wider (24m) to accommodate more traffic and bus stops, leading to excessive tarmac and a lack of planting and trees.
3. Streets branching off Bury New Road are narrower.
4. Historic buildings have been designed to address

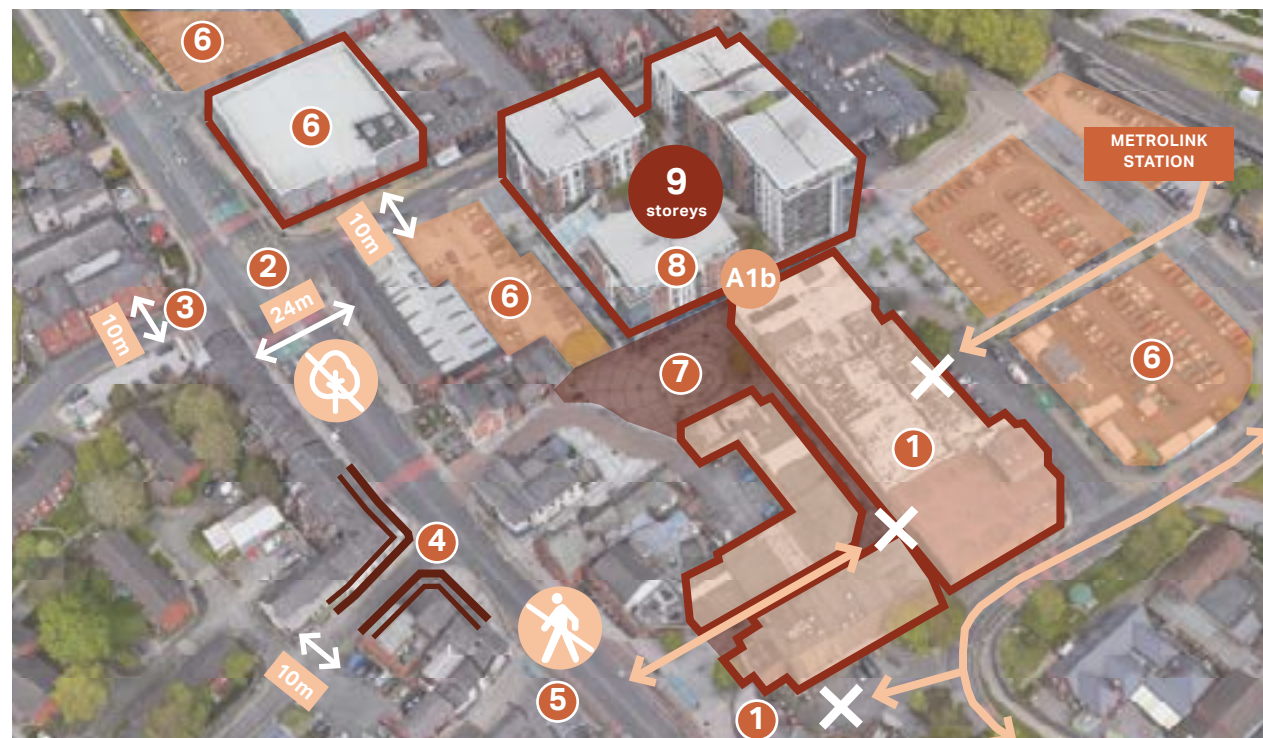


Figure 84: Diagram highlighting the existing issues at the Longfield Centre and Bury New Road

corners and create a strong frontage.

5. Long wait times at pedestrians crossings due to amount of traffic and poor sightlines on some crossings, i.e. near M&S and due to road width.
6. Commercial use buildings, with larger floor plates, and car parks have fragmented the historic street pattern.
7. Surfaces at the Longfield Centre public realm are inconsistent and accessibility could be improved.
8. The Radius apartments are 9 storeys in height and have large floor plates.
9. Service areas of buildings on Bury New Road are exposed, creating street clutter.



A1 Context Design Codes

A11

Future development of Prestwich Village should build upon its existing heritage, respecting its traditional red-brick structures while incorporating modern interventions that promote sustainable growth.

- Respond to the historic grid structure created by the surrounding linear streets, enhancing legibility and permeability.



3.3.2 Identity

The diverse nature of this area, characterised by its mixed-use developments and varied architectural styles, creates an interesting streetscape that offers both challenges and opportunities.

Much of the area's original Victorian character has been lost due to 20th-century developments, particularly the construction of the Longfield Centre in the 1960s. This large structure acts as a barrier to movement in several directions. Other prominent buildings include Marks and Spencer, Tesco, Aldi, and The Radius.

The width of Bury New Road reflects its significance as a major route between Manchester City Centre and the M60 motorway. Despite this width, there are relatively few street trees. Streets branching off Bury New Road are generally narrower and lead to Prestwich Village's residential areas and pockets of smaller businesses.



Figure 85: A restaurant on Bury Old Road with a mock tudor facade and mullion windows.



Figure 86: Red brick with architectural detailing in sandstone on Bury New Road.



Figure 87: An example of a modest art deco mixed use at the junction of Hilton Lane and Bury New Road.



A1 Identity Design Codes

- A12** New development should consider the approved Prestwich Village Centre scheme at <https://www.bury.gov.uk/planning-building-control/planning-permission/consultations> in addition to the existing surrounding context and environment.
- A13** Contemporary designs should blend modern materials and architectural forms that reflect the area's history and culture.
- A14** New development should be designed to complement and enhance adjacent heritage assets and listed buildings, within St Mary's Park Conservation Area.
- A15** Existing buildings defined as heritage and non-designated heritage assets that positively contribute to the local character of Area 1, described in [section 2.2.3](#), should be retained, protected and celebrated.
- A16** Views and vistas of heritage buildings should be enhanced and protected. Protect and enhance existing assets of community value including independent businesses.



Figure 88: Simple ground floor commercial units lining Fairfax Road.



Figure 89: Ornate Victorian architecture showcasing a mix of red brick and sandstone detailing.

St.Mary's Park Conservation area is located within this area which includes heritage assets that contribute to the historic character, heritage assets are illustrated in figure 84, section 2.2.4.

The Longfield Centre is located at the heart of Prestwich and provides amenities for the surrounding community. There are plans to develop the Longfield Centre.



Figure 90: Aerial view of the Longfield Centre, Prestwich



3.3.3 Materials and Features

This area type boasts a rich architectural tapestry, characterised by a diversity of building materials and styles that reflect its historical evolution.

The most characteristic material is traditional red brick, often paired with grey slate roofing, which firmly roots Prestwich Village within the architectural heritage of Greater Manchester. However, this area type also features a variety of other materials, including white render and modern panels, creating an interesting blend of old and new.

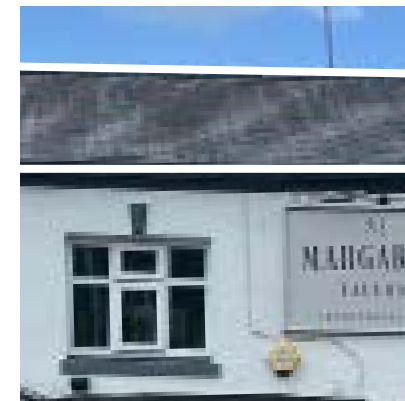
The architectural features in this area type are equally varied, adding to its distinctive charm. Ornate gables, stone surrounds, and intricate brick patterns can be found throughout. Windows and doors in this area further exemplify this diversity. Bay, sash, and Gothic windows each add to the streetscape's character. Traditional doors, often featuring detailed woodwork and original fixtures, sit comfortably alongside more modern designs, providing an interesting showcase of the past and the present.



Grey slate roof tiles on a steep pitched roof with a red brick / sandstone gable.



Staggered rooflines at differing heights and with varying pitches.



Grey slate roof tiles on a lightly rendered pub facade.



Traditional wooden gothic door on traditional red brick.



A bay window above a traditional commercial unit,



Red brick with decorative brick and woodwork.

Figure 91: Characteristic materials and architectural features.



A1



A1 Materials Design Codes

- A17** Develop a **complementary and cohesive** materials palette to be used across the area complementing the red brick materiality of the traditional Victorian buildings.
- A18** Red brick should remain the **predominant material** for street-facing façades, reflecting the area's historical roots.
- A19** **Innovative materials** to create subtle variation while maintaining cohesion. Timber cladding should be avoided.
- A110** **Extensions** - Materials used in extensions should match the type, colour, and method of construction of the original building.
- A111** **Infill Development** - Materials should fit those used in the surrounding area. For infill development, it would be appropriate to match the materials used on the same street.
- A112** **Neighbourhood Development** - a wider choice of materials may be appropriate. Materials that are complimentary to the overall palette of the surrounding buildings should be applied. Building materials should ensure cohesion of groups of buildings.



Figure 92: Red brick is the predominant material to be implemented for new development or buildings at Prestwich Village.



3.3.4 Boundaries and Set-Backs

Boundaries and set-backs in this area type are varied, reflecting its piecemeal development over time.

Along Bury New Road and Bury Old Road, many shops and small buildings directly front the street, creating some of Prestwich Village's most active areas. Some buildings, like the historic pubs, are set further back, allowing for outdoor seating.

When clear boundaries are present, they exhibit a mix of styles, including sandstone and brick walls, with hedges being less common. Additionally, some buildings have adapted to topographical changes with stepped or sloped entrances, for example, along Fairfax Road.



Stepped entrance.



No set-back.



Deeper set-back.



No set-back.



Stone wall and hedge.



Sandstone wall.

Figure 93: Characteristic boundary treatments and set-backs.



A1 Boundaries and Detailing Design Codes

- A112** The size, coursing, bonding, finish and method of pointing are all as important as the material used. For a traditional look these should match local examples. Using traditional materials but varying the way it is used is a way to make a contemporary design which still feels rooted in its location.
- A113** Buildings should use details such as lintels over doors and windows, eaves finishes, brick corbels and quoins.
- A114** Incorporate traditional window styles, like sash or bay windows, incorporating elements, such as stone surrounds or brick detailing.
- A115** Buildings should ensure cohesion of groups of buildings, such as terraced buildings through cohesive architectural details.



3.3.5 Built Form

This area type is the heart of Prestwich Village, showcasing some of its most striking architecture and serving as a focal point for the community.

The buildings span from the Victorian era to contemporary times, offering a diverse range of ground-floor shops, large supermarkets, apartments, religious structures, and community centres.

The most characteristic buildings are constructed from local red brick, providing good street enclosure and creating a cohesive aesthetic. Bury New Road showcases many examples of Victorian and Edwardian buildings, some with ground-floor retail spaces that engage well with the street. These buildings, with their well-preserved facades, contribute significantly to the Prestwich Village's charm. Ornate architectural elements reflect Prestwich Village's rich heritage and enrich Prestwich Village's character and appeal.

The future character of Area 1 should take design cues from the existing character and apply innovative design solutions.

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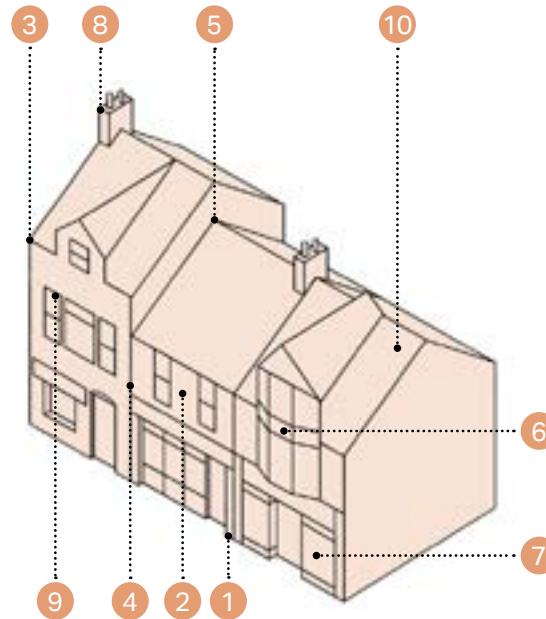


Figure 94: Diagram showing typical building features.

- | | |
|------------------------------|-----------------------------|
| 1. Set against the pavement. | 6. Multiple window styles. |
| 2. Red brick frontage. | 7. Ground floor commercial. |
| 3. Two-three storeys. | 8. Chimney stack. |
| 4. Varying facades. | 9. Vertical rhythm. |
| 5. Varying roofline. | 10. Grey slate rooftiles. |



Figure 95: Ground floor commercial units on Bury New Road.



Figure 96: Varied set backs and rooflines of the neo-gothic Our Lady of Grace and its Edwardian rectory.



Figure 97: Diagram showing this area type's primary frontages and typical plot widths and depths.

Key

— Primary frontage



A1 Built Form Design Codes

- A113 Blocks and Plots.** For proposed residential development, plots should seek to repair the tighter grain, linear streets, and should avoid referencing larger blocks such as the radius development.
- A114 Building facade composition.** Design should respect the overall vertical emphasis to the building facade and window openings to maintain visual continuity or add to the visual interest where required.
- A115 Innovative housing** typologies such as mews, town houses and duplexes could be considered in addition to apartments, ensuring a provision intergenerational homes, these homes may require reduced privacy distances to ensure efficiency land use.
- A116 Entrances.** Should address the street with a main access and fenestration that emphasises the main front access from the street.
- A117** New buildings should include active ground-floor uses and street frontages.

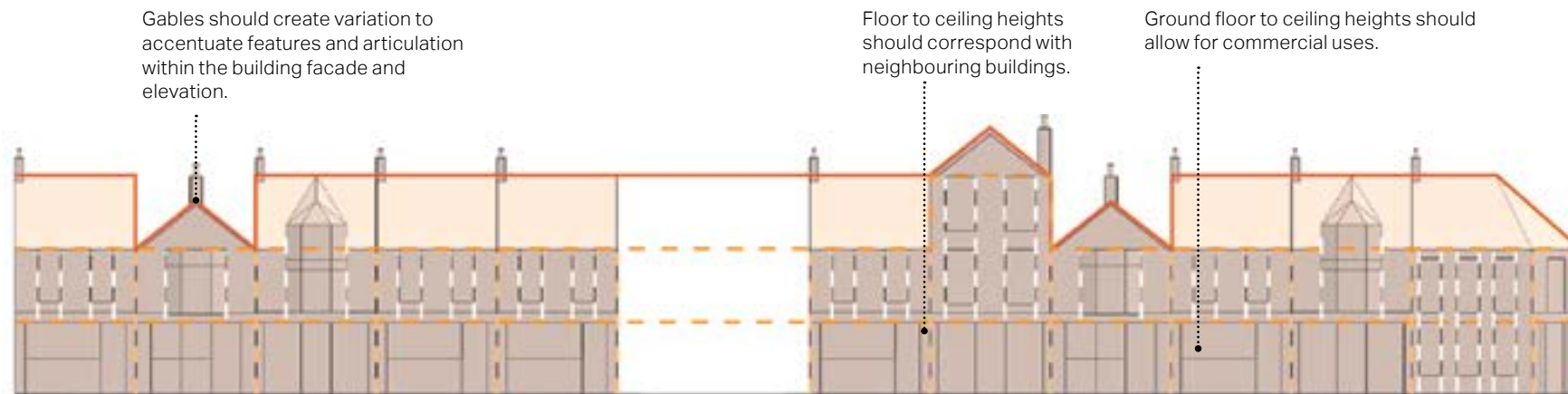


Figure 98: Diagram illustrating Rhythm and proportions and roofscape

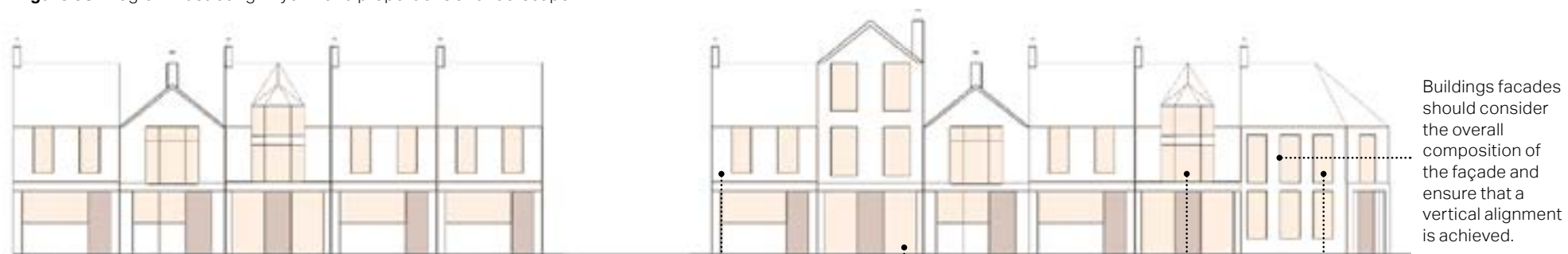


Figure 99: Diagram illustrating window proportions and entrances

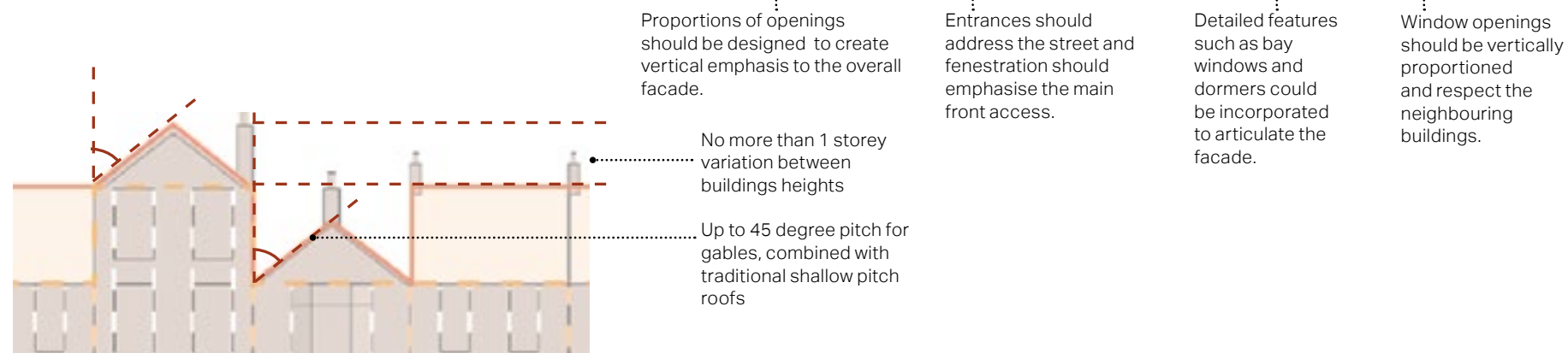


Figure 100: Diagram illustrating roofscape and pitch

New development at Area 1 should incorporate the following strategic design principles:

- 1 Accentuate corners to aid legibility and way-finding.
- 2 Active ground-floor uses and improved street frontages.
- 3 Street pattern and layout should promote active travel to key destinations such as the metro station and surrounding parks.
- 4 Gentle transition between existing and new building heights should be maintained, gradually stepping across the plot.
- 5 Respect the height datum of adjacent historic buildings.
- 6 Respect privacy distances between new and existing buildings. Design and orientate buildings to allow for amenity space, light and ventilation.
- 7 Buildings and streets should be arranged to connect with the historic street pattern and movement network, ensuring direct access for walking, wheeling and cycling.
- 8 Improve pedestrian crossing wait times to encourage active travel modes.
- 9 Development at Prestwich Village Centre should allow for spill out space and areas for events and gathering.

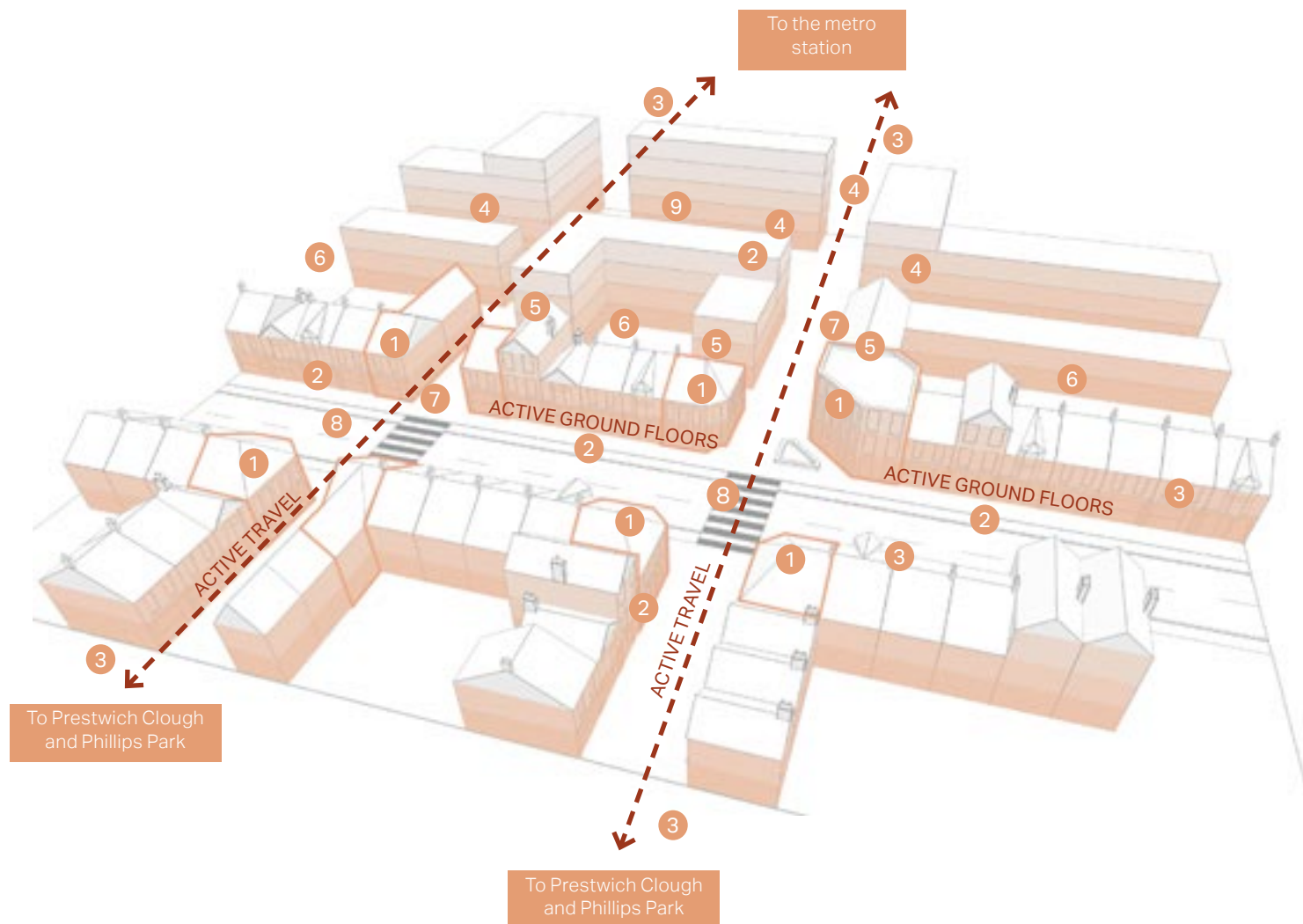


Figure 101: Diagram illustrating design principles to be incorporated for a typical new development at Area 1



A1



A1 Built Form Design Codes

- A121 Building lines** - should reflect the street and be set back no more than a maximum of 1m from adjacent buildings unless additional gardens and landscaping is being introduced to maintain the enclosure of the street scene.
- A122 Set-backs** - Where buildings are set back from the pavement, boundary features should define the plot and connect to the adjacent buildings (for example, hedges or local stone walls).
- A123 Corners** - Address street corners to create strong visual features. Create landmark buildings at key corners and gateways, such as those on Bury New Road, considering chamfered or curved corners, with varied roof pitches.
- A124 Roofscape** - A variable eaves line and ridge line is encouraged to create variation between adjacent buildings, a maximum of 1 storey variation between storey heights.
- A125 Roof pitches** - Roof pitches should generally be a shallow pitch, including steeper roof pitches for features such as gables facing the street.

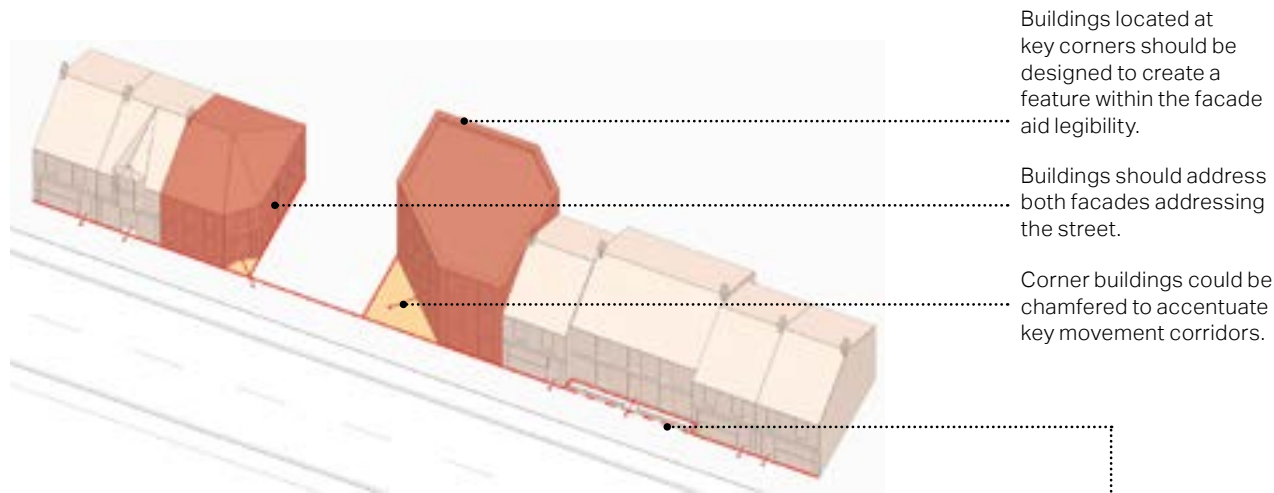


Figure 102: Diagram illustrating recommended built form and approach to corners, building line, and setbacks at Bury New Road, Area 1.

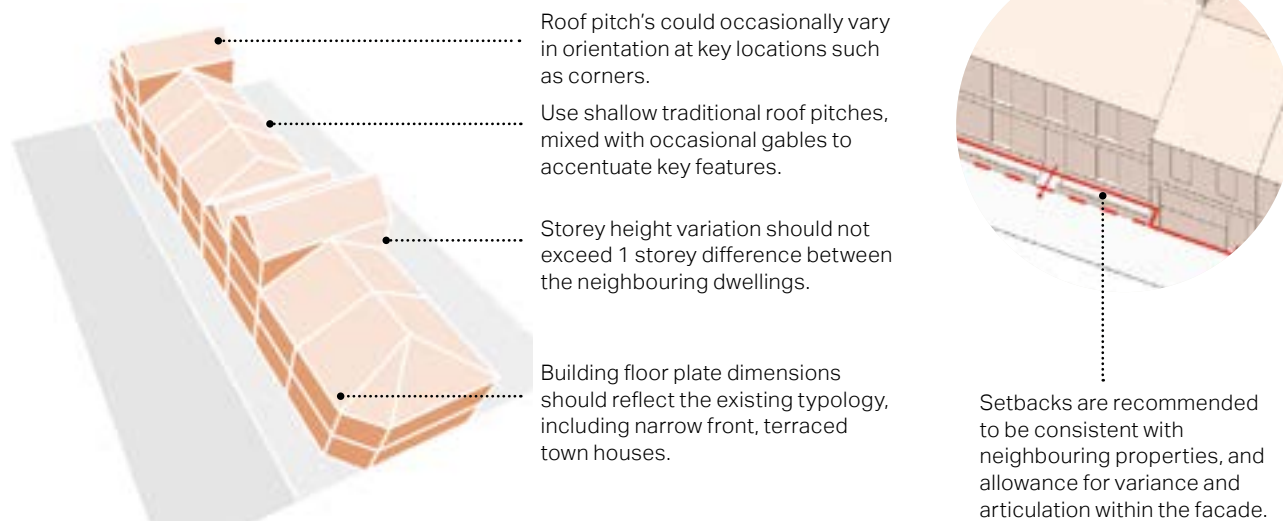


Figure 103: Diagram illustrating the recommended approach to the clustering of typologies



3.3.6 Scale and Massing

Building heights range from 2 story upto 9 storeys at the Radius apartments at the village centre. The Radius does not reflect the typical scale within the area.



Figure 104: Area 1 Building Heights



Figure 105: Variation in roovescape along Bury New Road, a new extension is in keeping with the existing building heights.



Figure 106: Radius building is the highest building in Prestwich, and dwarf's the domestic scale of Bury New Road.

Figure 105 illustrates the traditional Victorian terraced buildings are generally two storey with occasional increases in height up to approximately 3 to 4 storey. Bury New Road consists of building heights of 2 to 3 storey. Landmark buildings increase in height to creating variation in the building line of to emphasise corners.

At Prestwich Village Centre, the Radius apartment building increases significantly from the typical height of the traditional buildings, at is 9 storey in height. The radius building is an anomaly in the area and should not be used for setting the parameters for building heights of future development, which should respect surrounding building heights. An increase from the typical building heights of the existing buildings (not including the Radius building) should be transitional with a gradual stepping in building height.

There is potential for building heights to increase at the village centre and towards the metro station to provide intensification, however this should be designed sensitively and consider setbacks at upper floors, terraces and articulation of facades, to break down the massing.



A1

Upper floor extensions should be designed to complement the existing buildings.

Buildings could be set back to create terraces, providing private amenity at upper floors, whilst breaking up the vertical massing of buildings.

Example of gradual stepping of building heights and variety of set backs at upper floors in Manchester.

Balconies should provide private amenity to apartments, recessed balconies could be considered for buildings neighbouring existing buildings.



Figure 107: Illustrative section demonstrating transitional stepping of building heights, articulation and variation at upper and ground floors..



A1 Scale and Massing Design Codes

- A126** Building scale and massing should be respectful of the historic character and optimise the potential of the site to deliver compact development.
- A127** Extensions and new buildings should be designed to protect privacy and avoid blocking light to adjacent windows neighbouring properties.
- A128** New buildings and development directly adjacent or opposite heritage buildings should not exceed the building height of the historic asset.
- A129** To create interest and variety, a gentle transition between existing and new building heights should be maintained, roofscape should gradually step across the length of the plot.
- A130** The prevailing existing building heights are described in [section 2.3.1](#). The radius apartments should not be used as a reference for proposed buildings.
- A131** Respond to the surrounding interfaces, which vary depending on the site location.
- A132** Development should not impact on views and overshadowing of heritage buildings.



3.3.7 Density and Urban Grain

Area 1 represents the highest density development in Prestwich, primarily due to the tighter urban fabric in the commercial core of the village.

The Radius apartment development, with a density of 415 dwellings per hectare (dph), is an anomaly and should not be used as a benchmark for density references. Instead, density should be considered in the context of schemes that incorporate a mix of homes and apartments, utilising typologies such as terraced townhouses, maisonettes, and duplexes. These types of developments can achieve 'gentle density,' maximizing the use of available space while promoting compact, sustainable living.

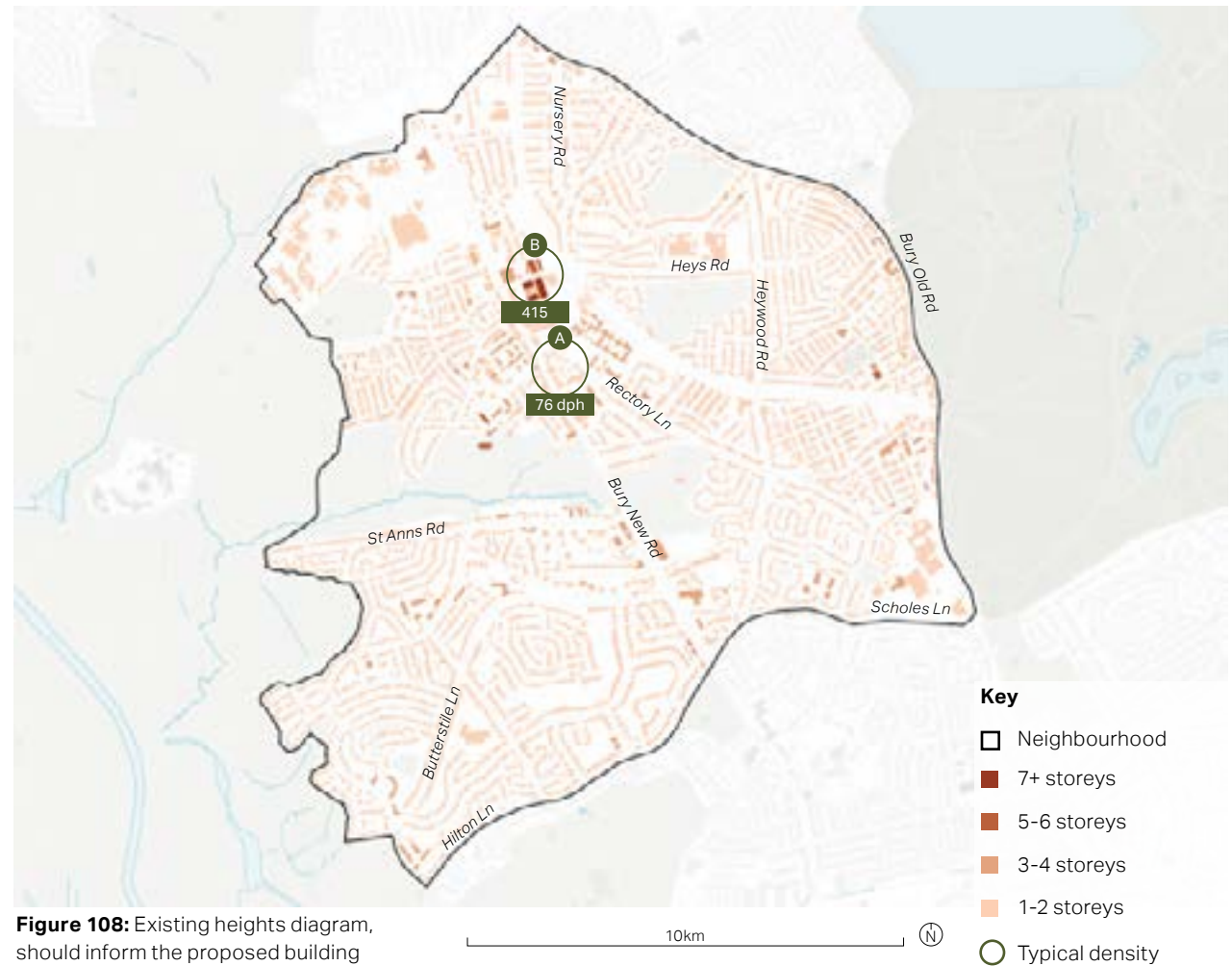


Figure 108: Existing heights diagram, should inform the proposed building heights at Area 1.



A1

Area 1

Greenhill



Plot area
10.135 sqm

Density
76 dph

FAR ratio
0.64

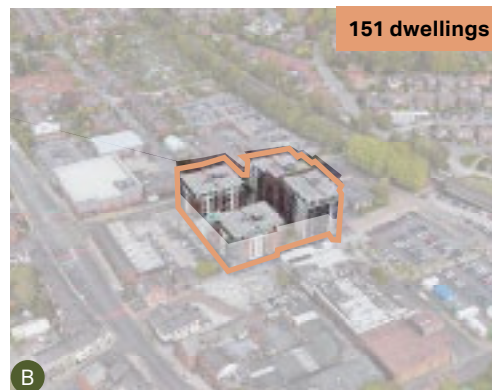
Building heights
2 storeys



New development should reflect [place-for-everyone \(PfE\), adopted 2024](#) policies regarding density.

Proposed development density should consider policy [Design and Layout of New Development in Bury 2008](#).

The Radius



Plot area
3.637 sqm

Density
415 dph

FAR ratio
4.5

Building heights
7 storeys



A1 Density Design Codes

A133

The density described in [section 2.3.2](#) was undertaken to provide an indication of typical densities within area 1, density testing of the surrounding development in relation to the site should be undertaken.

A134

Arrangement of new developments of more than one dwelling should consider **privacy distances, natural light and over shadowing** of surrounding development and any approved schemes, and reflect this in the layout.

A135

Larger developments could be created using perimeter blocks, establishing a clear hierarchy of streets, **emphasising linear street patterns**.

A136

Development could be optimised at key locations such as the metro stations, central destinations and at gateways.

A137

A mix of building typologies should include mews, town houses and duplexes, apartments to ensure variety and visual interest.

Figure 109: Area 1 existing Greenhill (top) and radius (bottom) development density testing.



3.3.8 Movement

There is no single street pattern that dominates this area type due to the diversity of its streets.

Primary roads like Bury New Road and Bury Old Road are generally wider to accommodate increased traffic. In contrast, the streets branching off Bury New Road are narrower, reflecting their historical development. A pedestrianised network is present around the Longfield Centre.

A useful way to observe the variations in street patterns is to follow Bury New Road. The journey from southeast to northwest along this road begins at the neighbourhood boundary (the junction of Hilton Lane and Scholes Lane), moves through the bustling centre with numerous commercial units, and continues north where the road widens to accommodate larger supermarkets.

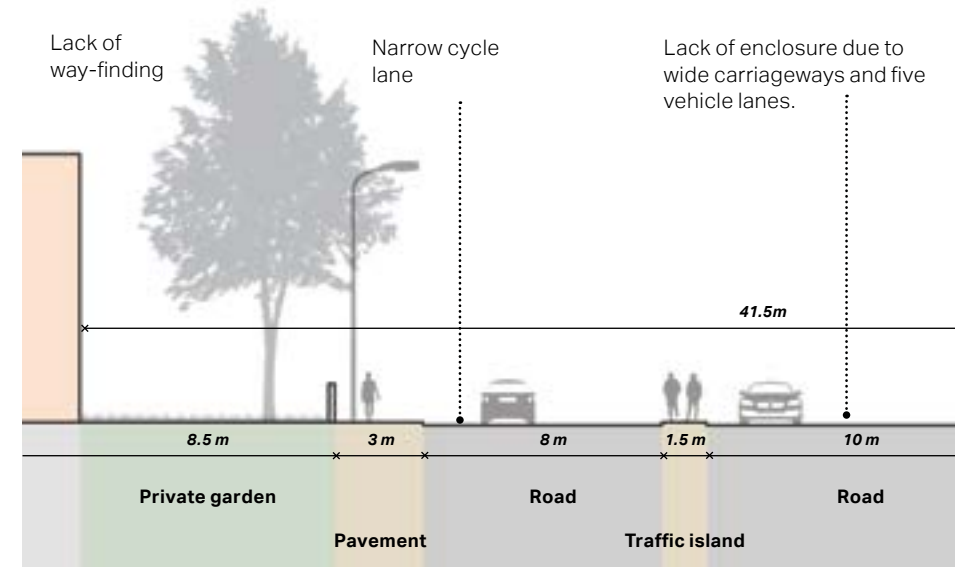


Figure 110: Street section of Bury New Road looking northwest from the junction of Hilton Lane

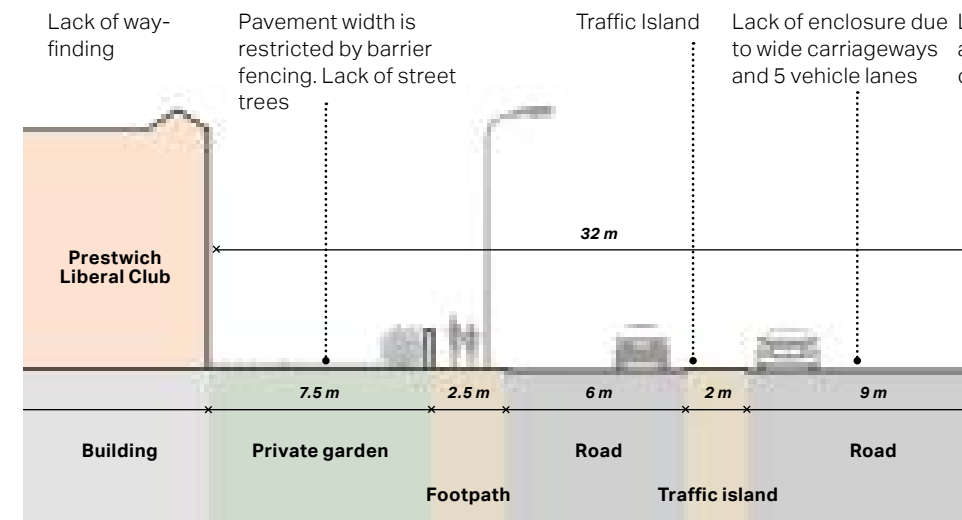
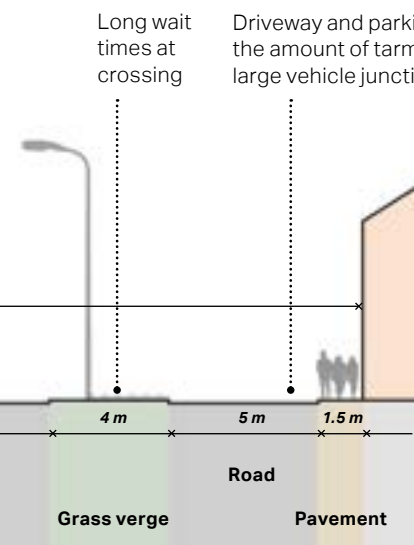
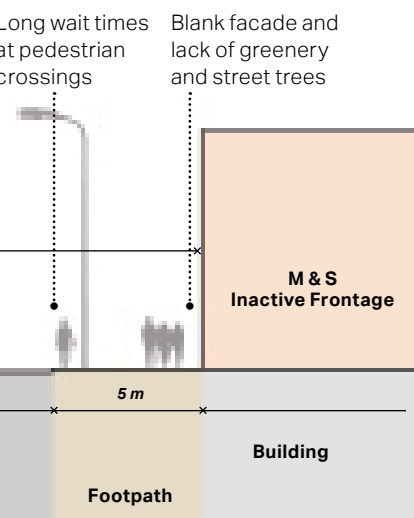


Figure 111: Street section of Bury New Road looking northwest from the junction of Chester Street



and Scholes Lane.

The existing street sections illustrate the current issues at Bury New Road at various points along the route.



Street and Fairfax Road.

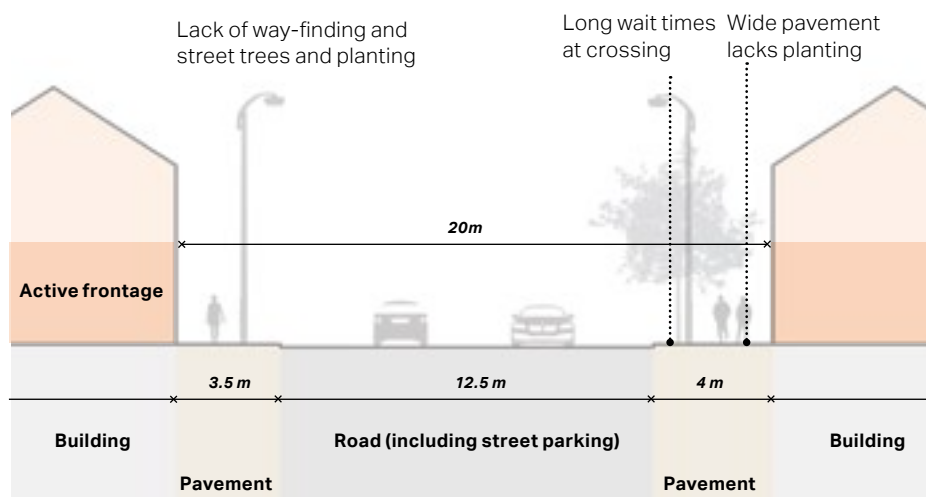


Figure 112: Street section of Bury New Road looking northwest from the Longfield Centre.

Area 1 Movement Issues

Movement through Prestwich Village should prioritise pedestrians, cyclists, and public transport while accommodating vehicular traffic. Current conditions along Bury New Road prioritise car traffic, but future development should focus on improving pedestrian and cyclist access and connecting key transport hubs, such as the Metrolink station.

There are barriers to pedestrian movement including the wide and busy Bury New Road and the large surface car parks in the commercial centre. Careful design can reduce these barriers by providing for safe crossings and by making the most efficient use of large spaces.

Streetscape

There is no clear sense of arrival into the High Street from the surrounding neighborhoods, or when traveling from the M60 to the north or from Manchester. The square is poorly connected to the main high street along Bury New Road, obscured and lacking visibility. The surface car parking behind Farmfoods and next to the metro station dominates the public realm.



Figure 113: Surface parking at Longfield Centre dominates the public realm.

Pedestrian and Traffic Management

Pavements are too narrow for spill-out from shops and cafés, and the street is cluttered with signs that create obstacles for pedestrians. Pedestrian crossings have long wait times. Pedestrian access to the Longfield Centre from Rectory Lane is poor. No dedicated bus lane or cycle lanes.



Figure 114: Cluttered streetscape, narrow pavements and lack of dedicated bus or cycle lanes at Bury New Road.

Infrastructure and Amenities

There are no available electric vehicle charging points in the area. There is a lack of cycle storage facilities at the Longfield Centre. Exposed service areas at the rear of Bury New Road and Rectory Lane detract from the area's overall aesthetic. There is poor wayfinding and signage for directing people to surrounding destinations, including the metro station, making navigation difficult.



Figure 115: Car dominated streets at Bury New Road.

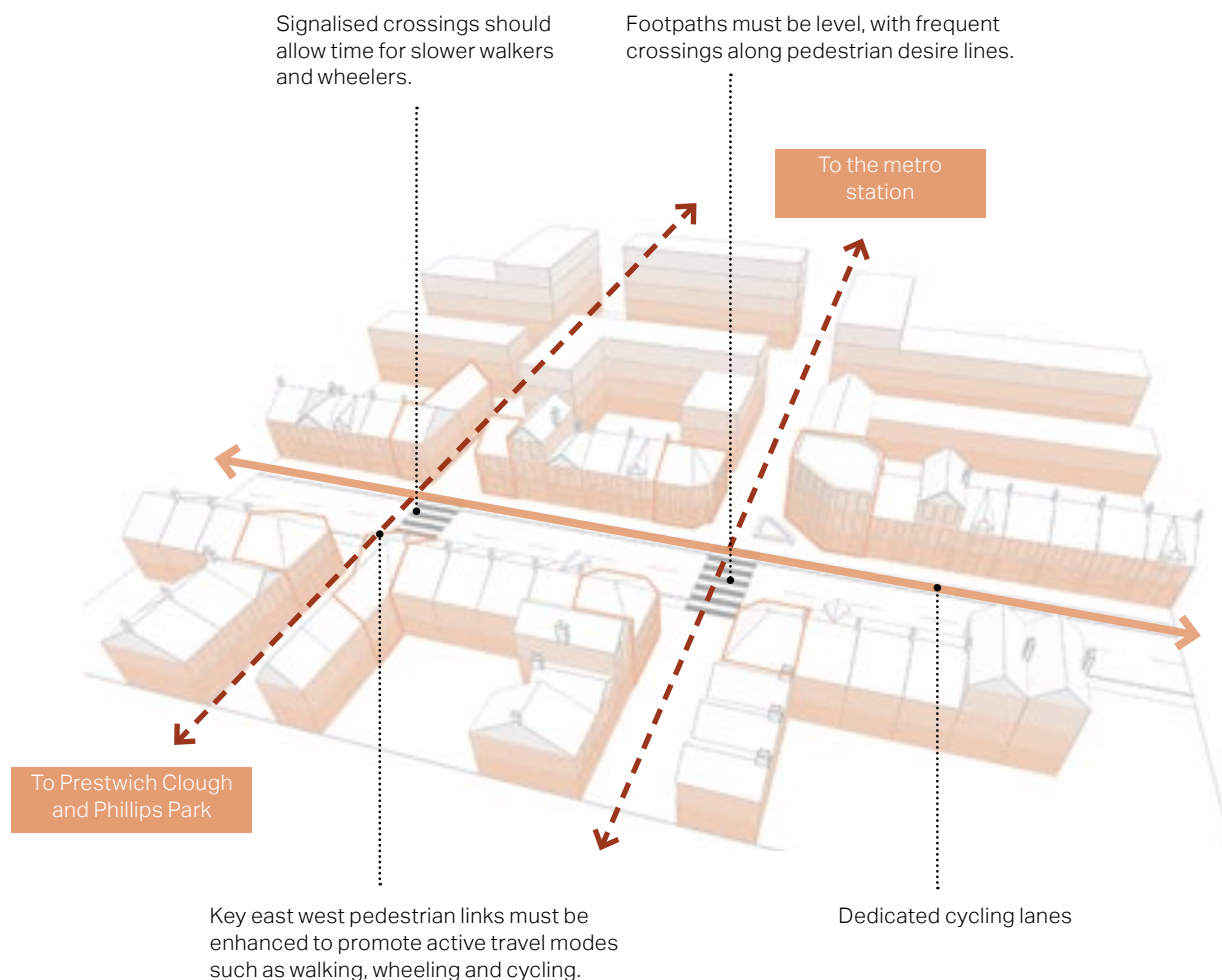


Figure 116: Diagram illustrating movement design guidance at Bury New Road and at Prestwich Village Centre



All new development should reference the [Greater Manchester Streets for All Design Guide](#).

Refer to [section 4.4 Design Guide E: Movement](#) of this document for relevant movement policies and guidance.

Way-finding and signage improves navigation and legibility, promoting active travel modes.



Surfaces and materials demark the pedestrian areas and spill out zones.



Planting and SuDS to delineate dedicated cycle lanes



Signalised crossings should ensure reduced waiting times.

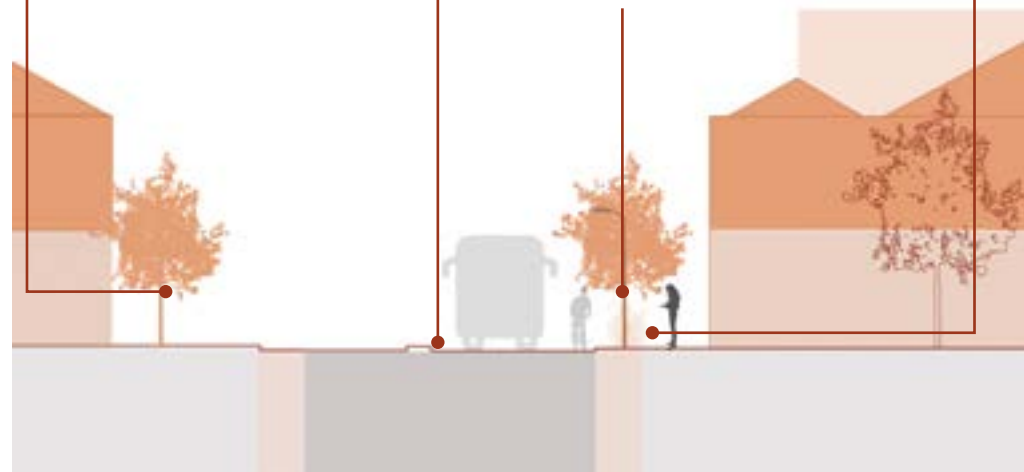


Figure 117: Section illustrating movement and street-scape design guidance.



A1 Movement Design Codes

- A138** Establish a clear hierarchy of streets at the Longfield Centre, integrating with the surrounding streets and the historic linear street pattern.
- A139** Prioritise the needs of pedestrians and cyclists, promote safe, well-lit and legible access routes to the Metrolink stations and bus stops, incorporate crossings, wider pavements, and accessible routes.
- A140** Clear pedestrian routes should be maintained along Bury New Road and within the Prestwch Village Centre redevelopment, with sufficient width for foot traffic.
- A141** The street network should be designed to prioritise pedestrians and vehicle movement through the area should be discouraged.
- A142** Areas for pedestrians, street furniture, and plantings should be clearly defined, and potential hospitality overspill should not block routes or impede accessibility for those with visual impairments.
- A143** At Prestwch Village Centre, areas outside of buildings should be prioritised for pedestrians with a designated 2m wide pedestrian only zone, defined with tactile edges.
- A144** Footpaths must be level, with frequent crossings along pedestrian desire lines. Signalised crossings should allow time for slower walkers and wheelers.
- A145** Key walking routes should be integrated with active frontages for safety, especially at night, with clear way-finding to destinations.
- A146** Bury New Road, the Prestwch Village Centre, and nearby streets should be well-connected to the cycling network. Protected cycling facilities or parallel routes should be provided where needed, referencing the Greater Manchester Streets for All Design Guide.
- A147** Public transport access should be direct and accessible, with clear, intuitive routes to bus, tram, and rail stops. Maintain clear footpath widths.
- A148** Controlled Parking Zones (CPZ) may be appropriate near public transport.
- A149** Public EV charging stations should be provided, ideally in off-street areas. Shared mobility options like cycle hire, e-scooter hire, and car clubs should be available.
- A150** Materials should be durable, easy to maintain, and suitable for the location within the street hierarchy of High Streets and Town Centres.
- A151** Service vehicles should have rear or off-street access, with limited entry during peak pedestrian hours. Loading bays should be designed to minimise pedestrian disruption and allow dual use when not in use by vehicles.
- A152** Mobility hubs and podium parking should be considered at commercial areas of Area 1, to avoid large areas of surface car parking, refer to [section 4.5 Movement, E11-Mobility Hubs](#).
- A153** Where car parking spaces are required in public spaces, these should be permeated by trees and planting and demarcated by changes in surface materials. Tarmac and white paint to demarcation of spaces should be avoided.



3.3.9 Public Spaces

At the heart of this area type lies the Longfield Centre, featuring a pedestrianised plaza from which several pedestrian streets radiate.

This central space includes seating, public art, and spill-out areas for restaurants, bars, and cafés. Despite suffering from neglect and a fragmented urban character, enhancing the public realm is a key priority for the redevelopment of the Longfield Centre.

Along Bury New Road, there are various seating areas, including public benches, providing rest spots for pedestrians. Additionally, small community parks, such as the Old Jewish Cemetery, contribute to the area's green spaces. The introduction of professional street art has significantly enlivened some otherwise blank facades within this area type, adding vibrancy and visual interest to the urban landscape.



Figure 118: Street benches and dustbins form part of Bury New Road's street furniture network.



Figure 119: A mural of local songwriter Mark E Smith adds vibrancy to an otherwise blank frontage.



Figure 120: A small public space at the location of the Old Jewish Cemetery on Bury New Road.



Figure 121: The public square at the centre of the Longfield Centre.



A1



A1 Public Spaces Design Codes

- A154** At Prestwich Village Centre flexible spaces for social gatherings and cultural events should be integrated.
- A155** **A people-first approach** should be taken, integrating a range of community functions and green infrastructure.
- A156** The Prestwich Village Centre and surrounding spaces should be redeveloped to strengthen the quality of the public realm, featuring green infrastructure, public art, seating, street furniture, lighting and way-finding, ensuring these areas are both inviting and functional.
- A157** Encourage the creation of small, **community green spaces** within private developments, ensuring these spaces are accessible to residents and integrated into the broader network of public green spaces.
- A158** Refer to [Section 4.5 Design Guide F: Public Spaces](#) for area-wide public space design codes.
- A159** **Public art** should be integrated within the public realm and form part of the identity of Prestwich Village.



Figure 122: Crossings and public art improves the pedestrian environment,



Figure 124: Public art and parklet encourages dwell time



Figure 123: Street furniture reflects the identity of the place



Figure 125: Seating encourages relaxation



Figure 126: Street trees break up the street and surfaces define parking (all images, Chicago)



3.3.10 Nature

This area type borders significant green spaces such as Heaton Park to the east of Bury Old Road, and Prestwich Clough and St Mary's Park to the west and east of Bury New Road, respectively.

Consequently, many buildings in this area have views over these green spaces.

Within this area type's boundaries, the green infrastructure network is relatively limited. Street trees are present in parts of Bury New Road but are irregularly placed, with potential for additional planting.

Other green infrastructure comes from within private grounds and small community gardens. A more extensive network of mature trees, hedges, and grass verges is found surrounding Prestwich Hospital.



Figure 127: Verges, shrubs and mature trees surrounding Prestwich Hospital.



Figure 128: A residential building overlooking Prestwich Clough.



Figure 129: Street trees improve the visual aesthetic of Bury New Road.



Figure 130: Some private buildings have small yards which contribute to the green infrastructure network.



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A1 Nature Design Codes

- A160** Extend the green infrastructure network with continuous tree planting along Bury New Road, where possible.
- A161** Enhance green infrastructure by increasing the number of street trees, planting more hedges, and introducing permeable surfaces.
- A162** Increase tree planting along Bury New Road and surrounding streets, particularly where there are large, paved areas.
- A163** Street trees should be planted and set within tree pits, surrounded in stone setts with self-binding porous gravel, surrounding the trunk.
- A164** Break up on-street parking with trees, low-level planting and rain gardens, particularly near to junctions. These spaces can also be enhanced with seating and informal playing features.
- A165** Incorporate parklets and seating to encourage dwell and social cohesion.
- A166** Green roofs and walls should maximise vertical elements of buildings for biodiversity, especially for new developments.

Figure 131: Diagram of area 1 nature design codes



3.3.11 The Longfield Centre

Area 1 consists of a range of uses to serve the local residents, consisting of commercial, retail, food and beverage, places of worship and health care. Independent businesses populate the ground floor of Bury New Road. The Figure 76, in section 2.6 illustrates the facilities and uses in Area 1.

The Longfield Centre is located at the heart of Prestwich and provides amenities for the surrounding community.

Whilst there are plans to develop the Longfield Centre, there are further opportunities to connect the proposals to the wider surrounding areas beyond the site boundary.

Proposed uses should consider the approved Prestwich Village Centre scheme <https://www.bury.gov.uk/planning-building-control/planning-permission/consultations> in addition to the existing surrounding context and environment.



Figure 132: Aerial view of the Longfield Centre, Bury New Road



A1



Figure 133: Public spaces are unwelcoming and lack planting, Longfield, Prestwich



Figure 135: Dead ends and lack of visibility result in safety issues, Longfield, Prestwich



Figure 134: Cultural uses attract a mix of demographics, Leicester.



Figure 136: Ground floor uses spill out into public spaces, Sheffield.



Figure 137: Cafes and restaurants activate streets and spaces during the daytime and evening.



A1 Uses Design Codes

- A167** New developments at the village centre should include community spaces, local shops, cafés, and services to foster a vibrant village atmosphere.
- A168** Within the village centre area and Bury New Road, **ground floor frontages** should be activated with a **mix of uses**. Including those that contribute to the **night-time and day-time economy**.
- A169** Activate corner buildings at key junctions with local facilities to activate the street scene, such as cafe, restaurant or pub uses.
- A170** **A mix of upper floor** uses are encouraged, including residential, shared workspaces, creative studios commercial and leisure uses.
- A171** Consider a **community hub** facility for sharing such as car pool club, tool hire, e-charging, cycle storage and parcel storage.
- A172** **A new central space** should accommodate **events** such as arts and performances which could be co-designed with the community.



3.3.12 Bury New Road

Area 1 consists of a range of uses to serve the local residents, consisting of commercial, retail, food and beverage, places of worship and health care. Independent businesses populate the ground floor of Bury New Road.

The Figure 77, in [section 2.6](#) illustrates the facilities and uses in Area 1.



Figure 138: Independent businesses occupy ground floors at Bury New Road.



Figure 140: Food and beverage uses activate Prestwich village in the evening.



Figure 139: Large retailers utilise larger floor plates along Bury New Road creating blank façades at ground floors.



Figure 141: Commercial uses at the Bury New Road.



A1



A1 Uses Design Codes

- A173** Uses should be complimentary to the current uses, particularly independent businesses within Prestwich.
- A174** **Prioritise independent and local businesses** at central locations at Prestwich Village Centre, to preserve the independent spirit of Prestwich.
- A175** **Prestwich Village Centre** - Commercial or leisure uses such retail, food and beverage, independent businesses and community uses should occupy ground floors to activate streets and spaces.
- A176** Avoid an over dominance of uses that attract excessive car parking, such as takeaways, which can result in additional parking for delivery drivers.
- A177** **Bury New Road.** Ground floors include uses that engage and activate the streets and spaces such as retail, leisure, cafés, restaurants and commercial uses.
- A178** Development should consider **a variety of typologies**, including duplexes, mews and town houses with front doors facing the street promoting a vibrant street scape.



Figure 142: Food and beverage uses should activate Prestwich village in the evening.



Figure 143: Commercial uses enliven the high street, Leicester.

Bury New Road

Opportunity for spill out from commercial uses, where buildings are occasionally setback

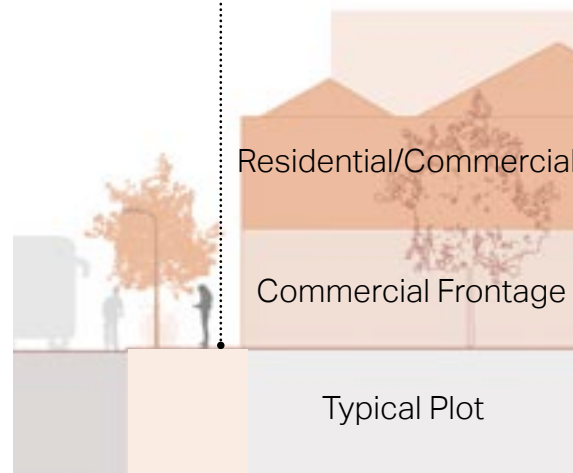


Figure 144: Bury New Road Ground floors should be activated by uses that activate the streets and spaces such as retail, leisure, F & B and commercial uses

3.3.13 The Longfield Centre

The Longfield Centre is located at the heart of Prestwich and provides amenities for the surrounding community.

Whilst there are plans to develop the Longfield Centre, there are further opportunities to connect the proposals to the wider surrounding areas beyond the site boundary.



Figure 145: Existing public realm at the Longfield Centre, Prestwich is unwelcoming for pedestrians.



Figure 146: Surface parking area results in car dominated spaces.



Figure 147: Surface car parking dominates the arrival into Prestwich travelling from the metro station



Figure 148: The radius building dominates the village centre and blocks views of the church



A1

Prestwich Village Centre

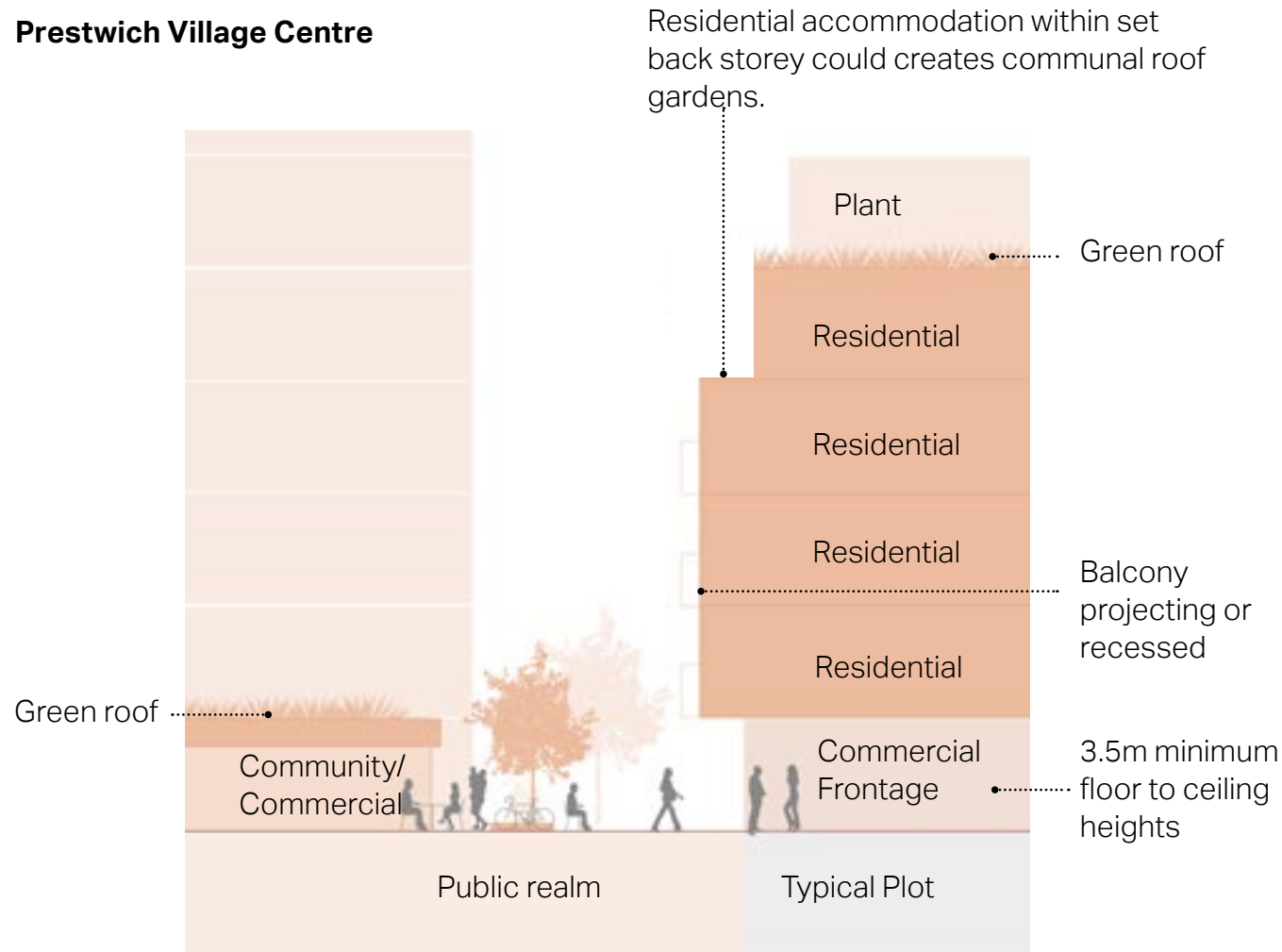


Figure 149: Prestwich Village Centre illustrating uses design codes



A1 Uses Design Codes

A179

Consider locating commercial, cultural, community and leisure uses to activate arrival spaces and gateways, such as the metro station areas.

A180

Incorporate urban greening within the buildings such as roofs and walls. Incorporate public art in the public realm and involve the local community in projects.

A181

Integrate residential development alongside commercial uses, considering the protection of visual and acoustic amenity.

A182

Consider privacy distances between commercial and residential uses, considering placement of windows of habitable rooms.

A2 Area 2

Historical Residential

This is the most historic residential area type, primarily developed during the Victorian era. It is characterised by high density housing arranged in planned grid street patterns.



3.4 Area 2 Design Codes

This area type has an architectural heritage rich in character and history. Built primarily during the 19th century, these streets showcase a variety of Victorian architectural style.

3.4.1 Context

Clear and consistent streetscape patterns distinguish this compact and well-connected area.

The streets generally follow loose grids, predominantly featuring a repetitive pattern of terraced houses, along with some semi-detached houses and, less commonly, blocks of flats. This repetition creates continuous facades facing the street, providing a good level of enclosure. The relatively narrow Victorian streets enhance this effect.

The future character of this area should harmonise with the existing heritage and traditional charm.



Figure 150: Diagram highlighting Area 2 key features.

1. Houses are generally terraces or semi-detached that create a repetitive pattern.
2. Buildings often create continuous façades facing the streets.
3. Victorian streets are relatively narrow, creating an intimate street scape.
4. The street network is well-connected and dead-ends are rare.



A21

A1 Context Design Codes

Future development of this area should harmonise with the existing heritage and traditional charm, enhancing the east west connections to green spaces and creating vistas and framed views of landmarks.



3.4.2 Materials and Features

Red brick is the primary building material in this area type, often paired with grey slate tiles for roofing. Rows of chimney stacks are a prominent feature, adding to the distinctive character of the streetscape.

Many Victorian properties in Prestwich Village retain original period features, including sash and bay windows, decorative ironwork, traditional wooden porches, and tiled pathways. These elements contribute significantly to the charm and authenticity of the area, helping to preserve its historic character.

Larger Victorian buildings, such as the former general offices, exhibit more ornate detailing. These structures often feature arched stone entrances, intricate window surrounds, and other elaborate architectural flourishes. These grander buildings not only enhance the visual appeal of the area but also reflect the craftsmanship of the Victorian era.



Red brick terraces with a repetition of chimney stacks.



Characteristic wooden porches between projected ground floor windows.



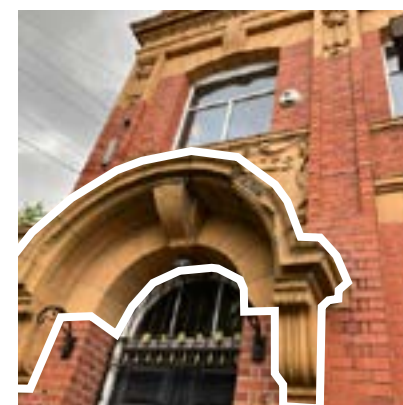
Grey slate roof tiles above two storey bay windows.



Bay windows and simple brick window ornamentation.



Small windows provide activity at end of terrace frontages.



Civic buildings have more ornate detailing such as sandstone surrounds.

Figure 151: Characteristic materials and architectural features.

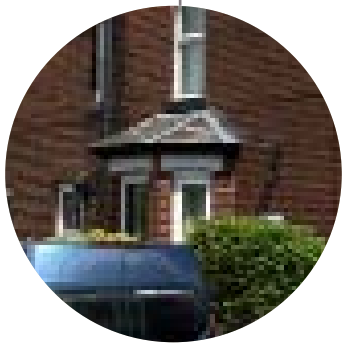


A2



A2 Identity Design Codes

- A22** Development should consider the scale and massing of the existing surrounding context and environment.
- A23** Character should be preserved while allowing for new developments that respect the existing aesthetic.
- A24** Contemporary designs should integrate modern materials and architectural forms that reflect the area's history and culture.
- A25** New development should complement adjacent heritage assets and listed buildings, within St Mary's Park Conservation Area.
- A26** Protect and enhance the historic value of heritage assets to help retain the local character of the historic environment.
- A27** Views and vistas of landmark and heritage buildings should be enhanced and protected.
- A28** Prominent roof pitches, chimney stacks and multi-toned red-brick provide design cues for future residential development to respond to and complement.



Feature bay windows.



Red brick walls and stone details.



Grey slate roof.



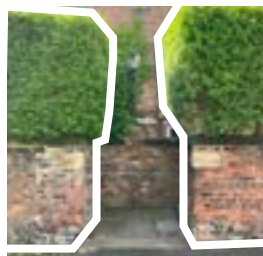
3.4.3 Boundaries and Set-Backs

Brick walls are the most common boundaries in this area type, typically low but with some higher examples, often matching the brickwork of the buildings to create a cohesive streetscape.

Low walls help maintain an open, community feel. Sandstone walls are also present, adding local geological character.

Hedges, including species such as privet and hawthorn, are also seen. These hedges soften the rigid lines of brick and stone, blending built structures with natural elements.

The varied topography of this area results in entrances situated at different levels, accessed by steps, as seen on Church Lane. This adaptation to the natural landscape enhances the unique charm and character of Prestwich Village.



Brick walls and tall hedges.



Sandstone and red brick.



Matching building / wall.



Stone capped brick wall.



High brick wall.



Brick and railing.

Figure 152: Characteristic boundary treatments and set-backs.



A2 Boundary Design Codes

- A29** The character of the surrounding area should be considered when choosing an appropriate solution. Appropriate examples include low brick walls, topped with either traditional railings or hedges.
- A210** The area's movement network includes existing alleys. Boundary treatments to new dwellings adjacent to alleys or alleys should be designed to consider its character.
- A211** Rear garden boundaries should consider security and safety. Rear garden boundaries within the public domain are encouraged to be red brick walls at a minimum of 1.8m.
- A212** Green buffers such as hedges or shrubs should be incorporated wherever possible to soften the edges of the development.
- A213** Trees should be planted at the edges of development, adjacent to parks and open spaces to provide screening, to reduce impact on views.



3.4.4 Built Form

This area type has an architectural heritage rich in character and history.

Built primarily during the 19th century, these streets showcase a variety of Victorian architectural styles that reflect the prosperity and urbanisation of the era.

The predominant housing style here is Victorian terraced houses, typically featuring brick construction with decorative details such as bay windows, ornate doorways, and intricate brickwork patterns on the facades. These terraces create a uniform yet varied street scape.

Although this area type isn't a designated conservation area, local conservation efforts have ensured that the original character of the buildings is preserved, enhancing the cultural and architectural heritage of Prestwich Village.

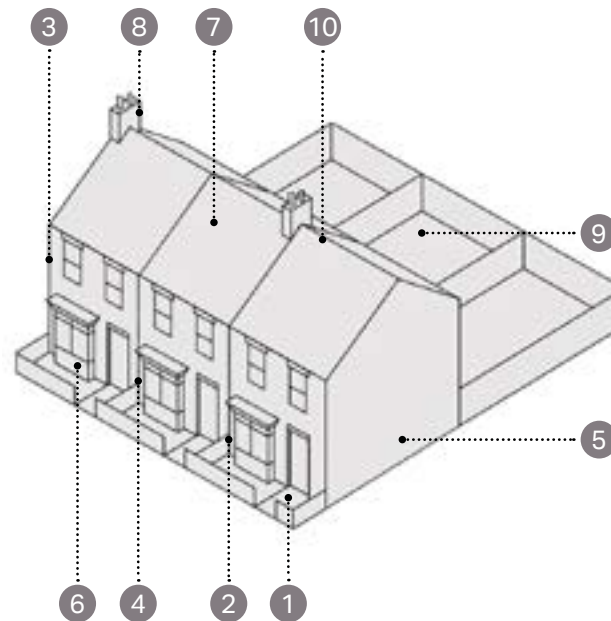


Figure 153: Diagram showing typical housing features.

- | | |
|--------------------------------------|---------------------------------|
| 1. Small set-back or front yard. | 6. Sash or bay windows. |
| 2. Red brick frontage. | 7. Grey slate tiles. |
| 3. Two-storey terraced house. | 8. Chimney stack per house. |
| 4. Repetitive fenestration / facade. | 9. Small to medium back garden. |
| 5. Rows of up to 20 houses. | 10. Pitched gable roof. |



Figure 154: Red brick terraced housing with a projected ground floor level and wooden porches.



Figure 155: Red brick terraced housing with flat facades and small front yards.



3.4.5 Scale and Massing

Building heights are predominantly 2 storey with occasional buildings increasing in height.

Buildings should generally be 2 - 3 storey in height with occasional opportunities for increased storey heights at key junctions.

Building line should generally be consistent with the surrounding street.

Roof pitches should be consistent with the street and include a traditional shallow pitch.

Small set backs denote privacy of up to 1.5m.

Front doors should be flush or recessed within a porch, canopies could be provide protection from weather

Window proportions should be vertically proportioned.

18 -20m
building to
building width

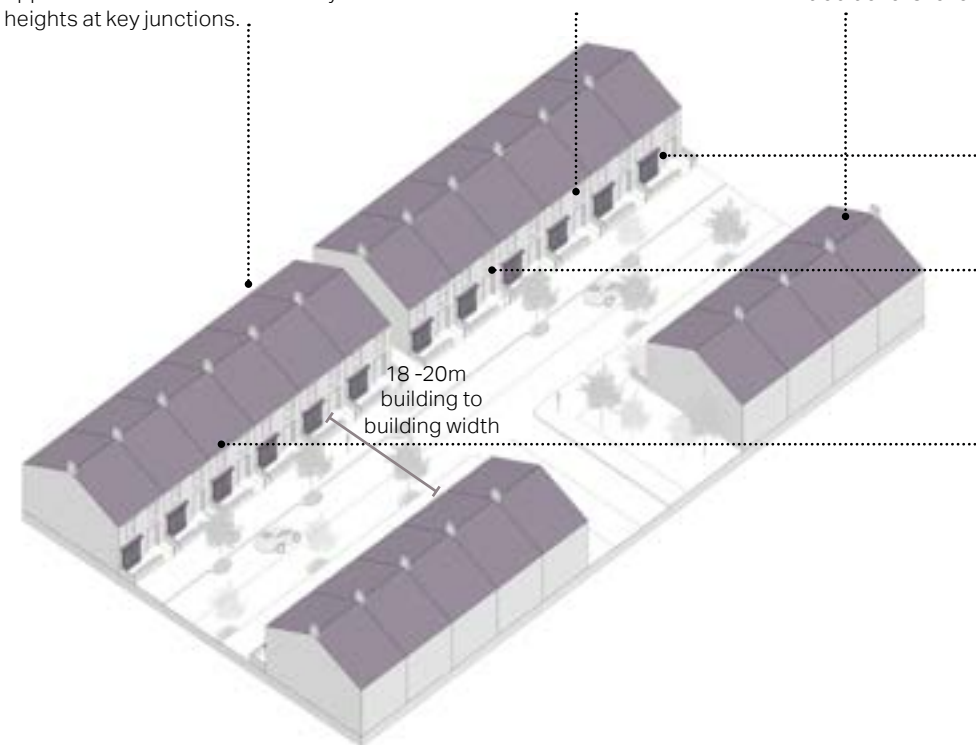


Figure 156: Diagram illustrating Area 2 built form design codes.



A2 Built Form Design Codes

- A214** **Building heights** should generally be 2 -3 storey, increased heights could be proposed at gateways, subject to proximity to adjacent buildings.
- A215** Building height should be consistent with neighboring buildings and not negatively impact on views or important vistas.
- A216** **Building lines** should be consistent along each street. The building line and set-back should be consistent with the adjacent property set-backs.
- A217** There should be a **set back** of no more than 1.5 m set-back from adjacent buildings unless additional landscaping is being introduced to maintain the enclosure of the street.
- A218** **Boundary features** should define the plot and connect to the adjacent buildings.
- A219** Widths between facing buildings are recommended between 18 - 20m.
- A220** **Entrances** Front doors should either be flush or recessed within a porch. Canopies could provide protection from weather.

3.4.6 Density and Urban Grain

Area 2 has medium housing density and a compact urban layout, shaped by historic Victorian terraced streets. This efficient design promotes walkability, local amenities, and a vibrant community.

Gardner Road



Oaks Close



Figure 157: Area 2 Gardner Road (top) and Oaks Close (bottom) density testing.



New development should reflect [place-for-everyone \(PfE\), adopted 2024](#) policies regarding on density.

Proposed development density should consider policy [Design and Layout of New Development in Bury 2008](#).

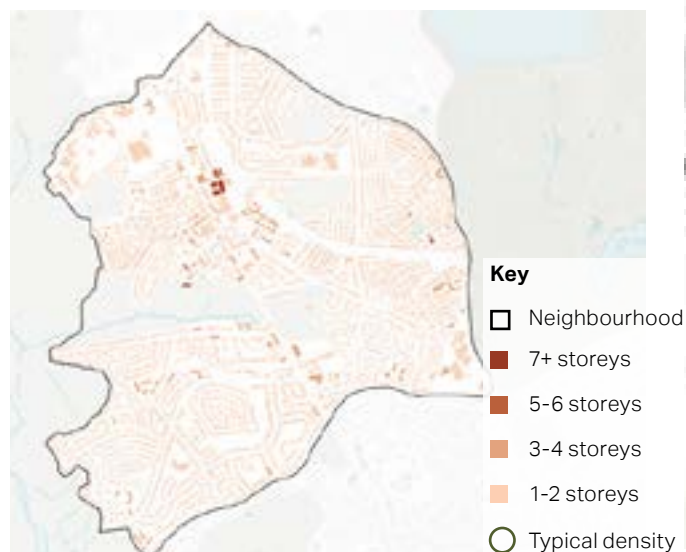


Figure 158: Building heights diagram.

F.5

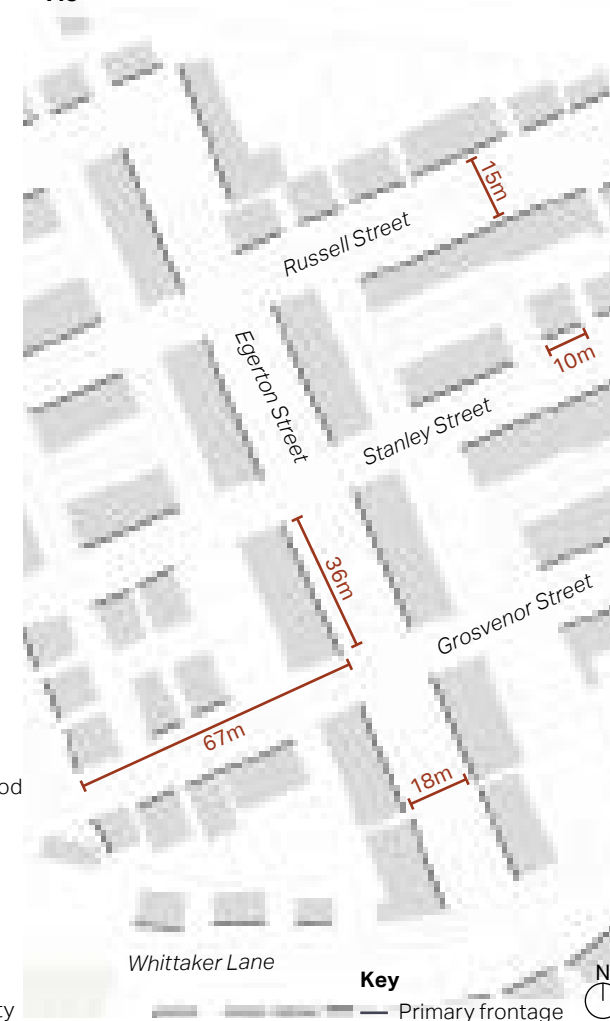


Figure 159: Diagram illustrating existing typical plot dimensions, street widths and frontages at Area 2.



3.4.7 Movement

The Victorian streets are relatively narrow, fostering a sense of enclosure and intimacy.

They follow informal grid systems, thoughtfully adapted to the area's varied topography. Though narrow, some streets feature sporadic street trees, which contribute greenery and enhance the atmosphere, blending well with the Victorian architecture.

Behind the terraces, cobbled alleys serve as alternative entrances, primarily used for bin storage but also providing additional routes for residents. When well-maintained, these alleys add to the historic charm of the area. The street layout is characterized by clear, consistent patterns, offering a compact and well-connected environment.

The grid structure facilitates multiple connections, minimizing dead-ends. Terraced houses dominate, with some semi-detached homes and, less frequently, blocks of flats. The repetition of terraced facades creates a continuous street frontage, reinforcing a strong sense of enclosure. However, the prevalence of on-street parking detracts from the overall streetscape.

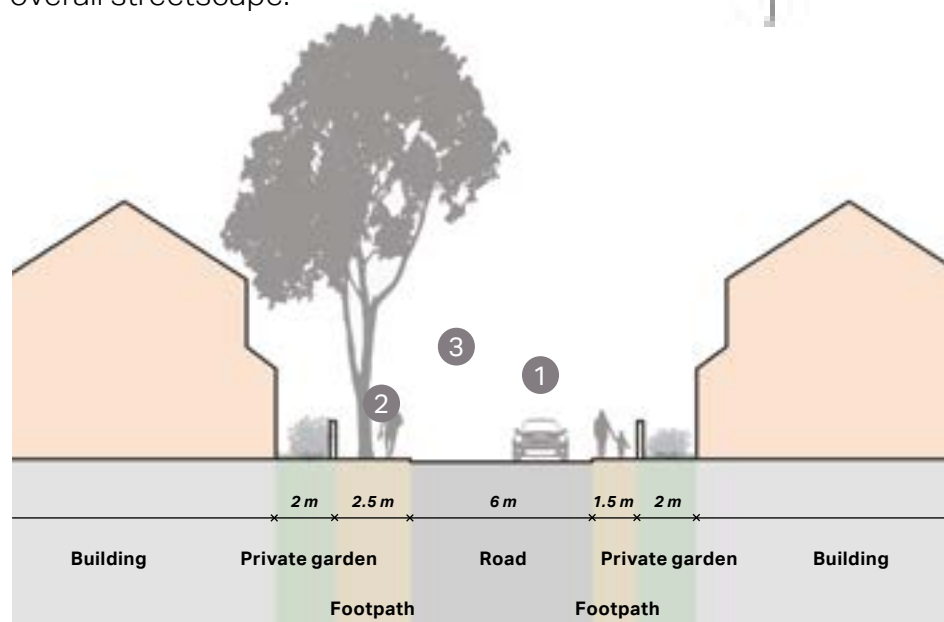


Figure 160: Existing Street showing a typical Neighbourhood Route at Gardner Road facing northeast.

3.4.8 Area 2 Movement Issues

1. On-Street Parking

Area 2 features terraced housing with no off-street parking, and there are no designated spaces for vehicles or bicycles. In narrow streets, cars park on the footpath, obstructing passage for people with reduced mobility, strollers, and the elderly. Tram users also park in nearby streets, adding to the issue.



Figure 161: Cars dominate the streets due to lack of allocated parking spaces.

2. Pedestrian Access

Access can be challenging for pedestrians and wheelchair users due to uneven pavements and a lack of proper crossings. In some areas, there isn't sufficient clearance for people to pass by comfortably. Street trees are planted directly within the pavement, without dedicated tree pits, which causes roots to disrupt the surface and create further accessibility problems.



Figure 162: Tree roots create uneven footpaths and pavements.

3. Parks and Green Spaces

Parks like Gardner Road playground, Gardner Mount, and Prestwich Clough feel disconnected from the surrounding streets. The lack of pedestrian crossings near park entrances limits children's ability to travel independently to these green spaces, which restricts access for local families.



Figure 163: Lack of pedestrian crossings to encourage access to parks and play areas.



The diagram below illustrates the movement design codes and guidance for that are specific to Area 2, including design guidance for integrating new parking areas.

The layout of parking areas should be designed to integrate within the existing historic street pattern of linear terraced streets.

Dwellings Arranged to overlook parking court to improve safety.

Trees should be integrated within parking areas to break up parking and avoid car dominated areas.

Street trees planted in tree pits maximise level access along footpaths.

Repair or resurface foot ways where needed surrounding existing trees to ensure universally accessible walking, wheeling and cycling routes.

Footpaths provide clear access to homes. New street construction 2.5m minimum width (2m absolute minimum).

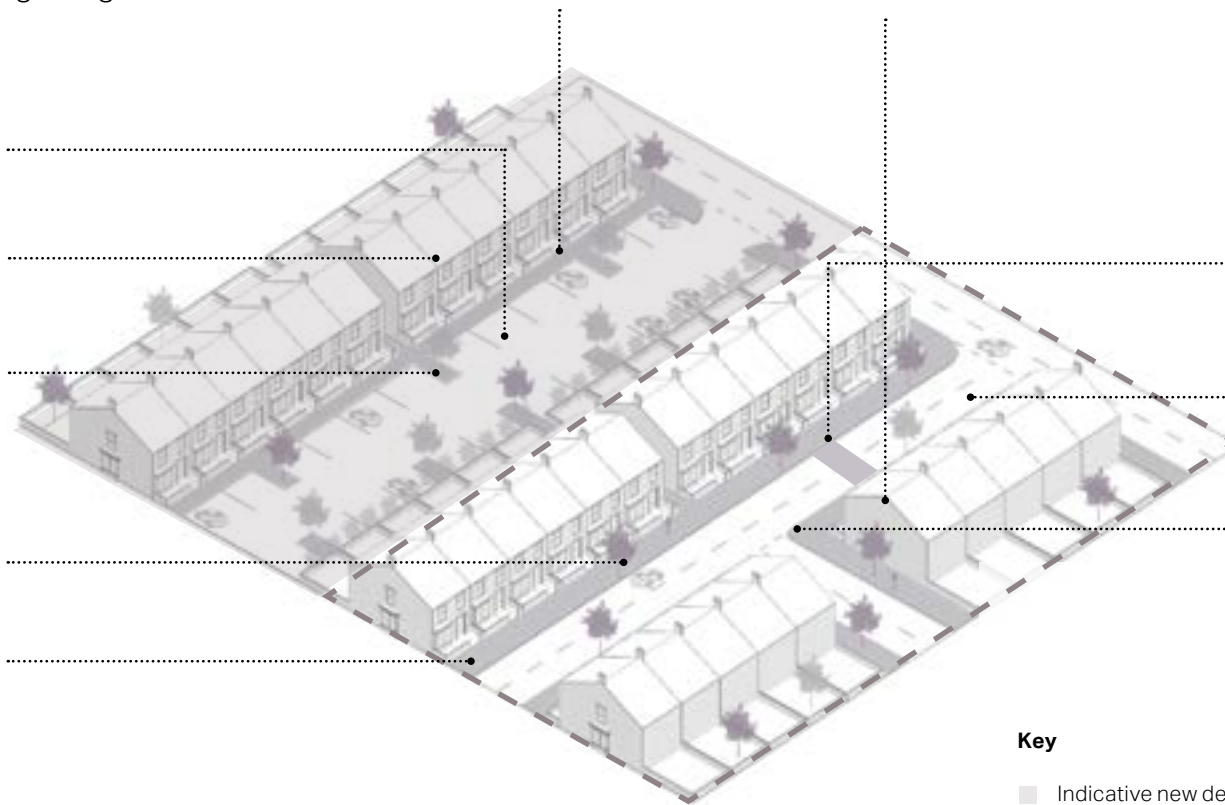
Improved streets, 2-meter-wide footpath (absolute minimum 1.5m). New street construction 2.5m minimum width (2m absolute minimum).

Opportunity to improve access to parks using flush kerbs or raised crossings at side road junctions with correct tactile paving.

Provide crossings on desire lines to park entrances encouraging people to walk, wheel and cycle to the park rather than drive.

Traffic speeds to be reduced to 20mph for neighborhood routes and between 20/30mph for connector streets.

Tighter corner radii for new developments where traffic speeds are between 20 - 30mph.



Key

■ Indicative new development incorporating parking court

□ Typical existing development at Area 2

Figure 165: Diagram illustrating Area 2 movement design codes.



All new development should reference the [Greater Manchester Streets for All Design Guide](#).

Refer to [section 4.4 Design Guide E: Movement](#) area-wide movement policies and guidance.

The predominant street typology in Area 2 is the 'neighbourhood route', the street section, figure 158, shows an example of the existing neighbourhood street.

The street typologies that are located within Area 1 include:

- Neighbourhood route
- Connector Street
- Multi-lane connector street
- Bus route
- Gateway

Refer to section 4.4 for design guidance for street typologies, sourced from the Greater Streets for all design guidance.



A2 Movement Design Codes

- A221** Plant street trees in tree pits to maximize level access along footpaths. Repair or resurface footways around existing trees to ensure accessible routes for walking, wheeling, and cycling.
- A222** Localised narrowing of the carriageway can formalize on-street parking, integrating street trees within tree pits through build-outs or chicanes.
- A223** Improve street design with a minimum 2-meter wide footpath (1.5m absolute minimum). New streets should have a minimum 2.5-meter footpath width (2m absolute minimum).
- A224** Provide crossings aligned with desire lines to park entrances, encouraging walking, wheeling, and cycling over driving.
- A225** Improve access to parks by using flush kerbs or raised crossings at side road junctions, with appropriate tactile paving.

- A226** Introduce remote parking options away from the street to reduce on-street parking.
- A227** Develop direct, well-lit, and accessible pedestrian and cycling routes to Heaton Park, Prestwich Clough, Phillips Park, and Drinkwater Park.
- A228** Improve pedestrian routes to Heaton Park and Prestwich Metrolink stations, with clear signage, safe crossings, and seamless connections to surrounding streets and transport hubs.
- A229** New developments should promote active modes of transport, particularly on Rectory Lane, to reduce traffic impact and improve connectivity to bus routes.
- A230** Enhance pedestrian pathways linking streets to Prestwich Village Centre, with a focus on improving public realm and accessibility. Account for the area's sloping topography, particularly to the west, to ensure smooth and accessible routes for all users.



3.4.9 Nature

Despite the high density of this area, the green infrastructure network is well-maintained.

Street trees line many of the Victorian streets, complemented by the abundant front gardens of private properties.

Additionally, there are several playgrounds and green spaces situated at junctions and corners. These pockets of greenery often feature flower beds, shrubs, and small trees, creating miniature oases that break the monotony of the urban landscape.

The playing fields at Sparks Field are contained within this area. The area also borders significant green spaces such as Philips Park, Gardner Mount and Prestwich Clough.



Figure 166: The playing fields at Sparks Field.



Figure 168: A small green space on the junction of Greengate Lane and Warwick Street. network.



Figure 167: Street trees add to the enclosure of the Victorian streets.



Figure 169: Abundant front gardens contribute to the green infrastructure network.



A2



A2 Nature Design Codes

A231

Street Trees should be planted in tree pits maximise level access along footpaths. Use native, high-canopy tree species that will soften, complement the character of the area, enhance biodiversity and reduce maintenance.

A232

Front Gardens. Hedges form boundaries to front gardens encouraging biodiversity and greening the street

A233

Incorporate **permeable pavements** and rain gardens, to manage storm water and enhance the environmental sustainability.

A234

Protect and maintain **natural habitats** within green spaces.

A235

Introduce **pocket parks and community gardens** at underutilised urban spaces to enhance biodiversity, reduce heat, and manage storm water, promote social cohesion, well-being, and sustainability.

A236

Parks should be overlooked by neighbouring properties to promote safety and reduce crime.

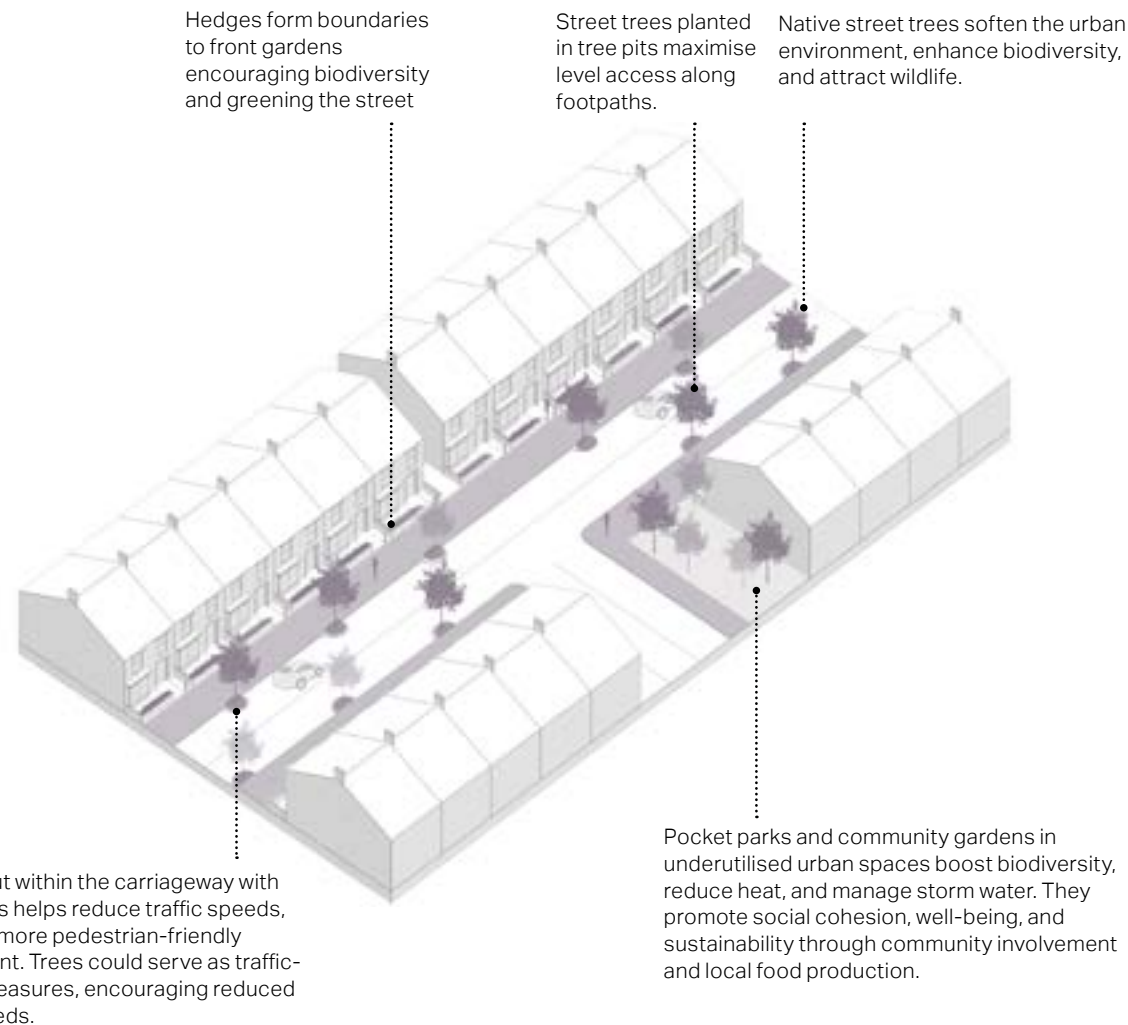


Figure 170: Diagram illustrating Area 2 nature design codes.

A3 Area 3

Inter and Post War Residential

This primarily residential area type was developed between the 1920s and 1950s. It features curvilinear rows of detached and semi-detached houses, along with community assets such as schools and small local shops.



3.5 Area 3 Design Codes

The evolution of suburban architecture in this area type from the 1920s to the 1950s mirrors broader trends in UK building and urban planning.

3.5.1 Context

Repetitive patterns of terraced and semi-detached houses line both straight and curvilinear roads. Overall, this area gives the impression of a series of desirable residential neighbourhoods, popular with families due to the numerous schools and access to high-quality green space.

1. Wide grass verges are found in this area type.
2. Houses have medium to large front and back gardens.
3. Mature trees and planting are characteristic.
4. Terraces and semi-detached houses often create a repetitive pattern.
5. The street scene is generally more open due to wider setbacks.
6. The street network is curvilinear and linear planned.



Figure 171: Diagram highlighting Area 3 key features.



A3 Context Design Codes

A31

Development should be open, allowing for larger plots and gardens that follow a repetitive rhythm. Either a formal curvilinear or formal linear pattern should be adopted.



3.5.2 Materials and Features

As these were planned communities, entire streets were initially built using uniform building materials and roof styles. Over time, however, these buildings have been modified to introduce more variety.

Most houses were constructed with brick in varying shades. While red brick is more typical of the broader Prestwich Village, some houses were built using shades of brown. Additionally, some homes feature light-coloured render on their upper halves. The roofs display a variety of materials, including concrete, grey slate, and red clay tiles.

Houses built during the 1920s and 1930s often have distinctive bay windows, frequently adorned with hanging tiles. These homes commonly exhibit Arts and Crafts detailing, such as mock Tudor wooden gables. In contrast, houses constructed closer to the 1950s tend to be simpler in decoration, usually lacking bay windows.



Mock tudor wooden gables with varying roof tile materials.



Red clay roof tiles above semi-detached bay windows.



The houses built in the 1950s are more simple in style without bay windows.



Red brick with rounded bay windows, oriel windows and arched doorways.



A mix of light render on the upper storey and red brick on the ground storey.



A large bay window with red clay hanging tiles and red brick facade.

Figure 172: Common material types.

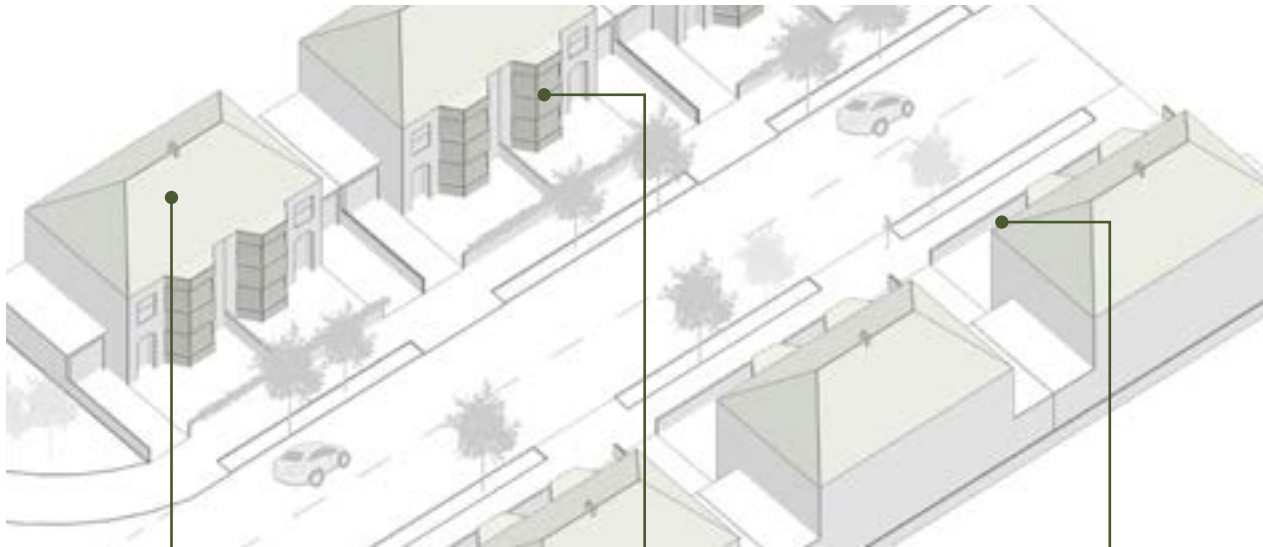


A3



A1 Materials and Features Design Codes

- A32 Primary Materials** Red Brick should remain the predominant material for street-facing facades, reflecting the area's historical roots and maintaining the traditional aesthetic of the neighborhood.
- A33 Secondary Materials** Render Can be used to complement the red brick, provided it does not overpower the primary material.
- A34** Avoid Timber cladding and buff-coloured brick, as these are not typical to the area and may disrupt the character.
- A35 Roof Materials** Red or grey hanging tiles should be used for roofing, aligning with the traditional look of the area.
- A36 Feature Materials** - Stone window frames and red clay hanging tiles for bay windows could be used as distinctive features, adding a touch of elegance and period-appropriate detailing.



Red hanging roof tiles could be applied to new buildings.



New buildings could feature projected double height bay windows featuring stone.



Secondary material - render, Red brick should be used as primary material.

Figure 173: Area 3 design codes for materias and features.



3.5.3 Boundaries and Set-Backs

Due to the repetitive nature of these planned streets, the building lines are generally consistent, with structures set back at uniform distances.

Unlike the Victorian buildings of Prestwich Village, more space was allocated in these areas to accommodate medium-sized front gardens. These gardens are generally well-maintained, contributing significantly to the green infrastructure network. However, some have been paved over to provide parking spaces

Originally, these gardens featured consistent boundaries made of brick or sandstone. Over time, these boundaries have diversified and now also include hedges of varying heights, adding to the visual and structural variety of the neighbourhood.



Boundaries are a defining characteristic of Area 3, creating leafy green streets.



Hedges.



Sandstone walls.



Hedges.



Low brick wall.



Hedges.



Medium brick wall.

Figure 174: Area 3 Characteristic boundary treatments and set-backs.



Boundaries and Set Backs Design Codes

- A37 Building Set Backs** should be at least 3 meters from the back edge of the footpath to allow for large front gardens.
- A38 Exceptions**, in areas like Rectory Lane, Brookfield, Mountfield, and the crescent, front gardens for infill developments should have a minimum setback of 2 meters.
- A39 Building Distance** The distance between buildings (referring to the space between facing properties addressing the street) should range from 18 to 25 meters.
- A340 Boundaries** should reflect the style and consistency of the street. Boundaries should incorporate low to medium brick walls with pillars or hedges. Brick walls should connect to buildings where feasible.

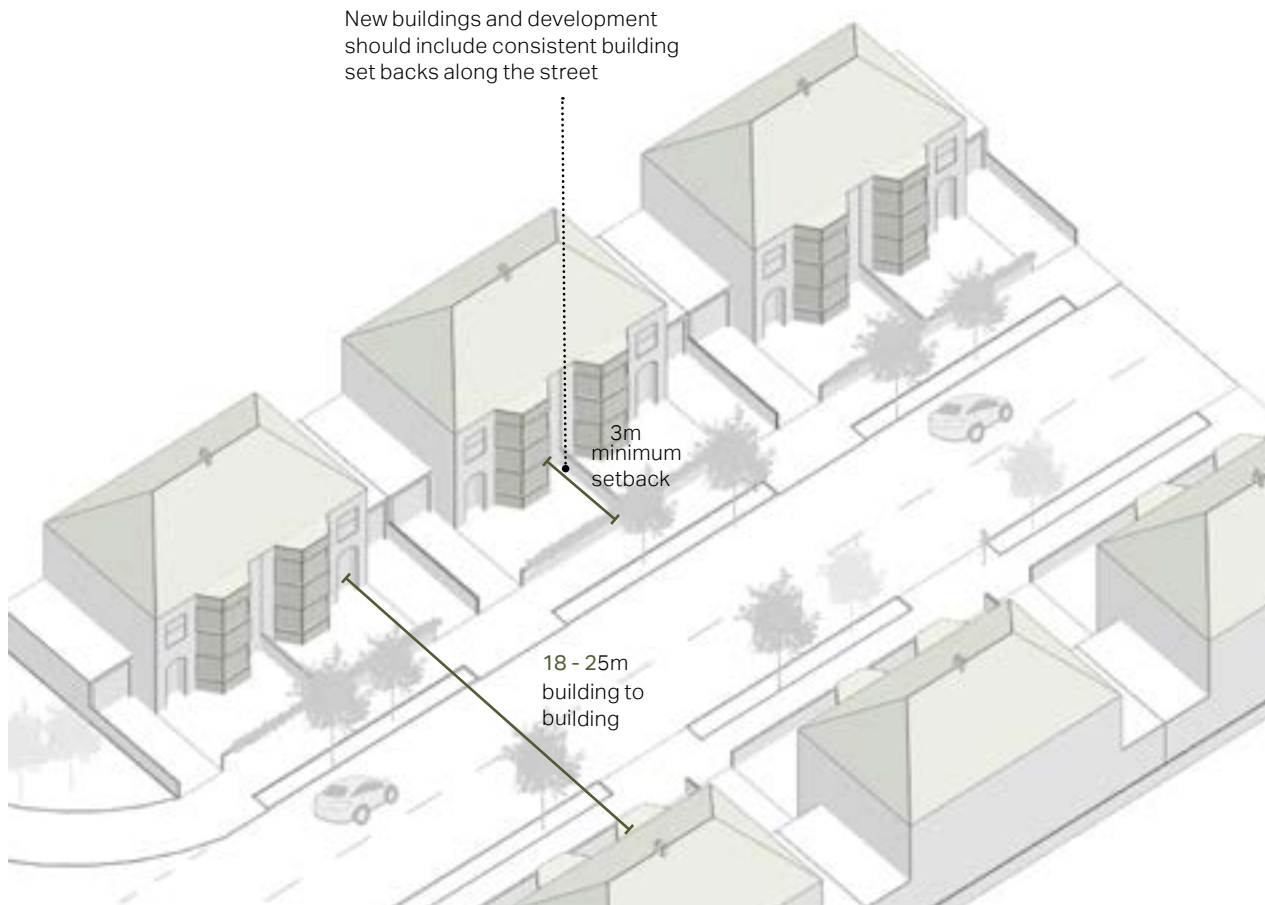


Figure 175: Diagram illustrating recommended set back dimensions for new development at Area 3.



3.5.4 Density and Urban Grain

Area 3 consists of lower density housing, featuring larger plots with generous rear and front gardens, creating an open and green environment.

Future development should reflect the density and urban grain through using similar typologies, and only increasing density where appropriate such as to close to transport hubs or movement corridors.

Key

- Neighbourhood
- 7+ storeys
- 5-6 storeys
- 3-4 storeys
- 1-2 storeys
- Typical density

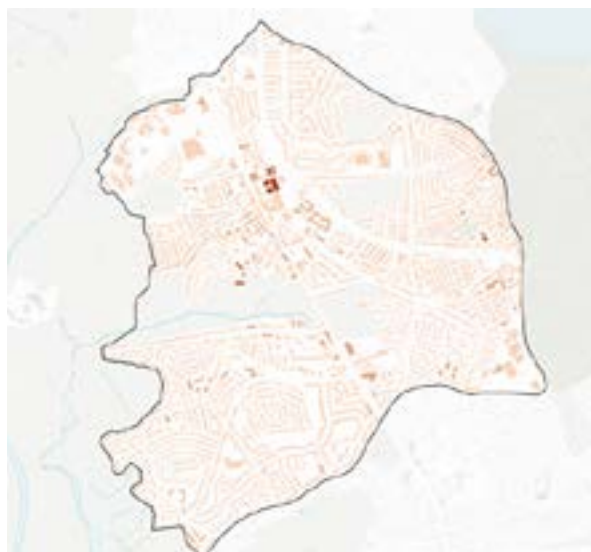


Figure 176: Building heights plan.



New development should reflect [place-for-everyone \(PfE\), adopted 2024](#) policies regarding on density.

Proposed development density should consider policy [Design and Layout of New Development in Bury](#) 2008.

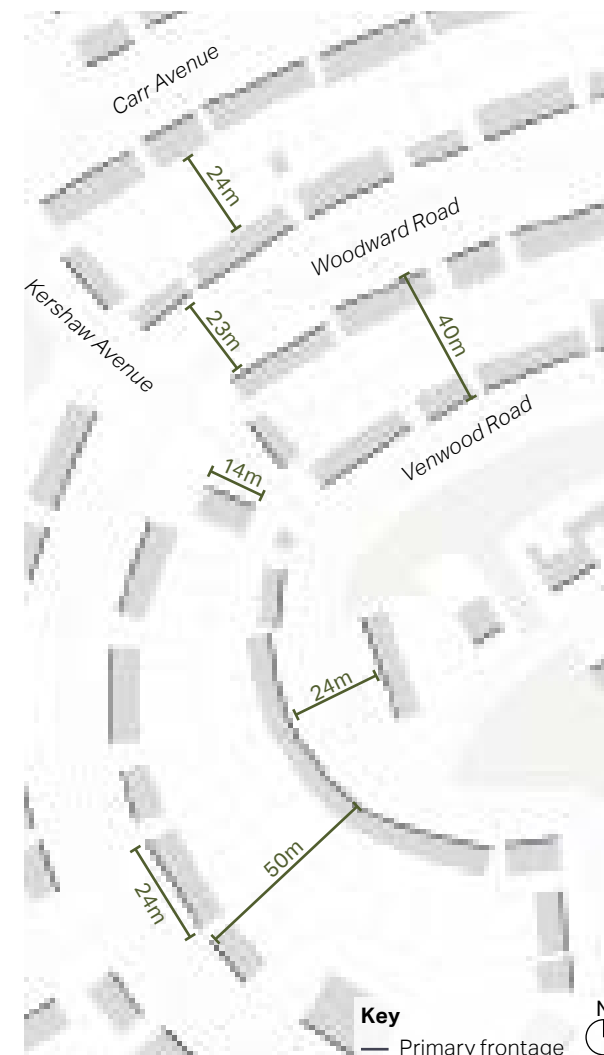


Figure 177: Diagram illustrating typical street pattern, plot dimensions, street dimensions and frontages.



A3



Area A3 Built Form Design Codes

A341

Building Lines

Buildings should be set back with expansive gardens, ensuring a consistent alignment throughout the area. Boundary features should define the plot and, where possible, connect with adjacent buildings.

A342

Plots There is opportunity to deliver perimeter blocks (subject to available sites), creating active frontages along streets.

A343

The distance between buildings facing each other should range from 18 to 25 meters. Plot dimensions should typically range between 40 - 65m, proposed developments should be consistent with the surrounding plot dimensions.

A344

Entrances

Building entrances should face the street with a clearly defined main access. Front doors should either be recessed within a porch or

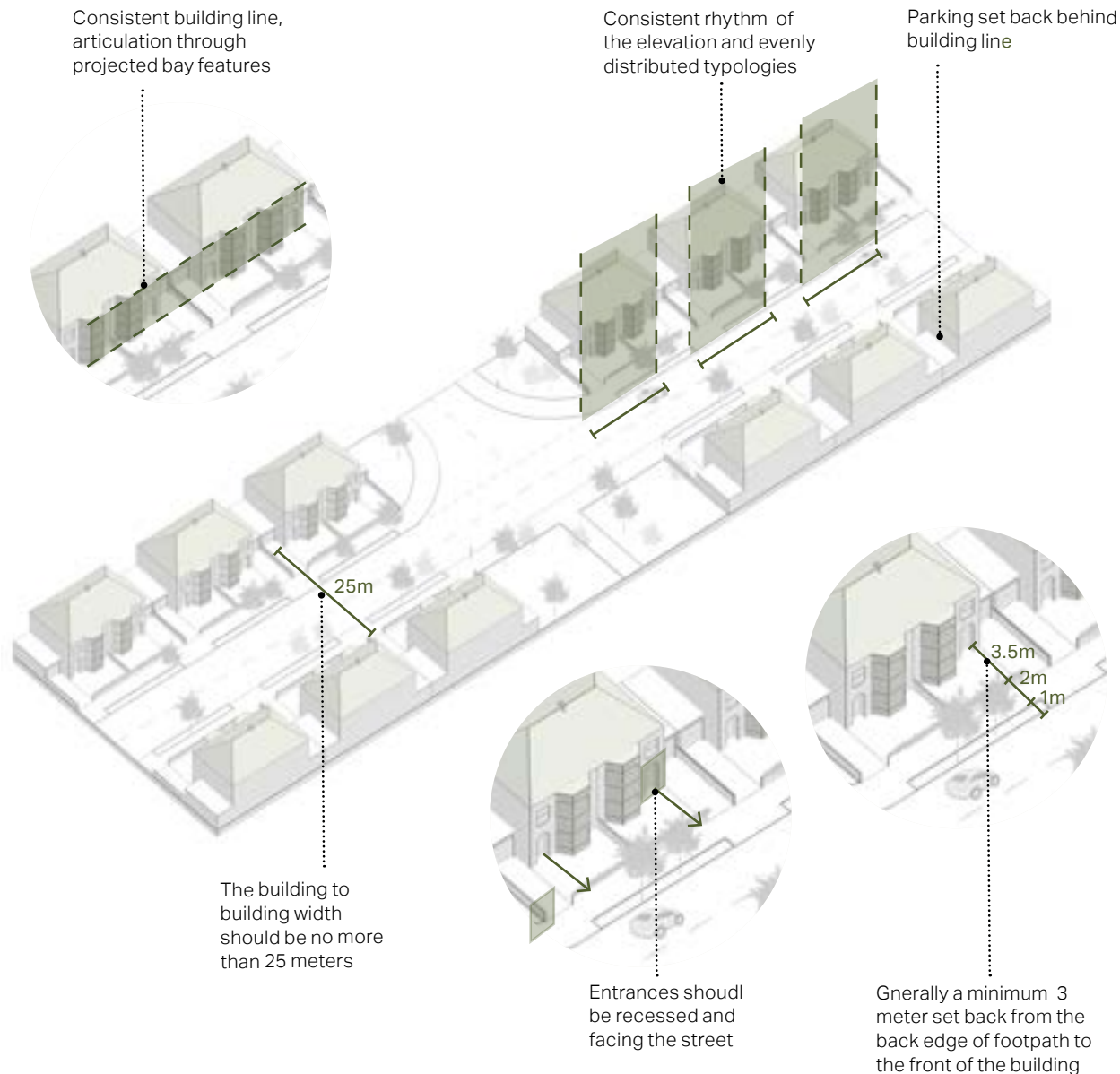


Figure 178: Diagram illustrating Area 3 Built Form Design Codes including Building Lines, building to building dimensions and entrances



3.5.5 Built Form

The evolution of suburban architecture in this area type from the 1920s to the 1950s mirrors broader trends in UK building and urban planning.

The 1920s marked the height of the Garden Suburb movement, which aimed to create self-contained communities surrounded by green belts, blending urban convenience with rural charm

Houses from this period were often semi-detached or terraced, characterised by distinctive red and brown brickwork, pitched roofs with clay tiles, and large bay windows. After World War II, architectural styles became simpler, with bay windows becoming less common and fewer architectural details.

These houses were built across Prestwich Village, particularly at the south and east.

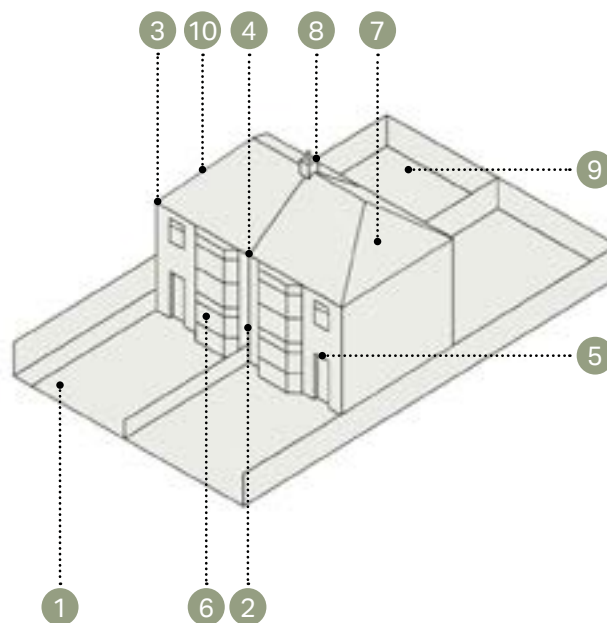


Figure 179: Diagram showing typical housing features.

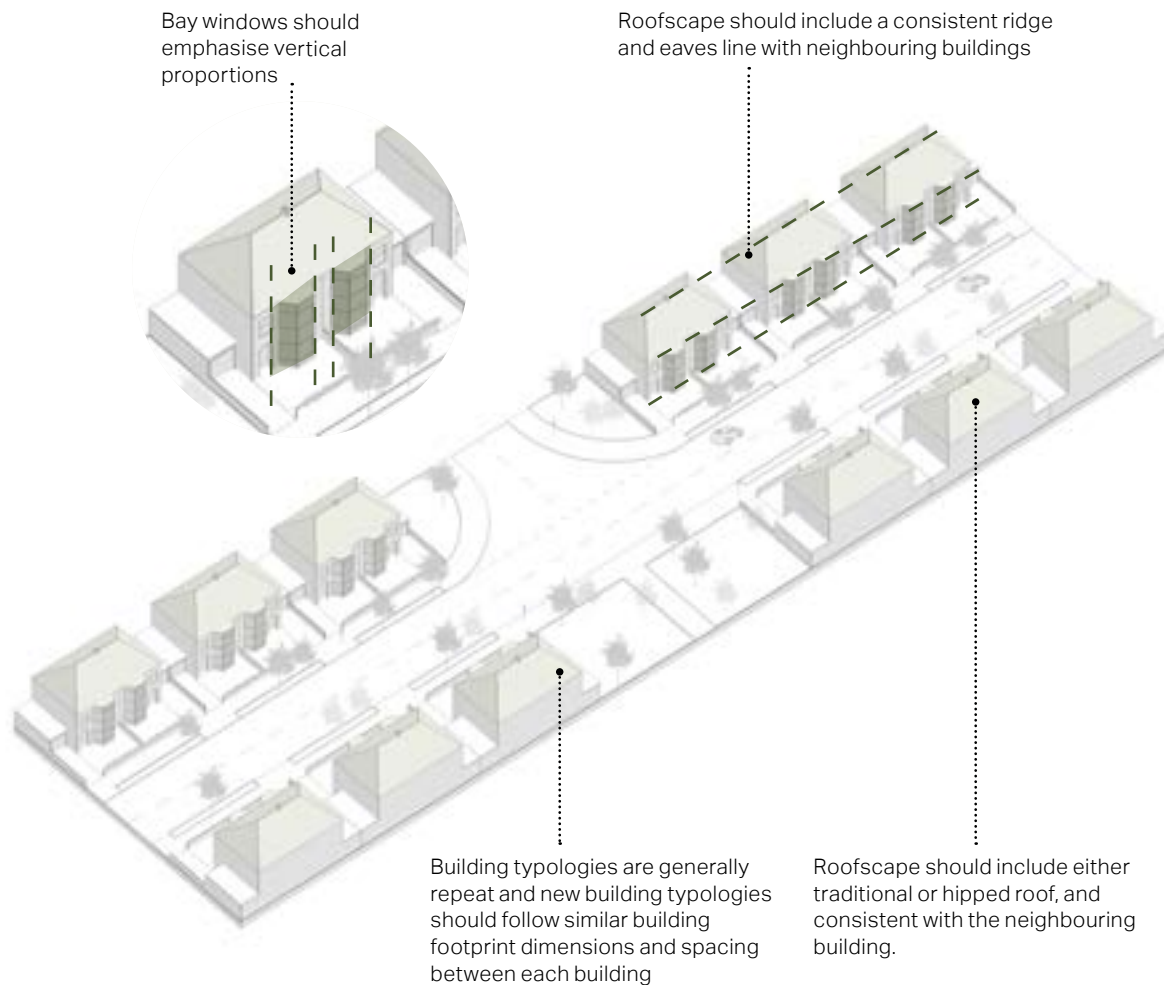
- | | |
|---|-------------------------------------|
| 1. Medium front garden | 6. Bay windows. |
| 2. Red / brown brick or half-rendered frontage. | 7. Roof tiles of varying materials. |
| 3. Two-storey semi-detached house. | 8. Chimney stack. |
| 4. Mirrored fenestration / facade. | 9. Medium to large back garden. |
| 5. Arched doorway or porch. | 10. Pitched gable roof. |



Figure 180: Typical semi-detached housing with bay windows and a mix of brown brick and render.



Figure 181: The houses are laid out in rows with large front gardens.



Area A2 Built Form Design Codes

- A345 Details.** Bay windows could be incorporated to the building to emphasise vertical proportions.
- A346 Roofscape** should feature traditional pitched or hipped roofs. Gables can be used sparingly to introduce variation and visual interest.
- A347** Roofs should have a shallow pitch, particularly for hipped roofs. Chimneys can be used as architectural features to enhance the design. Ridge and eaves lines should be consistent, allowing for occasional variations within street.
- A348 Height variation.** Subtle variation could be accommodated within the street, with a maximum difference of one storey between building heights.
- A349 House types** should consist of predominantly houses, apartments can be accommodated in key locations such as close to Bury New Road or gateways.

Figure 182: Diagram illustrating Area 3 built form design codes.



3.5.6 Movement

The streets in this area are generally wider, with buildings separated by front gardens, pavements, and carriageways.

Street trees and grass verges are present on various streets, adding to the diversity of street widths. The roads are typically long and follow curvilinear layouts, providing smooth and flowing connections throughout the area. While most streets are well-connected and offer multiple route options, there are also some cul-de-sacs, which limit through traffic and provide fewer route choices.

Due to the varied topography of Prestwich Village, some streets are situated on gentle inclines, adding to the area's character. Despite most houses having driveways, a significant portion of the street space is occupied by on-street parking.

The combination of wide streets, front gardens, and diverse greenery contributes to a pleasant and visually appealing neighbourhood environment.



All new development should be in accordance set out in the [Greater Manchester Streets for All Design Guide](#).

Please refer to [section 4.4 Design Guide E: Movement](#) of this document for relevant movement policies and guidance.

The predominant street type in Area 3 is the 'neighbourhood route'. Other street typologies include:

- Neighbourhood route
- Connector Street
- Multi-lane connector street
- Bus route

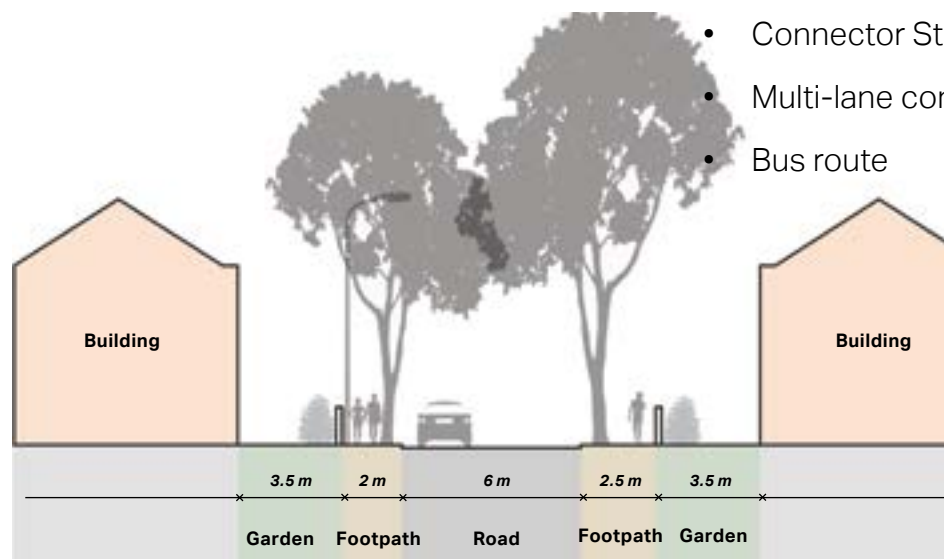


Figure 183: Street section of Woodward Road looking west.



A3 Movement Design Codes

- A350 Pavements** should be a minimum width of 2 meters wide, with pavements on both sides of the carriageway.
- A351 Traffic separation.** Maintain a clear separation between pedestrian walkways and vehicular carriageways.
- A352 Crossing Points.** Ensure there are adequate pedestrian crossings at regular intervals. Raised crossings can slow down traffic while making crossings safer for pedestrians.
- A353 Pedestrians** only access routes through the area to allow for easier walking between neighbourhoods while keeping vehicular movement restricted to local traffic.
- A354 Wayfinding and Signage**
Integrate clear, simple signage to guide pedestrians through the area, especially in areas with varied topography or where streets are not immediately visible from one another.

A355

Traffic Calming Incorporate traffic calming measures such as raised crossings, and narrowed lanes in key locations. This would help reduce speeds while preserving the smooth flow of traffic.

A356

Street Layout With the curvilinear road layout, ensure that visibility at corners is not obstructed by trees or landscaping. Regular street signs and road markings should be present to guide drivers safely along these bends.

A357

Parking should be set back behind boundaries and within drives for semi-detached and detached homes. For terraced homes parking can be within driveways at the front of homes and broken up with trees and planting.

A359

Given the high level of **on-street parking**, design solutions should aim to balance the needs for parking and traffic. Clearly demarcated parking spaces can

help avoid parking dominance on streets and reduce obstructions to traffic.

A360

Ensure that **driveways** do not obstruct pedestrian or vehicle movement, especially where narrow or curving streets might present challenges.

A361

Cycle Movement -On streets with adequate width, dedicated cycle lanes can be integrated. These lanes should be separated from both pedestrian walkways and vehicular traffic.

A362

Provide convenient locations for **bicycle parking** in areas such as parks, community centres, or commercial hubs to encourage cycling.



3.5.7 Nature

These areas are generally leafy, featuring a variety of mature street trees, grass verges, and abundant front gardens and hedges, all of which contribute significantly to the green infrastructure network.

Many parts of the area offer scenic views over large green expanses, including Prestwich Clough and other sections of the Irwell Valley, enhancing the natural beauty of the surroundings.

Within the area, there are several large and important green spaces, such as St Mary's Park and the Prestwich Cricket, Tennis and Bowling Club, which serve as key recreational and community hubs.

In addition to these major green spaces, there are numerous smaller pocket parks and playgrounds that provide accessible outdoor areas for residents of all ages. Small green spaces can also be found on crescents and at junctions, adding to the overall greenery and fostering a sense of community.



Figure 184: A well-maintained front garden adding to the green infrastructure network.



Figure 185: Houses on Clough Drive facing Prestwich Clough.



Figure 186: Nursery Road well-enclosed with regular mature trees.



Figure 187: A green triangle on the Junction of Rectory Lane and Bent Lane.



A3



A3 Nature Design Codes

A363 **Street Trees and Green Verges.**

Enhance the presence of street trees and grass verges, serving as buffers for pedestrians and reducing traffic speeds. Use native tree species that will complement the character of the area and reduce maintenance.

A364 Front Gardens. Maintain the openness and green environment created by front gardens.

A365 Incorporate permeable pavements and rain gardens, to manage storm water and enhancing the environmental sustainability.

A366 Wildlife Corridors. Street trees and verges should serve as aesthetic and practical purposes for people but can also act as corridors for local wildlife.

A367 Maintain natural habitats within green spaces.

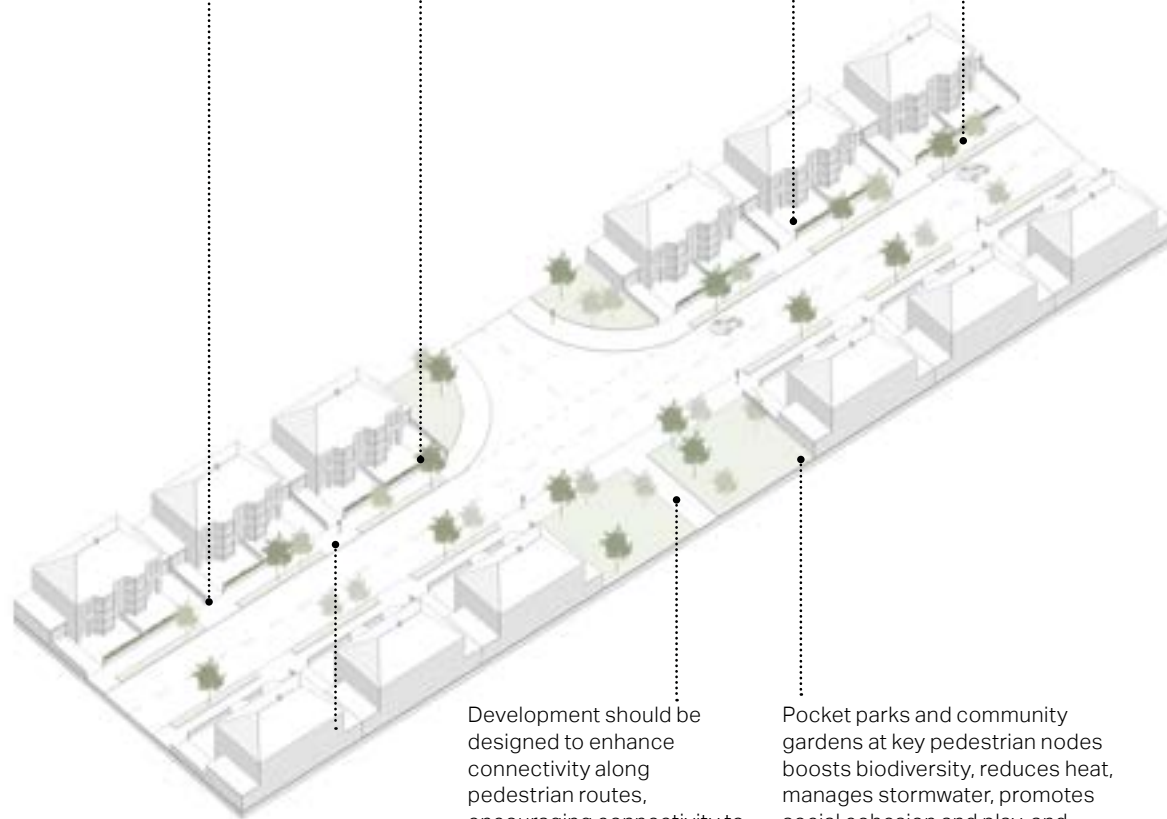
A368 Introduce **pocket parks** at key locations. Parks should be overlooked by neighbouring properties and adhere to local planning policies.

A 2-meter-wide footpath should be provided for pedestrians and wheeling, ensuring accessibility.

Hedges form boundaries to front gardens encouraging biodiversity and greening the street

Street trees planted in grass verges encourages biodiversity and softens the street

Native, high-canopy street trees soften the urban environment, enhance biodiversity, and attract wildlife.



Development should be designed to enhance connectivity along pedestrian routes, encouraging connectivity to surrounding destinations.

Pocket parks and community gardens at key pedestrian nodes boosts biodiversity, reduces heat, manages stormwater, promotes social cohesion and play, and sustainability.

Figure 188: Diagram illustrating Area 3 nature design codes.

A4 Area 4

Conservation Areas

This area type features a mix of architectural styles, primarily consisting of large detached and semi-detached houses with generous gardens alongside tree-lined streets.





3.6 Area 4 Design Codes

Much of this area falls within either the Poppythorn Conservation Area or the St Mary's Conservation Area.

3.6.1 Context

It is characterised by its large detached and semi-detached villas with generous front and back gardens on pleasant tree-lined streets.

This area showcases a range of architectural styles. Most of its houses were built during the Victorian period, catering to affluent families seeking a retreat from the industrial centres of Manchester and Bury. These Victorian homes often feature intricate designs and spacious layouts.

Over the years, additional houses have been constructed contributing to the architectural diversity of the area. Many of Prestwich Village's most contemporary houses are located in this area.



Figure 189: Diagram highlighting Area 4 key characteristics.

1. Large architecturally distinct houses are characteristic of this area type.
2. Properties generally have spacious plots and gardens.
3. Mature trees and planting are abundant and contribute to the character of the area.
4. Sandstone boundary walls are characteristic of this area type.
5. Open streets due to wider setbacks.



A4 Context Design Codes

New developments should respect the historic significance of the historic Victorian character and the conservation areas of Poppythorn Conservation Area and the St Mary's Conservation Area.



3.6.2 Materials and Features

The area's most characteristic buildings are usually built from red brick with ornate architectural detailing reminiscent of other Victorian suburbs in Greater Manchester such as Didsbury and Chorlton.

In contrast to the planned suburbs seen in Area 2, the houses in this area were deliberately designed to be unique. This distinctiveness extends to the semi-detached houses, which frequently feature varying layouts, contributing to a visually interesting environment characterised by a diverse roofscape and an irregular building line.

A notable feature of many houses here are the imposing bay windows, which are positioned at different levels. Additionally, some homes showcase sandstone detailing. The skyline is accentuated by the presence of large chimney stacks.



Stone capped gables above bay windows at varying levels.



A very wide bay window with a wooden gable and bricks of differing shades.



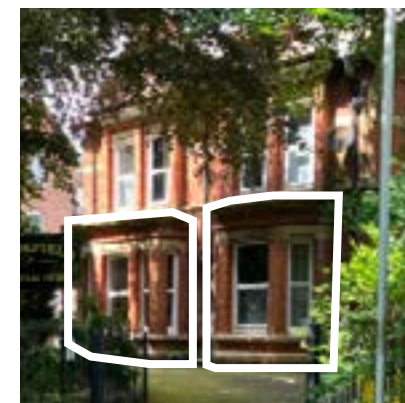
Characteristic varied rooflines and pitches.



Decorative window features on a mottled brick building.



Double-height bay windows with decorative red brick.



Large ground floor bay windows on a red brick building with sandstone surrounds.

Figure 190: Common material types.



A4



A4 Materials and Features Design Codes

- A42** The predominant use of red brick is a defining characteristic of the area's architecture. For new developments or renovations, red brick should be the main building material to maintain visual harmony with existing structures.
- A43** Variation. Incorporate slight variations in tone and texture to reflect the diversity seen in the area while preserving the uniformity of the material choice.
- A44** Brickwork should be of high quality, with traditional mortar joints that contribute to the historic character of the neighbourhood.
- A45** Roof Materials Slate or clay tiles are the preferred roofing materials, consistent with the historical architecture of the area.
- A46** Traditional timber framing is recommended for the windows, with the inclusion of decorative glazing patterns where appropriate.



Architecture should feature projected bay windows



Buildings should complement the multi red brick walls and consider window surround details.



Buildings should complement grey slate roofs.

Figure 191: Area 4 Materiality and features



3.6.3 Boundaries and Set-Backs

Throughout this area, the presence of sandstone walls and well-maintained hedges stands out as defining characteristics. The building lines are inconsistent with buildings set back at varying levels depending on their age of construction.

The low sandstone walls serve as a reminder of Prestwich Village's rural roots within Lancashire, prior to its integration into Greater Manchester. These walls create an interesting contrast with the predominantly red brick buildings that populate the area.

Hedges of varying height are also common in this area. Together with the street trees, these hedges provide a sense of enclosure along the thoroughfares, despite the diverse building lines that characterise the neighbourhood.



Sandstone wall.



Low sandstone and hedge.



Elevated entrance.



Low sandstone wall.



Sandstone and hedge.



Sandstone wall.

Figure 192: Characteristic boundary treatments and set-backs.



A4 Boundaries and Set Backs Design Codes

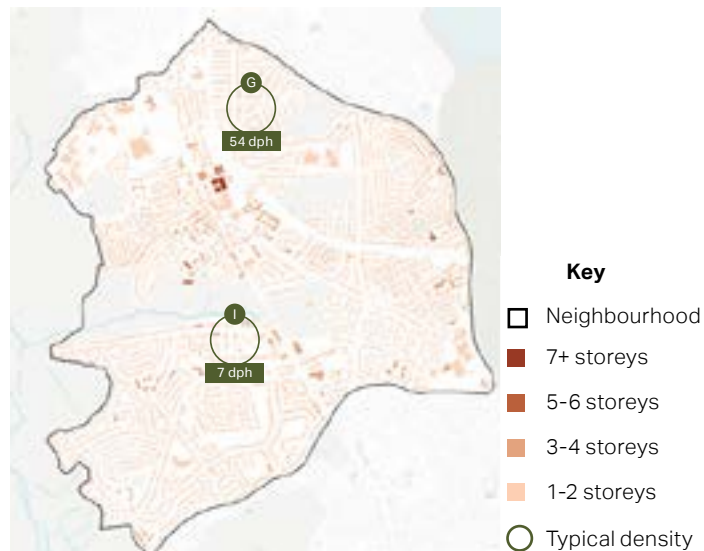
- A47** Front gardens and boundary walls play an important role in the overall aesthetic. Incorporate low, traditional low sandstone brick walls or iron railings to maintain the sense of openness between the house and street.
- A48** Align boundaries with the Victorian character of the neighbourhood and neighbouring dwellings.
- A49** Incorporate hedges combined with low brick walls to create a green environment for pedestrians and increase biodiversity.



3.6.4 Density and Urban Grain

Area 4 consists of a mix of densities that vary between Poppythorn and St. Marys conservation areas.

Generally dwellings are large villa style homes set back from the footpath with generous plots and gardens which result in a lower density and loose urban grain, and leafy streets.



New development should reflect [place-for-everyone \(PfE\), adopted 2024](#) policies regarding on density.

Proposed development density should consider policy [Design and Layout of New Development in Bury 2008](#).

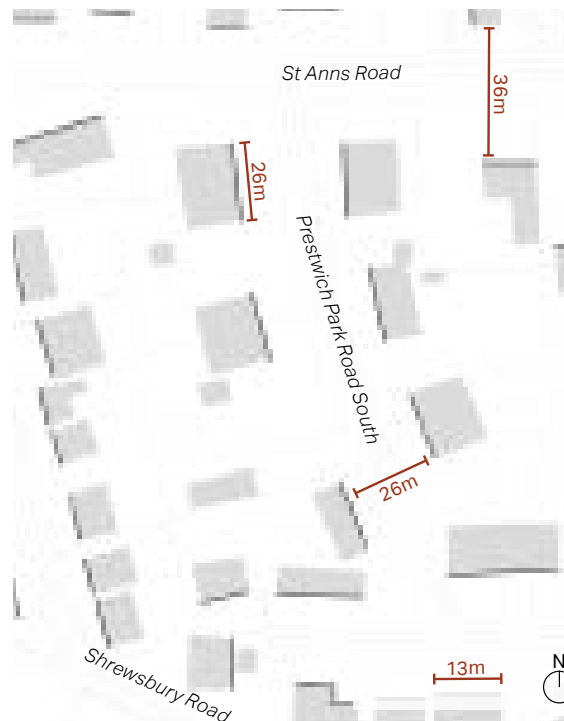


Figure 193: Diagram illustrating existing typical plot dimensions, street widths and frontages at Area 4.



A4 Density Design Code

A410

New developments within the area should respect the traditional character of the surrounding conservation areas by maintaining appropriate density levels.

A411

Developments adjacent to conservation areas should be carefully designed to harmonise with the density and urban fabric of the area.

A412

Infill development should align with the plot sizes and building proportions of existing structures on the same street.

A413

Infill within the rear gardens of large detached homes should be avoided to preserve the character and openness of the area.

A14

New developments near conservation areas should incorporate similar building typologies and proportions. To accommodate smaller homes, consider introducing maisonettes or duplexes within structures that resemble larger villas, maintaining a cohesive architectural style.



3.6.5 Built Form

Much of this area falls within either the Poppythorn Conservation Area or the St Mary's Conservation Area.

It is characterised by its large detached and semi-detached villas with generous front and back gardens on pleasant tree-lined streets.

This area showcases a range of architectural styles. Most of its houses were built during the Victorian period, catering to affluent families seeking a retreat from the industrial centres of Manchester and Bury. These Victorian homes often feature intricate designs and spacious layouts.

Over the years, additional houses have been constructed contributing to the architectural diversity of the area. Many of Prestwich Village's most contemporary houses are located in this area.

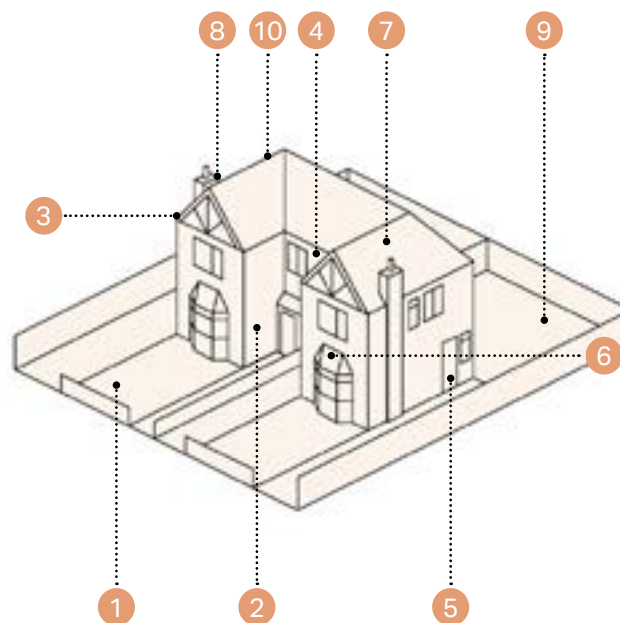


Figure 194: Diagram showing typical housing features.

- | | |
|---|---------------------------------|
| 1. Medium to large front garden | 6. Bay windows. |
| 2. Red brick frontage. | 7. Grey slate roof tiles. |
| 3. Two-three storey detached / semi-detached. | 8. Large chimney stack. |
| 4. Mirrored fenestration / facade or varied layout. | 9. Medium to large back garden. |
| 5. Main door at front or side of building. | 10. Varied pitches and gables. |



Figure 195: Large Victorian semi-detached villas on tree lined streets.



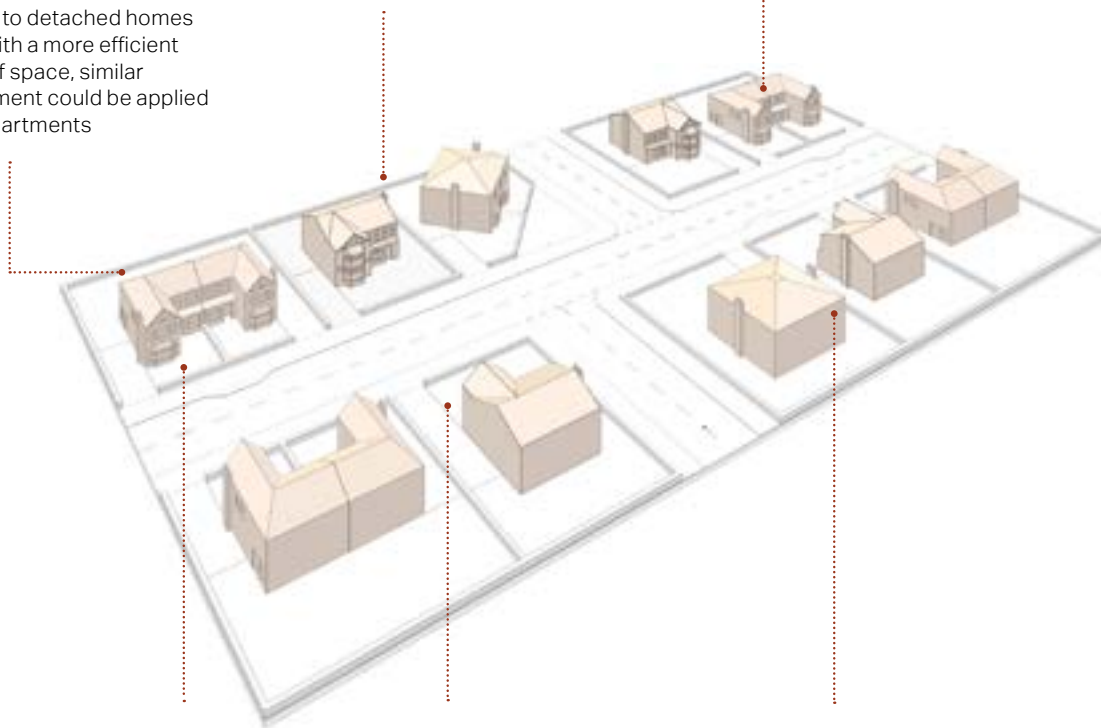
Figure 196: Large detached houses and abundant front gardens give a sense of grandeur.



Incorporate Symmetrical paired villas typologies, mixed with detached. Paired semidetached homes could offer a similar scale to detached homes but with a more efficient use of space, similar treatment could be applied for apartments

Architectural styles should reflect the prevailing forms in the neighborhood, whether that be traditional, modern, or a mix of both.

New buildings should match the height, width, and massing of nearby homes. Building heights should generally be 2 storey.



Typologies and building lines may vary, ensuring adequate space between buildings for privacy and natural light

Building line could vary with projected features and set backs, building line should be consistent with the general alignment of the street

Roofscape should be varied, including gable features for projections, hipped and traditional pitched roofs



A4 Built Form Design Codes

- A415 Building lines** and set-back should be consistent with the adjacent property set-backs.
- A416** Generally, there should be no more than 1m set-back from adjacent buildings unless additional landscaping is being introduced to maintain the enclosure of the street.
- A417 Boundary features** should define the plot and connect to the adjacent buildings (for example stone walls).
- A418 Building to building** widths, along streets, should be approximately 26m.
- A419 Entrances** should address the street with a main access. Front doors should either be flush or recessed within a porch. Canopies could be provided to provide protection.
- A420 Roofscape** should be traditional pitched roof's with occasional gables facing the street, to create variation and interest. Ridge and eaves lines should be varied. A maximum of 1 storey variation between storey heights should be maintained.

Figure 197: Diagram illustrating Area 4 built form design codes.



3.6.6 Movement

The streets in this area exhibit a varied layout, characterised by buildings with inconsistent set-backs. Some properties boast larger front gardens, adding to the diversity of the streetscape.

The spacious grounds surrounding many of the buildings incorporate driveways and therefore result in less on-street parking, allowing more space for mature trees.

Primarily residential in nature, these streets are quieter in nature. However, their proximity to major thoroughfares like Bury New Road and Bury Old Road ensures convenient access to amenities and services.



All new development should reference the [Greater Manchester Streets for All Design Guide](#).

Refer to [section 4.4 Design Guide E: Movement](#) of this document for relevant movement policies and guidance.

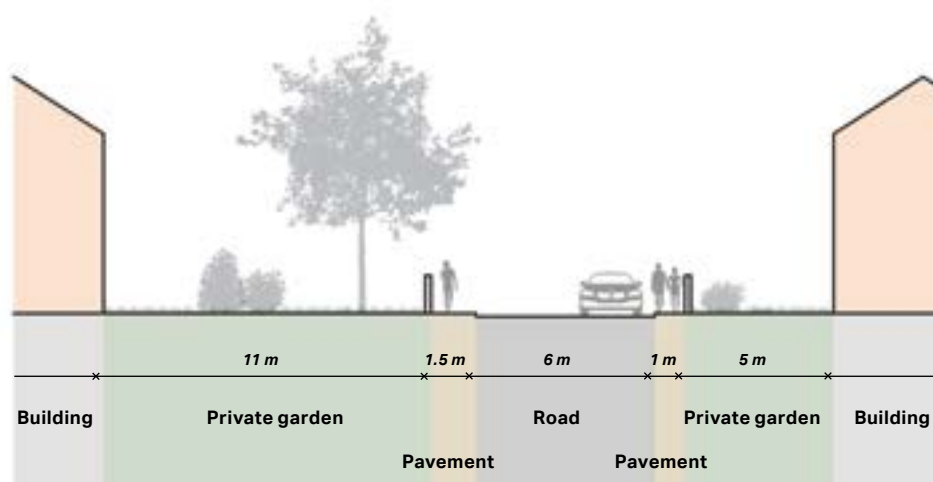


Figure 198: Langley Hall Road Street section.

The predominant street typology in Area 4 is the 'neighbourhood route', the street section, figure 198, shows an example of the existing neighbourhood routes.

The street typologies that are located within Area 4 include:

- Neighbourhood route
- Connector Street
- Multi-lane connector street
- Bus route



A2 Movement Design Codes

A421

Ensure integration with the bus route serving Butterstile Lane, improving accessibility and convenience for public transportation users.

A422

Incorporate integrated traffic-calming measures, such as build-outs and bends, rather than traditional speed humps, to ensure smoother traffic flow while maintaining pedestrian safety along key movement routes.

A423

Ensure that new developments do not restrict pedestrian access through parkland areas such as St. Mary's Flower Park and Eagles Nest Wood, preserving informal footpaths to green spaces.

A424

Maintain the rural character of Shrewsbury Road, ensuring it remains a vital connection to Prestwich Clough.

A425

Add new pedestrian crossings along Bury New Road to support better east-west movement, especially towards parkland areas on the edges of Prestwich, enhancing safety and connectivity for walkers.

A426

Ensure that pavements are smooth and even to enhance safety and accessibility, particularly for people with mobility challenges or those using wheelchairs and pushchairs.

A427

Create more on-street parking options where needed, while also exploring the potential for mobility hubs to reduce congestion and promote alternative transport options.

A428

Make improvements to the underpass beneath the metro line at Fairfax Road by upgrading the lighting to increase visibility and safety

A429

Additionally, consider incorporating public art installations to create a more welcoming and visually appealing space. This would help improve the appeal of the route, making it more attractive and encouraging use as a key connection.



3.6.7 Nature

This area is characterised by a verdant ambiance, largely due to the presence of mature trees and tall hedges lining the streets.

The private gardens are spacious and feature a variety of trees, bushes, and flower beds, contributing to the overall greenery.

As the smallest area type and exclusively being exclusively residential, it does not contain large public spaces within its boundaries. However, it is located near larger green areas such as Prestwich Clough and St Mary's Park.

These nearby parks offer ample opportunities for outdoor activities, walks, and community gatherings, providing residents with convenient access to extensive green spaces.



Figure 199: Hedges are a common boundary feature adding privacy to the large houses.



Figure 200: A mix of sandstone walls and hedges line the streets.



Figure 201: Typical low sandstone walls indicate that Prestwich Village was formerly in Lancashire.

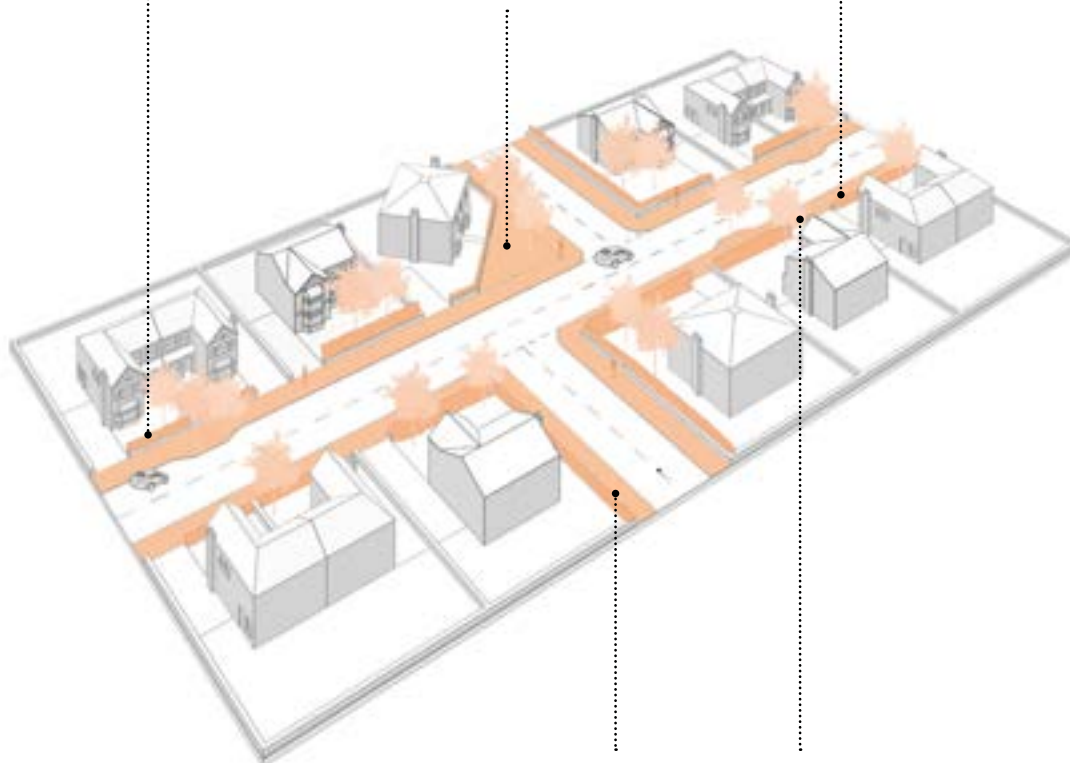


A4

A 2-meter-wide footpath provides space for pedestrians, including those with mobility aids, ensuring accessibility.

Incidental green spaces and community gardens positioned at key nodes boosts biodiversity, reduces heat, manages storm water with the inclusion of swales and SuDS.

Hedges form boundaries to front gardens encouraging biodiversity and greening the street.



Development should be designed to enhance connectivity along pedestrian routes, encouraging connectivity to surrounding destinations.

Trees planted in front gardens encourages bio-diversity and softens the street.



A3 Nature Design Codes

- A430** Include small green spaces and community gardens at key nodes, providing communal, biodiversity areas and opportunities for SuDs.
- A431** Encourage the use of hedges as natural boundaries for front gardens and properties to provide habitats for birds and insects while enhancing the overall greenery of the street.
- A432** Trees planted in front gardens should be prioritised to soften the streetscape, improve air quality, and provide essential habitats for local species.
- A433** Mature trees and hedges, which are key characteristics of the area's identity, should be protected during development. Any new planting should complement the landscape, using native species that blend with the environment.
- A434** Promote connectivity through safe and well-designed pedestrian and cycle routes, linking residents to surrounding destinations, green spaces, and natural areas, ensuring that nature remains accessible to all.

Figure 202: Diagram illustrating Area 4 nature design codes



This section
provides a series
of design codes
and guidance that
apply to the whole
Neighbourhood
Planning Area

04

**Area-Wide Design
Codes and Guidance**

4. Area-Wide Design Codes and Guidance

This chapter provides guidance on the design of development, setting out expectations that relevant planning applications in the Neighbourhood Planning Area will be expected to address.

The guidelines developed in this section focus on residential environments. Development should not be viewed in isolation and the design and layout of the rural built form should respond to the wider development pattern and landscape context.

Understanding the character across the Neighbourhood Planning Area is key to all new design proposals. The local pattern and use of streets and spaces, building types, materials and their interplay with the natural environment and wider landscape in which they sit will help to improve the character and identity of new developments, and make them more accepted locally. It is important that

any proposal takes full account of the local context and that the new design embodies the 'sense of place', both in terms of local character and distinctive features, particularly the listed buildings and the conservation area.

Responding to the context means recognising existing positive design solutions and using existing cues as inspiration. Proposals for a new scheme could adopt a traditional approach or a contemporary design that is innovating with purpose, whilst being in harmony with the built environment and landscape. There is not always agreement on aesthetic issues and architectural taste but using appropriate design precedents and a clear design process will give results that are less subjective and represent 'good design'.

Contemporary design should improve and enhance the setting and sustainability of the site/ Neighbourhood Planning Area whilst not detracting from

the appearance of landscape character.

The guidance in this section has been structured under the following themes:

- B Context**
- C Identity**
- D Built Form**
- E Movement**
- F Public Spaces**
- G Nature**
- H Uses**
- I Sustainability**

B Design Code B: Context

4.1 Design Guide B: Responsive Design

Prestwich has evolved over time in response to its undulating topography, rural history and strong connections to the surrounding countryside.

The local patterns of streets and spaces, building traditions, materials and the natural environment should inform the character and identity of any new development.

B1 – Local Context

All new development should:

- Set out a clear and positive response to the area in which development is sited or adjacent to;
- Explain how this document has been considered and how the local context has informed the design in the design and access statement, supporting the planning application;
- Sensitively respond to the surrounding context by incorporating high quality materials and design that complement neighbouring buildings in terms of scale, form, massing, and proportions. Designers do not necessarily need to imitate the existing design profile of the Neighbourhood Planning Area.

Successful, complementary and modern interpretation is successful if an authentic, innovative, and contemporary approach to design is adopted;

- Integrate, organise, and arrange new buildings and streets with the existing street pattern, urban grain and layout of the surrounding buildings and streets.

B2 – Development Goals

New development should:

- Protect residential amenity, both of new and existing residents.
- Contribute to the creation of diverse communities, places and spaces.
- Good design and encompass sustainability principles.

C Design Code C: Identity

4.2 Design Guide C: What makes Prestwich special?

Identity is about celebrating Prestwich's special character and identity. Any new development should be complimentary and consistent with the surrounding context and character and reflect the areas heritage.



Context and Identity: Policy and Guidance

- 'Your Prestwich' Prestwich Village Centre regeneration.
- National Planning Policy (NPPF), Part 12: Achieving well-designed and beautiful places.
- National Model Design Code.
- St Mary's Conservation Area Appraisal and Management Plan (2009).
- Poppythorn Conservation Area Appraisal and Management Plan (2006).

C1 – Design Response

New development should respond to the character and surrounding context of the Neighbourhood Planning Area with the following design approaches:



Harmonise

- Clearly respond to the existing characteristics within the Neighbourhood Planning Area, street and site, including scale, form, massing, set-back and materials.



Complement

- Do something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, the incorporation of additional high quality materials, but harmonising in scale,

form, massing, set-back and complementary materials.



Innovate

- A high quality design that is different but contributes positively to the built-form and character and is considered an exemplar approach raising the standards for other development to follow. For example, developing innovative building form and using low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

D Design Code D: Built Form

4.3 Design Guide D: Built Form

Prestwich's buildings are some of the Neighbourhood Planning Area's most defining features.

They act as important links to the village's rural history. Any new development should be in keeping with these buildings in order to maintain the Neighbourhood Planning Area's strong sense of place. "Identikit" housing does little to acknowledge local vernacular and creates places that could be seen anywhere in the UK. The scale, massing, building heights, frontages, facades, fenestration and entrances are crucial to shaping the overall look and feel of a neighbourhood. All new development should adhere to the following codes.

D1 – Scale and Massing

Building scale and massing should be in keeping with the prevailing development pattern. Plot depths and widths should be in keeping with the typical plot depths and widths of the surrounding buildings.

D2 – Heights

The prevailing existing building heights for each character area are set out in [sections 3.3.5 and 3.4.5](#) and should inform the design of new buildings. A variable eaves line and ridge line is encouraged to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.

D3 - Building Line and Set-backs

The building line and set-back should reflect the street and be

set back no more than a maximum of 1.5m from adjacent buildings unless additional landscaping or tree-planting is being introduced to maintain the enclosure of the street scene. Where buildings are set back from the pavement, boundary features should define the plot and connect to the adjacent buildings (for example, hedges or local stone walls).

D4 - Facades

Building facade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to maintain visual continuity or add to the visual interest where required.

D5 - Fenestration

Building fenestration and pattern should be in keeping with the predominant positive building

character on the street or harmonise with adjacent buildings of good character.

D6 - Entrances

Building entrances should address the street with a main access and fenestration that emphasises the main front access from the street. Where buildings are located on corners and junctions, the building façades should be designed to address both streets by incorporating fenestration. The entrance can be located on either facade of the building, subject to access requirements which should adhere to Approved Document M of the UK Building Regulations (Access to and use of buildings).

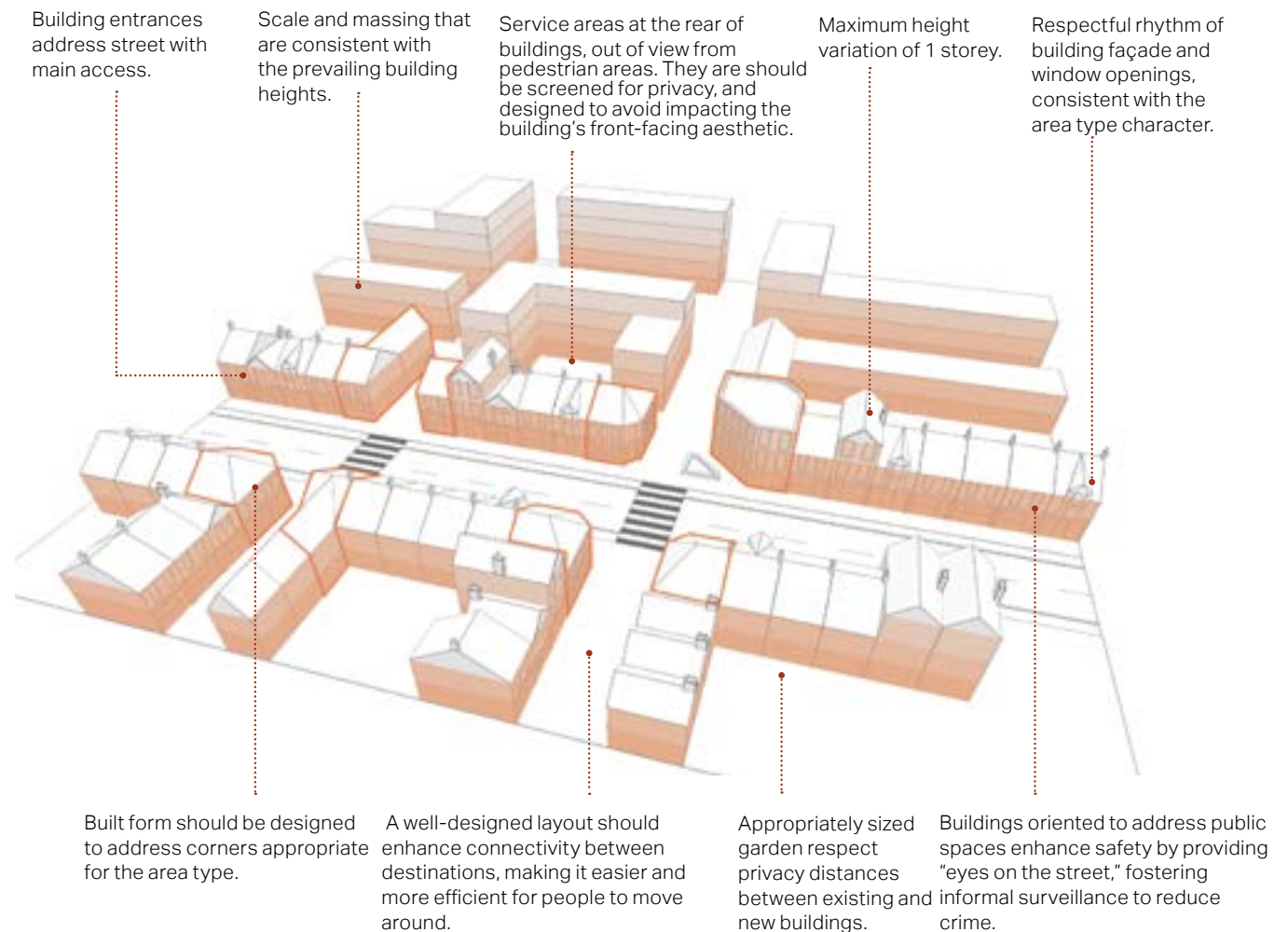


Figure 203: Diagram showing area-wide built form design principles and guidance.

D7 - Orientation

Buildings should be orientated to address public spaces to provide overlooking and safety.

D8 - Urban Grain

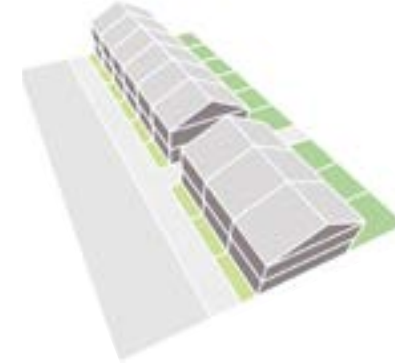
The grouping of buildings is important in the organisation and arrangement of new developments of more than one dwelling. The grouping and combinations of housing typologies should reflect the surrounding existing development, i.e. terraced, semi-detached and detached buildings, and the combination should be studied and reflected in the layout.

D9 - Density

The prevailing density described in [section 2.3.2](#) should inform the density of any new development. If new development departs from the surrounding densities, this should



Victorian streets, varied heights, and tight urban grain terraced buildings at Area 1.



Victorian terraced, grid pattern, continuous building line and small set backs streets at Area 2.



Semi-detached or detached homes and medium set back, creates a looser grain at Area 3.



Detached homes with large front gardens create a looser grain and rural character at Area 4.

Figure 204: Diagrams illustrating the variety of urban grain, building typologies, groupings and roofscape for each of the area types.

be justified and discussed as part of planning process.

D10 - Interfaces

New development should respond to the surrounding interfaces, which can vary depending on the position of the site within Prestwich. For example, significant new development may interface with either development edges, historic streets or under utilised brownfield sites such as car parks.

Large scale development should successfully transition between both interfaces. It is recommended that large scale development establishes a clear hierarchy of streets that integrate with the surrounding interfaces and movement network.



Figure 205: Interface between new development and existing town centre settlement. Altrincham



Figure 206: Example of interface between new development and historic landmark, Timekeepers Square, Salford



Figure 207: Example of successful interface between new development and countryside, Telford

D11 - Conversions

- Conversions should emulate or reference the architectural detailing and character of the primary dwelling. Details (e.g. finials, coping string courses and window and door surrounds) of the existing dwelling should be carefully considered.
- The impact of the conversion on the individual building should be considered. Listed Buildings should be protected, along with buildings within the Borough's Conservation Areas.
- Where a building is considered to have significant local interest it should ensure that its individual character is preserved.
- Residential conversion will need to demonstrate that the proposal would provide an adequate

amount of external amenity space for its residents where the opportunity exists.

- Bin storage should be well concealed to the rear of the properties or be located to the front or side of properties.
- Conversion should ensure that any proposed extension to a building does not create overlooking or would lead to the loss of privacy.

Extensions

- Extensions should use materials that harmonise with the existing dwelling, especially within conservation areas.
- Extensions and Alterations Applications for house extensions and alterations should consider the size, shape, design and external appearance of the



Figure 208: Example of infill development that does not compliment the existing character, Prestwich.



Figure 209: Example of innovative new development that complements the existing character, Chester

proposal, the character of the property in question and the surrounding area, the amenity of adjacent properties, visibility for pedestrians, cyclists and drivers of motor vehicles.

D12 - Infill Development

- Development should be complimentary to the scale and massing along the same street.
- Allow a maximum of 1 storey in height of variance, modern architecture should be innovative, high quality and use similar materials.
- Innovative and modern infill development should be proportionally consistent with neighbouring buildings, such as window proportions and entrances.
- Materials should compliment and harmonise with neighbouring development.



Figure 211: Example of terraced infill development that does not compliment the existing character Prestwich.



Figure 210: Example of harmonising infill development, Salford.



Built Form Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Built Form:

- Bury Council Local Plan, SPD 15 - Residential conversions.
- National Planning Policy (NPPF) Part 16: Conserving and enhancing the historic environment.
- Part 12: Achieving well-designed and beautiful places.
- Permitted development rights allow the improvement or extension of homes
- SPD 6 - Alterations and Extensions to Residential Properties (2020)
- SPD 9 - Conversion and Re-Use of Buildings in the Green Belt (2007)
- The Building Regulations 2010: <https://www.legislation.gov.uk/ukxi/2010/2214/contents/made>.
- Bury Local Plan, SPD 16 - Design and Layout of New Development (2008).

E Design Code E: Movement

4.4 Design Guide E: Movement

Moving around easily is essential to the success of well-designed places.

The movement design codes for the area have been summarised in line with the Greater Manchester Streets for All Design Guide. Future developments should adhere to this guidance to ensure best practice design and to access further details regarding specific design requirements. This section offers an overview of the design principles for all area types within Prestwich. For more detailed information on movement within each area type, please refer to section [sections 3.3.8, 3.4.8, 3.5.8, and 3.6.6](#).

The Greater Manchester Streets for All Design Guide sets out a people-centered, context-sensitive approach to street design. The key principles for creating inclusive and functional streets include:

- Green, vibrant streets that are welcoming and safe places to spend time
- Attractive and inclusive environments for walking and wheeling
- A safe and connected cycling experience
- A reliable, integrated, and accessible public transport network
- Timely, low-impact goods delivery for local communities
- Streets that encourage reduced car usage
- A future-proofed street network



Figure 212: Image source: Greater Manchester streets for all guide.



Figure 213: Image Source: Greater Manchester Streets for All Guide.

The guidance is structured around various Greater Manchester street types, which have informed the design codes in [section 3](#). These street type principles include guidance on typical speeds, traffic volumes, cross-section dimensions, walking and wheeling requirements, footway sizes, bus considerations, junction specifications, and carriageway widths. For ease of reference, the diagrams on the pages overleaf are sourced from the Greater Manchester Streets for All Design Guide and should be read alongside the Prestwich Design Code. The street typologies relevant to Prestwich include:

- Neighbourhood Route
- Connector Street
- High Streets
- High Roads
- Destination Places and Gateways
- Multi-Lane Connector Streets
- Bus Routes.



Figure 214: Image source: Greater Manchester Streets for All Guide, Street Types

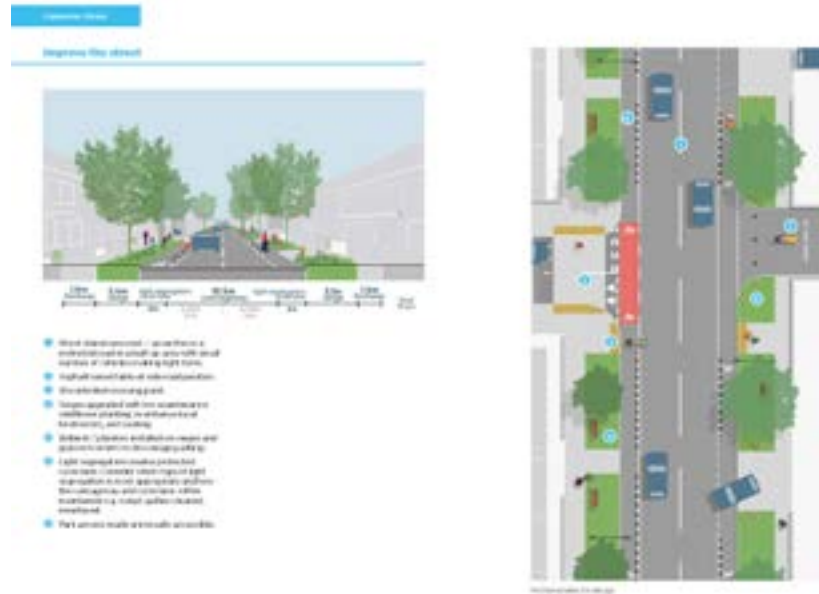


Figure 215: Image source: Greater Manchester Streets for All Guide, Connector Streets

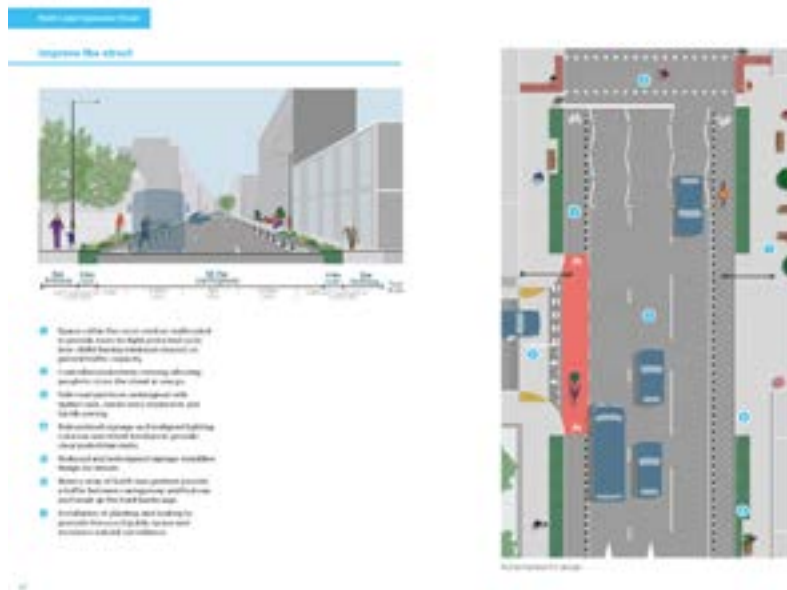
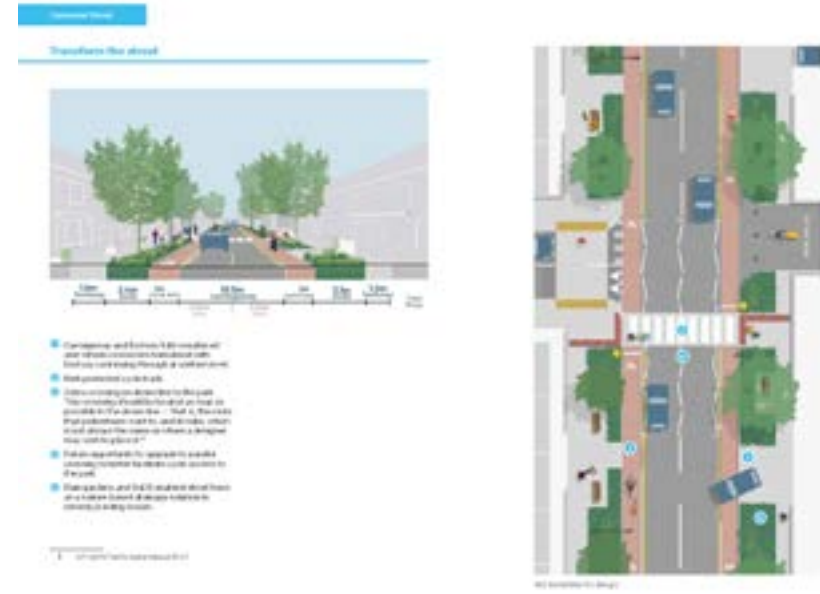


Figure 216: Image source: Greater Manchester Streets for All Guide, Connector Streets

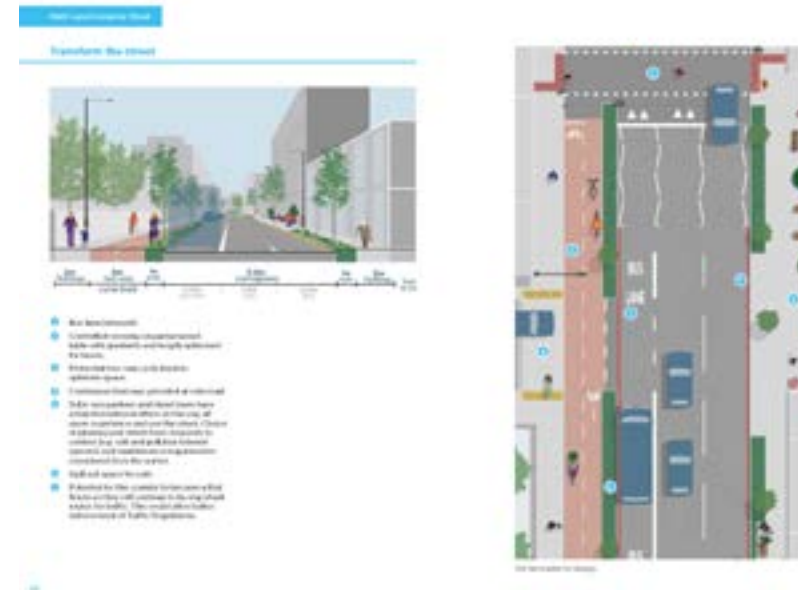


Figure 217: ource: Greater Manchester Streets for All Guide, Multi-lane Connector Streets

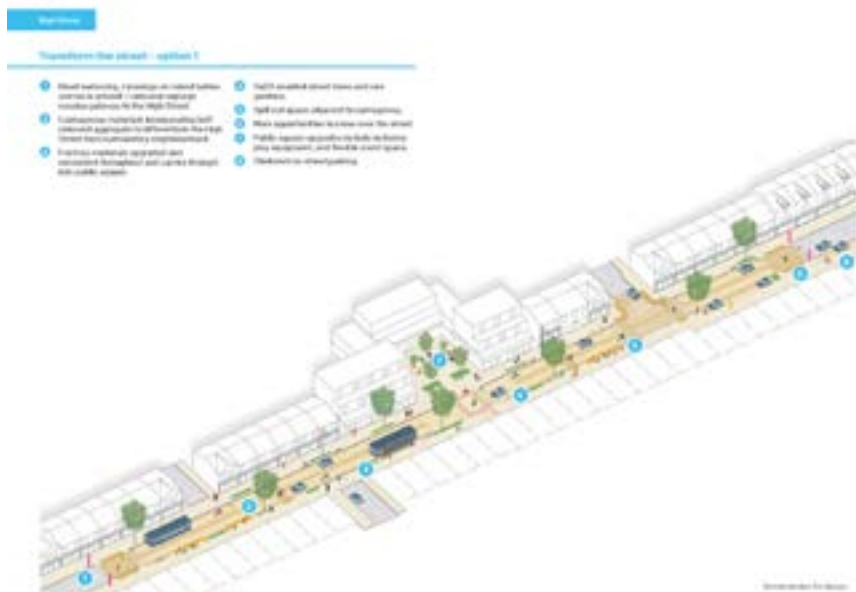


Figure 219: Image source: Greater Manchester Streets for All Guide, High Streets

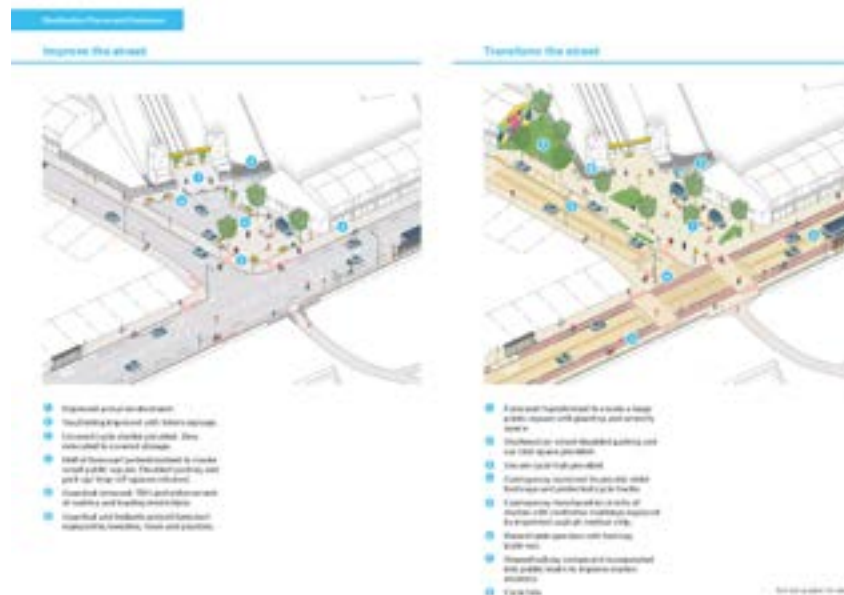
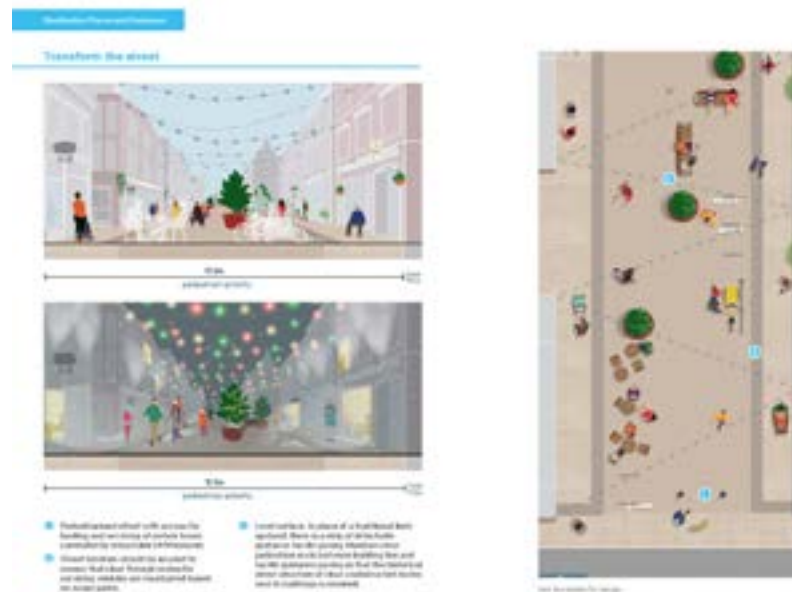


Figure 220: Image source: Greater Manchester Streets for All Guide, Destination Place and Gateways



Figure 218: Image source: Greater Manchester Streets for All Guide, Multi-lane



The routes between destinations such as metro stations, Prestwich Village Centre and surrounding green spaces such as Prestwich Clough, should be enhanced. Walking and cycling routes are crucial for making active travel an alternative to car use. The following area-wide movement design codes should be followed:

- **Active Travel first**
- **Way-finding and signage**
- **Streetscape design**
- **Car parking**
- **Access and Refuse**

E1 - Active Travel First

The following codes provide guidance for the creation of a new Active Travel network in the Neighbourhood Planning Area:

- New developments should aid a clear street hierarchy and facilitate multiple active modes of travel.
- Developments should facilitate direct routes to towards bus stops and metro stops.
- New development should prioritise active transport by providing direct, safe, and attractive routes for pedestrians and cyclists.
- Using high-quality surfaces and defining a specific material/ colour palette to create a safe, attractive

and legible network;

- Active Travel routes on main streets should be off-carriageway and should be separated to provide a safe and continuous network for pedestrians, wheelchairs and cyclists.
- Crossings should be raised and highlighted with appropriate signs.
- Existing green areas and local amenities should be integrated in the active travel network as focal points.
- Connect different areas of Prestwich In particular, between metro stations, surrounding parks, and Prestwich Village Centre.
- Bike / scooter parks should be provided along the network, especially in the included public spaces; and

- Appropriate signs should be placed along the network to improve way-finding around Prestwich.

E2 - Way-finding and signage

- Destinations should be clearly signposted and make use of way-finding with convenient formal crossing opportunities.
- Incorporate appropriate signage to make existing footpaths easily accessible
- Signage and way-finding should compliment the local character and material palette, providing consistency throughout Prestwich.



Figure 221: Way-finding and signage aids legibility, Leicester.



Figure 223: Tree lined cycleway and clear modal choice, Netherlands.



Figure 222: Cycle storage integrated into spaces and streets.



Figure 224: Tactile and high quality surfaces denote crossings, Glasgow.

E3 - Streetscape Design

To enhance the visual and functional quality of streetscapes and enclosures in Prestwich, ensuring they contribute to the overall aesthetic appeal, safety, and community cohesion of Prestwich

- The enhancement and protection of key pedestrian routes could be considered as part of new development.
- New streets should feature unified street furniture, consistent landscaping, and lighting that respects the historical context while improving pedestrian safety and comfort.
- New development should employ integrated traffic calming measures like raised pedestrian crossings, narrowing of lanes,

and chicanes to slow vehicular speeds, particularly in residential areas and near schools.

- New streets should be designed considering the wider picture of Prestwich's street network to avoid impacting local traffic.
- Consider treating tertiary routes / residential access lanes with other materials than tarmac, to highlight the priority of pedestrians over vehicles;

E4 - Street surfaces

- The excessive use of tarmac should be avoided wherever possible. It is preferable to use high quality local paving that positively contributes to the streetscene.
- Consider utilising alternative



Figure 225: Pedestrian crossings and on street parking reduce traffic speeds



Figure 226: Integrated traffic calming measures such as street trees and chicane in the road

surfaces to tarmac, such as cobbled surfaces.

E5 - Pedestrian-Friendly Environments:

- Pedestrian zones could be developed as part of new development, in areas with high foot traffic, where streets can be partially or fully closed to vehicular traffic during peak times.
- New development should ensure pavements are wide, well-maintained, and barrier-free to accommodate pedestrians of all abilities, including those with mobility impairments. Pavements should be provided within new development and improved where narrow or in a poor condition.

E6 - Carriageways and Junctions

- Carriageway widths and junctions should be in accordance with [Greater Manchester Streets for All Design Guide](#) and [Manual for Streets 2](#) to be safe, convenient and attractive for all users.
- Residential streets of new infill development, could incorporate areas of narrowing and chicanes to reduce traffic speeds where possible.



Figure 227: Street furniture provides places to dwell within the street.



Figure 228: Pedestrian priority spaces and streets.

E7 - Access

The design for access roads and refuse can significantly influence whether a development feels car-centric or people-friendly.

- The character of existing alleys should be protected and remain for the use of pedestrians. Avoid access, parking and bin storage directly adjacent to alleys.
- A refuse strategy should be developed as part of planning applications, which should comply with planning policy and technical standards.
- Access and storage for bins should be designed to be integrated with plot boundaries.
- Access roads should serve multiple properties to reduce the amount of hard surfaces.

- Access roads should consider using alternative materials to tarmac.
- Cycle storage should be provide and integrated within the building, street scene, and parking areas.

E8 - Service areas

- Service areas should not negatively impact the pedestrian experience of the streets or spaces. Green buffers such as hedges or shrubs should be incorporated wherever possible to soften the visual impact of parking and servicing areas.
- Ensure doors open outwards with a 1500 mm clearance and have a mechanism to hold them open during collection.



Figure 230: Image source: Greater Manchester Streets For All Design Guide

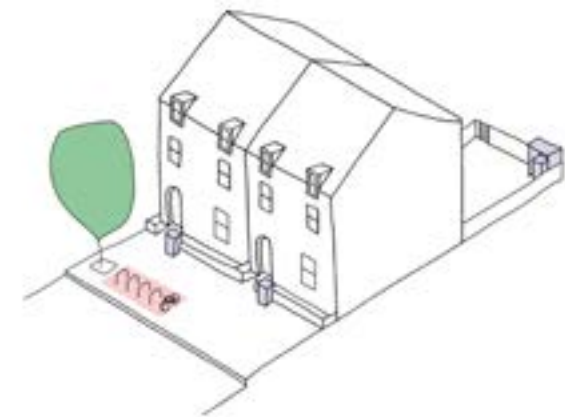


Figure 229: Example of cycle and bin storage integrated within the public realm and streets.



Figure 231: Example of electric sub-station negatively impacting the street, Prestwich Village.



Figure 232: Service entrance blocks and negatively impacts on the heritage asset of Our Lady of Grace Church



Figure 235: Example of untidy and exposed service area, Prestwich.



Figure 233: Meter boxes are painted by the community to bring joy to the street and encourage a sense of pride.



Figure 234: Access to car parking is integrated into the overall design and set back from the street.



Figure 236: Example of service area screened from view using fencing and raised planting.

E9 - Bin Storage Requirements

Bin storage space should be:

- Well integrated into the site layout, incorporating landscaping and/or built structures.
- Easy to manage with waste and recycling for residents, straightforward access for waste operatives, especially in communal or restricted areas.
- Within 10 meters of vehicle access and within 3 meters of the entrance from the public highway or access road where possible.
- Allow space to accommodate at least two wheeled bins (landfill and recycling) and a smaller food bin per home.
- Able to handle communal bins with sufficient capacity for

fortnightly landfill and recycling collections and weekly food waste collections.

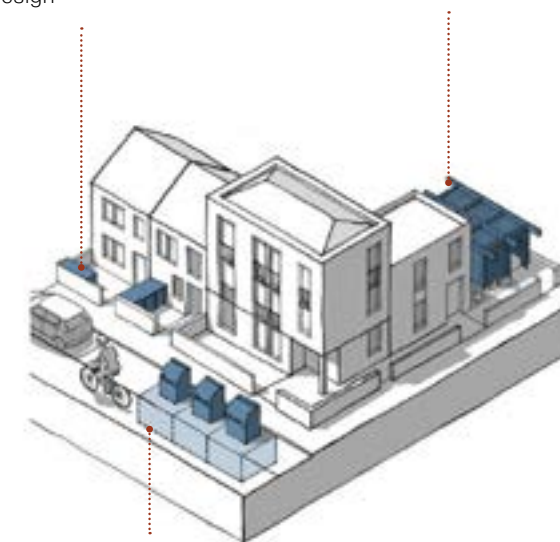
- Bin storage for non-residential schemes should integrate commercial waste bins into servicing areas for ease of use by both users and operatives.

Communal Bin Storage should:

- Provide accessible storage at ground level.
- Provide sufficient space for required bins with 15 cm clearance between them.
- Not traverse buildings or parking spaces.
- Be within 30 meters of the entrance door. Additional to minimum internal requirements, directly accessible from the street.

Refuse storage within front gardens, integrated within the design

Refuse storage for apartment schemes, set back and screened from the street



Refuse storage underground and accessed from the street at district centres

Figure 237: Example of best practice refuse design.
Image source: National Model Design Code Guidance

Individual Bin Access should:

- Ensure bins are accessible without moving other containers.
- Ensure doors open outwards with a 1500 mm clearance and have a mechanism to hold them open during collection.

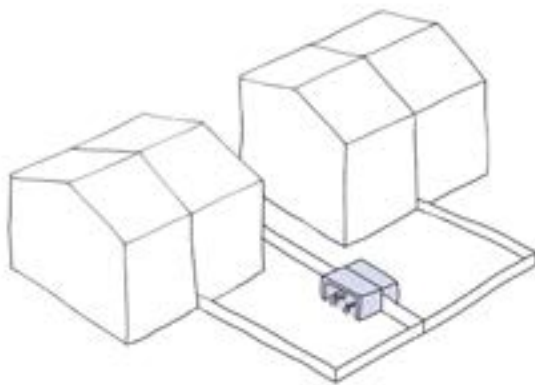


Figure 240: Bins integrated within the curtilage of homes.



Figure 238: Example of untidy and exposed bins to the rear of the Longfield Centre.



Figure 242: Example of untidy bins to the rear of Prestwich Library.



Figure 239: Example of refuse storage integrated at the front of the building, Salford.



Figure 241: Refuse storage is integrated at the rear of the building using complementary materials.

E10 - Parking (Residential)

- Parking should be integrated on plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface parking space.
- Where parking is required at the front of the plot it should be accorded sufficient space. Street trees and planting should be provided to break up cars, avoiding over dominance of the cars on the street.
- Where rear parking is required, such as for apartment developments or for larger

developments within Prestwich, rear parking should be integrated with the surrounding context and street pattern. Courtyard parking could combine both parking and dwellings. The sole use of courtyards for parking should be avoided where possible.

- Rear parking can be delivered on plot and should be within the curtilage of the plot.
- Integrating electric charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.



Figure 243: On street parking, electric parking provision and street trees incorporated within terraced streets.



Figure 244: Designated bin storage within the plot boundary for a larger home.

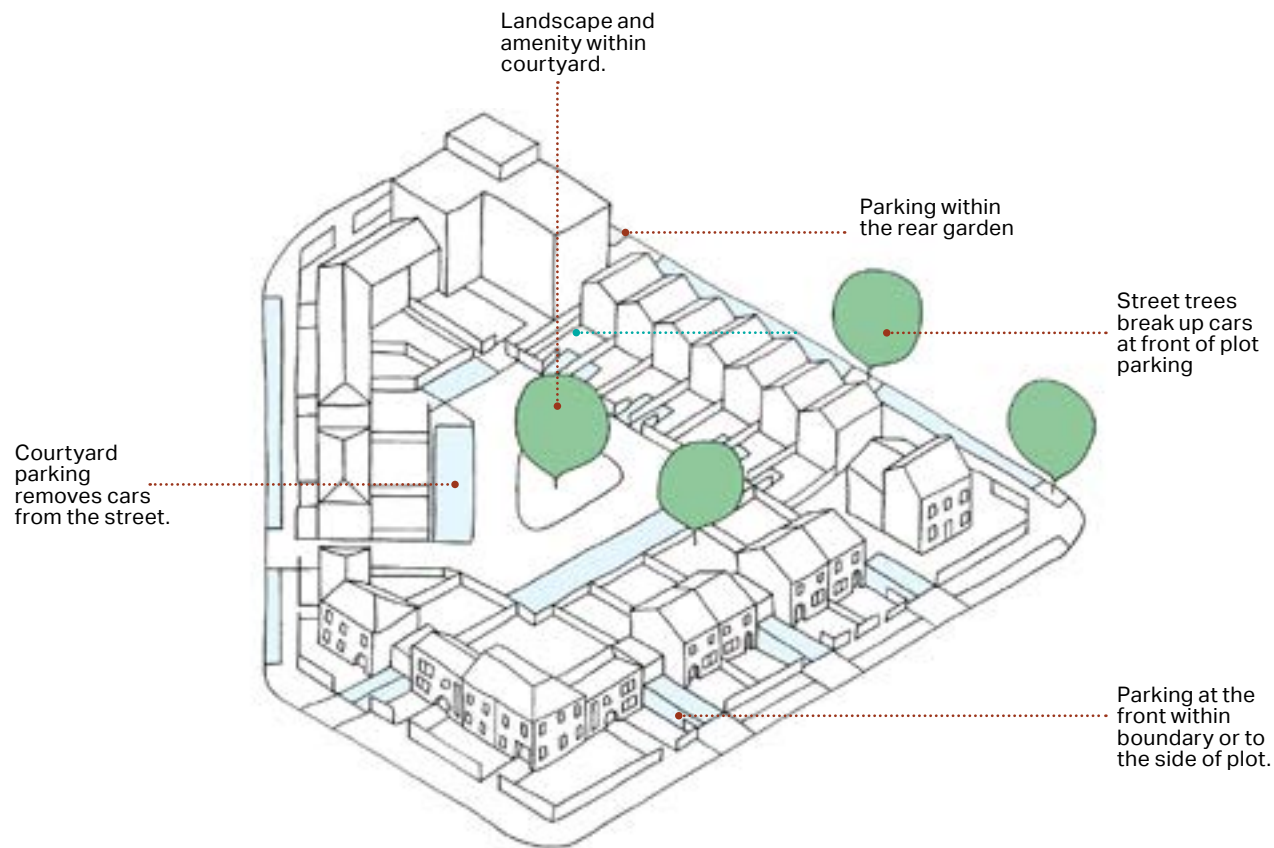


Figure 247: Parking design guidance for larger new developments



Figure 245: Existing courtyard parking at Kingswood Road blends with the surrounding street pattern, but would benefit from dwellings overlooking.



Figure 246: Good example of courtyard car parking, featuring dwellings overlooking, planting and high quality surfaces.

E11 - Mobility Hubs (commercial areas)

- Ensure the design complements the surrounding character, using materials, colors, and textures that are complementary neighboring buildings and streetscapes.
- If possible, activate the ground floor with retail, public spaces, or services to prevent a blank, unattractive facade.
- Incorporate landscape and trees to create a welcoming atmosphere at street level.
- Where parking must be exposed, use screening like panels or greenery (e.g., green walls) to hide the vehicles while still allowing ventilation and light.
- Incorporate public art, murals, or interactive elements that bring

interest and joy to the street.

- Consider using a mix of durable, sustainable materials that fit with the surrounding architecture.
- Lighting is critical for both safety and comfort. Ensure entrances, exits, and walkways are well-lit and provide clear visibility.
- Use CCTV cameras to monitor entrances and common areas.
- Design parking so that entrances are overlooked by active building spaces, to offer natural surveillance.
- Ensure access points are clear, easy to navigate, and well-marked from the street.
- Include visible signage and tactile paving for those with accessibility needs.
- Design clear pathways that connect directly to public



Figure 248: Service entrance blocks and negatively impacts on the heritage asset of Our Lady of Grace Church

transportation hubs, bike racks, and nearby amenities to encourage active modes of transport.

- Integrate eco-friendly elements such as electric charging, green roofs, solar panels, rainwater collection to reduce environmental impact.
- Include energy-efficient lighting, ventilation systems, and natural

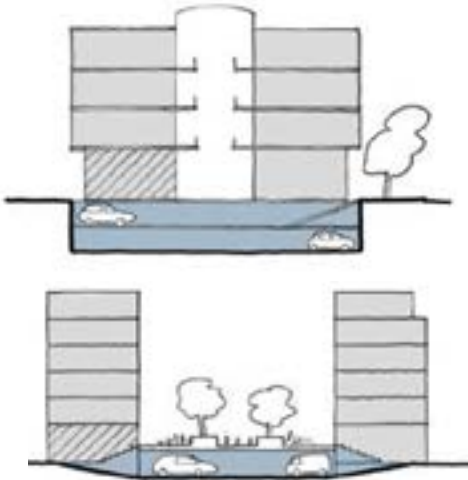


Figure 249: Image source: National Model Design Guide, diagram of recommended basement or semi-basement parking approach for town centres.



Figure 250: Surface car park at metro station dominates the arrival at Prestwich.



Figure 251: Mobility hub incorporates public art to provide visual screening

AECOM



Figure 252: Access to car parking is integrated into the overall building envelope.



Figure 253: Example of mobility hub that incorporates green walls.



Movement Policy and Guidance

- Greater Manchester's Streets for All Design Guidance [Greater Manchester Streets for All Design Guide](#).
- Greater Manchester Transport Strategy, updated January 2021 [Greater Manchester Transport Strategy 2040](#).
- Greater Manchester Moving (2021) [Greater Manchester Moving in Action 2021 – 2031](#).
- Bury Local Transport Strategy [Bury Local Transport Strategy](#)
- Bury Council, Local Plan: SPD 11 - Parking Standards in Bury, May 2007 [SPD 11 - Parking standards in Bury](#), SPD 12 - Travel plans in Bury, 2007 [SPD 12 - Travel plans in Bury](#)
- DfT (2020) [Local Transport Note 1/20: Cycle infrastructure design](#).
- DfT (2020) [Gear Change: A bold vision for cycling and walking](#).
- Greater Manchester [Interim Active Travel Design Guide, Version 1 | March 2021](#)
- DfT and CIHT (2011) [Manual for Streets 2](#) Department for Transport and Chartered Institute of Highways and Transportation.

F Design Code F: Public Spaces

4.5 Design Guide F: Public Spaces

The following public space guidance aims to enhance the quality, functionality, and sustainability of the public realm and spaces in Prestwich, focusing on creating inclusive, accessible, and engaging environments that reflect the unique character and community needs.

F1 - Safety

- Proposed public spaces should be safe for pedestrians, have appropriate lighting and include activities and spaces (such as playgrounds) that make them vibrant and used all day.
- New buildings should be orientated and organised to frame open spaces to provide surveillance.

F2 - Enhancing Key Public Spaces:

- New development around major public spaces such as the redevelopment of the Longfield Centre public space should be arranged and oriented to frame the space.
- New development around major public spaces should prioritise their improvement. These spaces should offer a mix of recreational, cultural, and social activities that cater to all age groups and interests.
- New development close to key landscape areas Prestwich Clough, Heaton Park and Phillips Park should preserve their natural beauty and historical significance.

F3 - Integration with Natural Environment:

- New public spaces should be designed to complement and enhance Prestwich's natural environment. Indigenous plants and sustainable landscaping techniques should be utilised to maintain biodiversity and ecological health.
- New development close to Prestwich Clough, Heaton Park and Phillips Park and other sensitive areas should ensure that any interventions are designed to minimise ecological impact, focusing on conservation and natural preservation.



Figure 254: Pedestrian and cycle path features street trees, planting, way-finding and lighting, Cambridge.



Figure 255: Flexible spaces allow for spill out for eating and drinking, encouraging evening footfall, Manchester.



Figure 256: Tactile paving, rain gardens, planting and lighting create an attractive pedestrian and cycle route, encouraging wildlife and surface water run off management, Leicester.



Figure 257: Public realm and pedestrianised areas reference heritage, Central Library, Belfast.



Figure 258: Informal seating and sculptural play elements, Chicago



Figure 259: Cafés and restaurants allow for spill out activating ground floors, Kelham Island, Sheffield.

- These spaces should also be connected with safe and well-maintained pedestrian and cycling paths to promote active travel across Prestwich.
- Clear signage and way-finding systems should also be provided throughout public areas to enhance visitor experience and accessibility, without causing clutter.

F4 - Sustainable Features:

- New development should incorporate sustainable urban drainage systems (SUDS), renewable energy features, and eco-friendly materials in the design and refurbishment of public spaces to minimise environmental impact.

- New development should design for low maintenance and high durability.

F5 - Art and Culture:

- Public art and cultural expressions that reflect the heritage of Prestwich could be included within new developments and public realm improvements. Local artists, cultural groups and the community could be involved in the creation of installations, performances, and exhibitions within public spaces.
- Community spaces such as the Old Jewish Cemetery should be protected and new development should contribute towards community initiatives elsewhere in Prestwich Village.

F6 - Open Space

- For significant scale new developments, a multi-functional green and blue strategy should be implemented incorporating landscape, amenity, movement, Sustainable Drainage Systems (SuDS) and Biodiversity Net Gain (BNG).
- Green space and open spaces should be integrated as part of an overarching green and blue strategy, allowing for easy access to public open space to encourage sustainable modes of transport.
- New buildings should be orientated and organised to frame open spaces to provide overlooking.

F7 -Green Spaces

- Existing green spaces should be more connected to other parts of Prestwich Village and included in a comprehensive green infrastructure plan. New developments should contribute to this where possible.
- New public spaces should be well connected with the surroundings including crossings, footpaths and cycleways to improve their accessibility and inclusive for pedestrians and cyclists.
- Pedestrians should be prioritised in the design of new public spaces. Cars and parking should never be predominant in these spaces.
- Parking for bikes, scooters and

seating areas should be available in public spaces to promote walking, cycling and sustainable travel modes.

- Development should offer facilities that are inclusive to everyone, accommodating a range of demographics.
- Ground floors should accommodate a mix of uses to encourage footfall to the village centre and local centres.
- New development should include way-finding to signpost to the wider destinations within Prestwich.



Figure 260: Active ground floors and spill outs from cafés, Chicago.



Figure 261: Public art and SuDS, Sheffield.

F8 - Prestwich Village and Local Centre Enhancements:

Public realm proposals and new development should include:

- Create a distinctive arrival space into Prestwich Village.
- Create a flexible space allowing for events entertainment.
- Create a pedestrian friendly environment with attractive surfaces that complement the traditional character of Prestwich Village and its conservation areas.
- Encourage active travel and connectivity to key destinations. Provide clear way-finding and lighting.
- Provide storage for bikes, scooters, seating and bins at Prestwich village centre, Bury New Road and surrounding local centres.

- Include trees and planting to create an attractive environment encouraging dwell time and nature.

F9 - Lighting

- Lighting in public spaces should ensure safety, visibility, and comfort while minimising light pollution and enhancing key features of the space.
- Energy efficiency and low-maintenance solutions should be prioritised.
- Lighting levels should match the space's purpose. Pathways, gathering areas, and streets should have sufficient lighting for visibility. Brighter lighting should be used in high-traffic areas, while softer lighting could be used in more relaxed settings.
- Light should be evenly distributed, avoiding dark areas. Fixtures



Figure 262: Flexible events space, Chester.



Figure 263: Buildings arranged and orientated to frame the public space, Chester

should minimise glare to enhance comfort.

- Ensure that lighting fixtures are in harmony with the overall aesthetic of the public space and surrounding architecture.
- Use lighting to create a distinctive identity for public spaces during the nighttime hours, focusing on landmarks and iconic elements.
- Select fixtures that are easy to clean, durable, and resistant to weather conditions.
- Adhere to local or national lighting standards and regulations. Follow standards to minimise light spill and pollution, particularly near residential areas and natural habitats.
- Use low-intensity ground-level fixtures or bollard lights to illuminate trees, shrubs, or sculptures, without disturbing the environment.



Figure 264: Planting integrated within streets and spaces, France



Figure 265: Flexible event space, France



Public Space Policy and Guidance

- [Greater Manchester's Sustainable Drainage Design Guide Streets for All Supplementary Technical Guidance](#)
- [National Planning Policy \(NPPF\)](#), Part 8: Promoting healthy and safe communities;
- SPD 1 - [Open Space, Sport and Recreation](#) Provision in New Housing (2015).SPG 3 - [Planning Out Crime in New Development](#) (2001).
- SPG 4 - [Per Cent for Public Art](#) (2003).
- [Inclusive Spaces for Girls and Young People](#)
- [Healthier Cities and Communities Through Public Spaces](#), UN-Habitat, A guidance paper.
- [Healthy High Streets](#), Good place-making in an urban setting, Public Health England.

G Design Code G: Nature

4.6 Design Guide H: Natural Environment

Prestwich's intrinsic connection to the surrounding countryside, along with its established green infrastructure network. Prestwich Clough, St. Marys Gardens and Garden Mount are particularly characteristic.

It is important to nurture this network by maintaining a robust system of grass verges, pocket parks, hedges and street trees and ensuring that new development incorporates these features as a priority.

G1 – Retain, replace, improve

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and public amenity.

Retain

Tree surveys and arboricultural reports should be provided which highlight the trees on a site which are to be retained and those which are to be removed. It is recommended that trees are retained wherever possible, unless there is justification for removal.

Where significant trees are located on site, independent surveys to

assess the development impact should be completed. This should inform the local community and could lead to objections where significant trees are impacted.

Replace

A tree removal and replacement strategy should be provided. Ensuring trees removed from development land are proportionately replaced is important to maintaining current levels of canopy cover and green infrastructure. A common misconception is that replacing on a 1-for-1 basis is proportional. This is not necessarily the case. 1-for-1 replacement can reduce canopy cover, green infrastructure habitat and public amenity.

Where trees are to be replaced, planning policy for the replacement

of trees should be followed.

Improve

To just replace removed trees or do nothing if trees are not removed is commonly misunderstood to be acceptable. However, the NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.

G2 –Hedges

Mature and well-maintained hedges are an important part of the Neighbourhood Planning Area's character and should be incorporated to emphasise gardens and soften buildings, particularly at the interfaces with the countryside. Native species in particular should be encouraged.

G3 - Gardens

Front and rear gardens should be sufficient size and landscaped appropriately to fit with the prevailing native trees and planting pattern or to enhance the Biodiversity Net Gain (BNG).



Figure 266: Combination of trees, planting, hedges and green walls, creates a diverse habitat to encourage wildlife habitat in an urban setting, London



Figure 267: The areas that form a transition to the parks, such as West Prestwich and South Prestwich provide opportunity for street tree planting, wildlife habitat, air quality improvements and carbon sequestration.

New development should incorporate the following:

G4 - Encourage Wildlife Habitat

- Swift boxes - Include swift boxes in building façades, particularly in new developments. Swift boxes can be installed into the eaves or on external walls, designed to mimic the natural cavities where swifts would traditionally nest.
- Bird boxes - Design developments with a variety of bird boxes for a variety of species. Boxes can be placed in trees, on walls, or on buildings.
- Hedgehog Passageways - Design fences and boundaries with small gaps (approximately 13 cm by 13 cm) at the base to allow hedgehogs to travel between gardens and green spaces safely.

- Bat boxes - Integrate bat boxes or bat roosts in strategic areas, such as on building façades or within the roof spaces, to provide shelter and roosting sites for bats.
- Insect Habitats - Use features like insect hotels, dead wood piles, and areas of long grass to encourage a variety of beneficial insects, including beetles, moths, and ladybirds, which are essential for pollination and pest control.

G5 - Urban Greening

- Green Roofs and Walls - Incorporating green roofs and walls that are accessible for wildlife can provide habitat for birds, insects, and other wildlife, creating corridors for nature within urban spaces.
- Wild flower Meadows and Pollinator Gardens - Design

outdoor spaces with native plants, wild flowers, and shrubs to support pollinators, particularly bees and butterflies.

- Green Streetscapes - Use trees, shrubs, and plants along roadsides and pathways to reduce the heat island effect, provide shading, and create corridors for wildlife.
- Water Features - Ponds and rain gardens manage water sustainably and offer important habitats for amphibians, insects, and birds.

G6 – Sensitive peripheral development

Integrate development sensitively with the surrounding landscape, particularly on the periphery. Lower building heights and smaller scale development are most appropriate for these locations.



Nature Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Nature:

- Greater Manchester's [Sustainable Drainage Design Guide Streets for All Supplementary Technical Guidance](#).
- Building for Nature, [Standards Framework BwN 2.0](#)
- Building for Healthy Life [Building for Healthy Life](#)
- Tools and guides for measuring the biodiversity value of habitat for biodiversity net gain (BNG) [Statutory biodiversity metric tools and guides](#)
- Natural England, National Character Area Profiles <https://nationalcharacterareas.co.uk/>
- [Places for Everyone](#) (adopted 2024)
- SPG 2 - [Wildlife Links and Corridors](#) (2001)
- SPD 1 - [Open Space, Sport and Recreation Provision in New Housing](#) (2015)

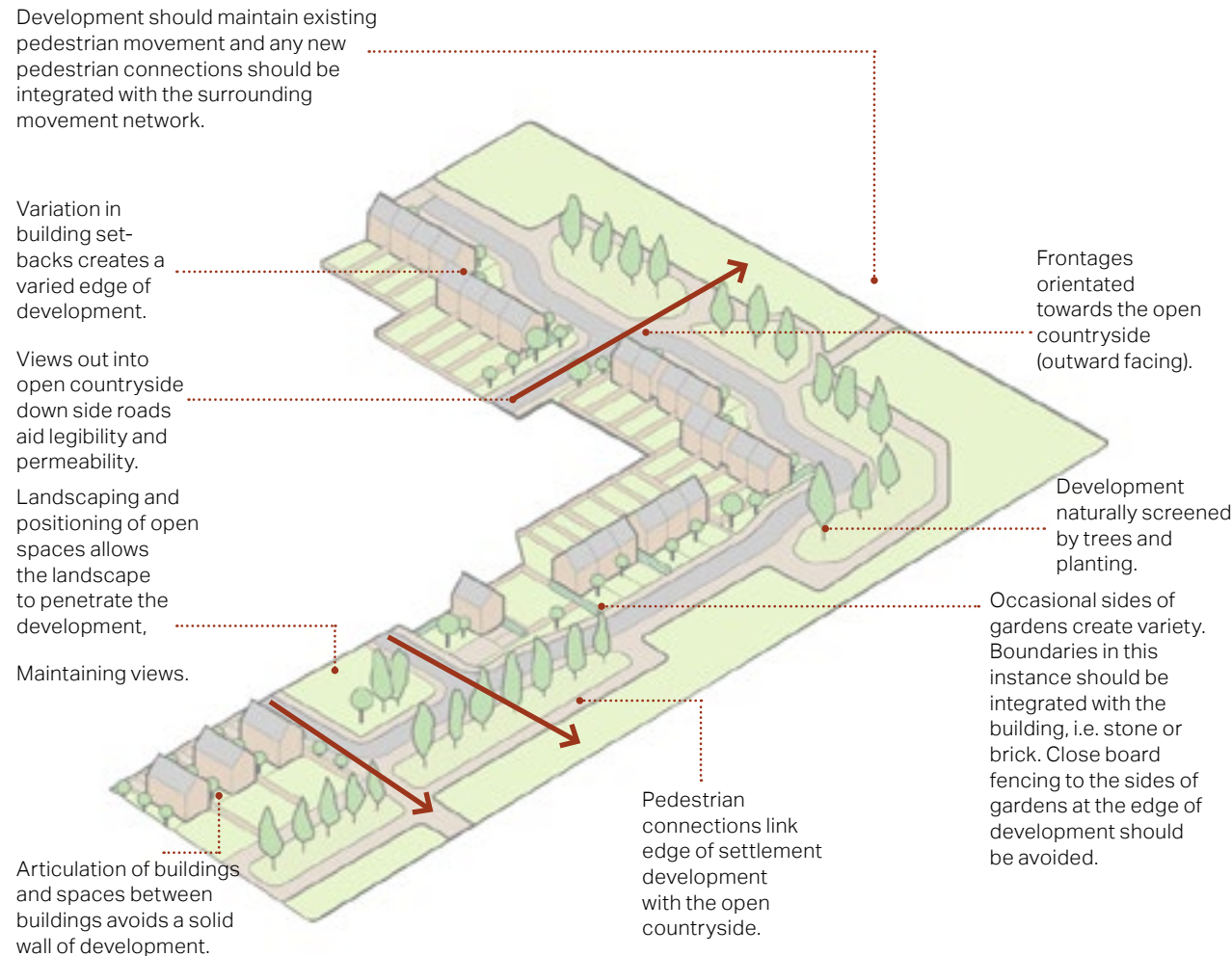


Figure 268: Diagram illustrating design principles to be incorporated for new development located at green edges of settlement.

H Design Code H: Uses

4.7 Design Guide H: Uses

Designing a shop front requires special consideration to respect the historical and architectural significance of the area.

Prestwich Village's most active areas are those where there is strong frontage, for example along Bury New Road. Figures 266, 267, 268, demonstrate good examples of shop frontages and examples of shop fronts with room for improvement.

Blank façades and inactive frontages should be avoided in future development as active frontages are closely linked to safety due to there being more active surveillance. Areas with blank frontages can feel dangerous as anti-social behaviour can take place out of sight.

New development should seek to comply with the following design codes and recommended policy guidance.

H1 - Understand Conservation Area Requirements

- Historic features should be retained and enhanced.
- Adhere with Poppythorn Lane and St. Mary's Park conservation area guidelines and regulations for areas.
- Engage with local planning authorities or conservation officers early in the design process to ensure compliance.

H2 - Respect Historical Context

- Shop fronts should be sympathetic to the surrounding buildings and historical context, particularly at Bury New Road and Prestwich Village Centre.
- Retain and restore original architectural features where possible. This includes windows,

doors, moldings, and other decorative elements.

- Shop fronts should be sympathetic to the surrounding buildings and the historical context. Avoid designs that clash with the period character of the Prestwich Village Conservation Area.
- Outdoor seating and displays are acceptable where the widths are 2m or more and seating does not obstruct pedestrians.

H3 - Materials and Finishes

- Use materials that are in keeping with the historical character of the area.
- High-quality craftsmanship should be used in all repairs and new additions. Colours should be appropriate for the period and style of the building including muted and natural tones.



Figure 272: Example of existing shopfront at Bury New Road with scope for improvement due to inappropriate colours and signage.

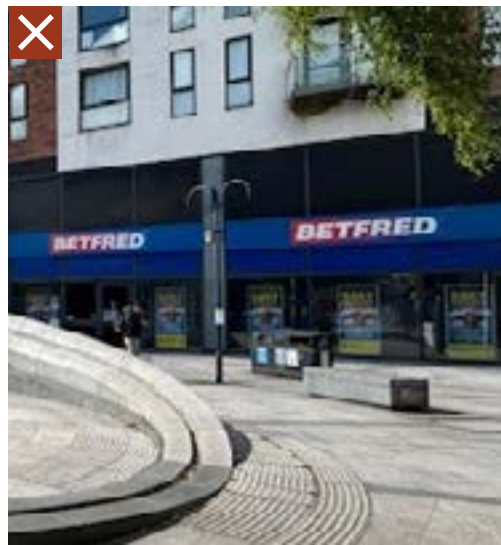


Figure 273: Example of inappropriate signage.



Figure 274: Blank façades lacks engagement with the street.



Figure 271: Outside planting displays create an attractive environment, Prestwich.
AECOM



Figure 269: Muted colour palette and consistent proportions creates a coordinated high street, Bury New Road.



Figure 270: Traditional timber framed windows at Bury New Road.

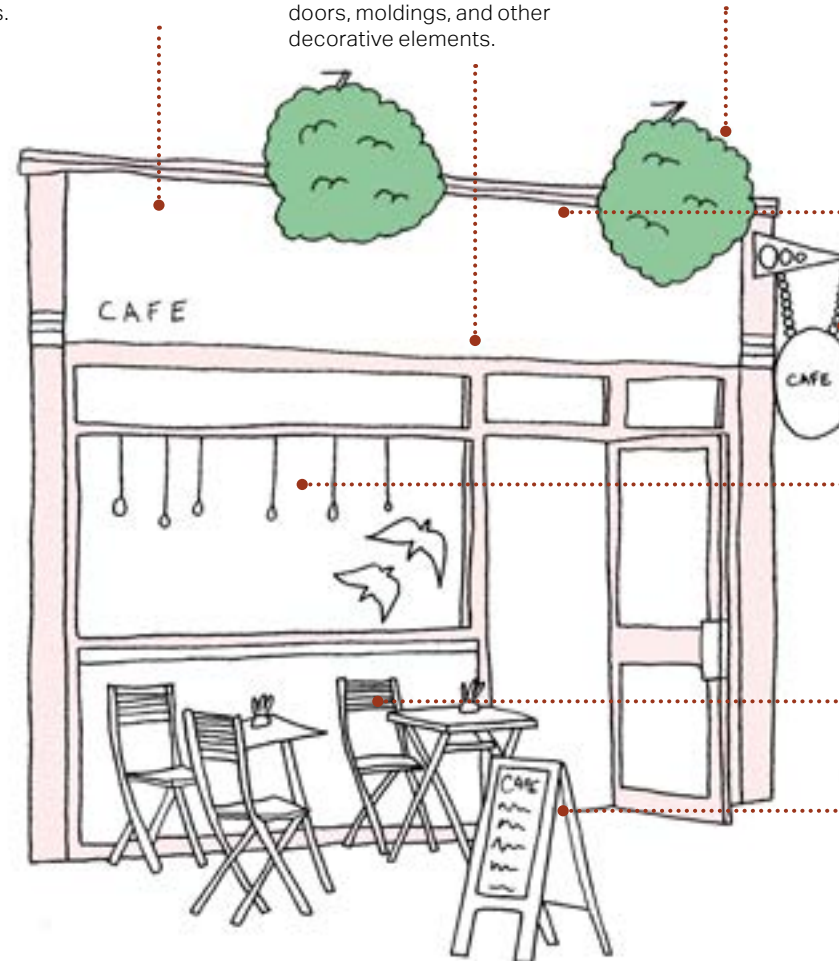
H4 - Signage

- Signage design should be complimentary and consistent with the aesthetic of the surrounding high street.
- Discreet hanging baskets and plant boxes are encouraged to soften building frontages.
- Ensure signage is proportionate to the shop front and positioned to complement architectural features.
- Signage on shop window glazing or the side panels, should be avoided.
- Shop front shutters are acceptable and should be positioned internally, external shutters should be avoided.
- Consistent A-boards are acceptable if the street allows for sufficient space.

Ensure signage is proportionate to the shop front and positioned to complement architectural features.

Retain and restore original architectural features where possible. This includes windows, doors, moldings, and other decorative elements.

Hanging baskets and plant boxes are encouraged to soften building frontages.



Proportionate depth of signage not more than 1/4th of the total height of the shop front

Hanging signs are encouraged and should be consistent with overall colour scheme.

Clear windows should account for 2/3rds of the shop front apart from window frames and mullions forming vertical.

Outdoor seating and displays are acceptable where the widths are 2m or more and seating does not obstruct the movement for pedestrians.

Hanging signs are encouraged. A-boards that are consistent are acceptable if the street allows for sufficient space.

Figure 275: Illustration shows recommended shop front design codes.



H

H5 - Lighting

- Avoid illuminated signage whenever possible. However, when deemed necessary, it should feature moderate illumination, and restrained colors and limited in size.
- Avoid neon or overly bright lighting that can clash with the historic ambiance of heritage assets. Flashing signs should not be permitted.

H6 - Proportion

- Proportionate depth of signage not more than 1/4th of the total height of the shop front
- Clear windows should account for 2/3rds of the shop front apart from window frames and mullions forming vertical separation.



Figure 276: Modern approach compliments a traditional context at Howarth, Yorkshire.



Figure 277: Muted colours are in keeping with the traditional character at Edinburgh.



Uses Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Uses:

- [Building for Healthy Life](#)
- The redevelopment of [Prestwich Village centre, planning application](#).
- [Yourprestwich.com](#)
- [National Planning Policy \(NPPF\)](#), Part 5: Delivering a sufficient supply of homes.
- [Places for Everyone](#) (adopted 2024).
- Bury Local Plan, [SPD 7 - Managing the supply of housing land in Bury](#).
- Bury Local Plan, [SPD 14 - Employment Land and Premises \(2011\)](#).

I Design Code I: Sustainability

4.8 Design Guide I: Sustainability

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions relating to transportation and the energy use of buildings. Sustainable design incorporates innovative practices at all scales to achieve less impactful development footprints, whilst future-proofing homes and natural environments.

I1 - Resilience to the climate emergency

All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the Neighbourhood Planning Area:

- Avoid siting homes in high risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems (SuDS). These reduce the amount and rate at which surface water reaches sewers and watercourses. Often, the most sustainable option is collecting water for reuse, for example in a water butt or a rainwater harvesting system. This reduces pressure on valuable water sources.

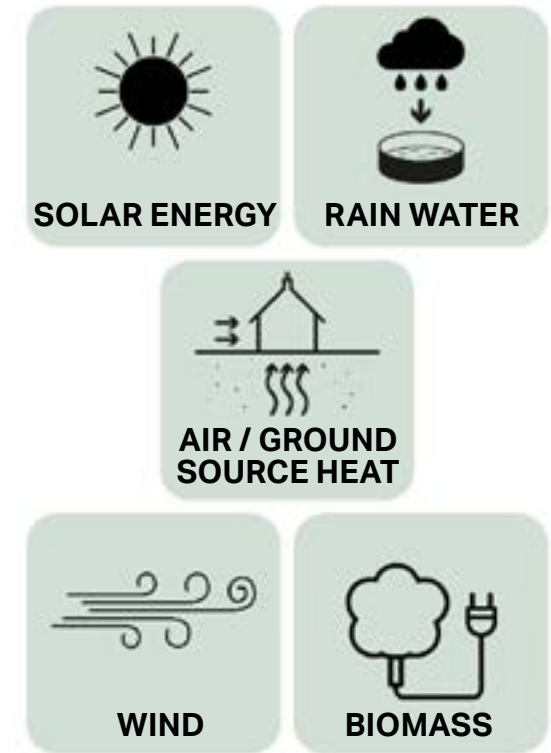


Figure 278: Examples of key alternative natural energy resources.



- Eco-systems cannot adapt as fast as the climate is changing, leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites.

I2 - Energy efficiency measures towards net-zero carbon

- Energy efficiency: It is paramount that new development strives to achieve a high energy efficiency performance rating through the Government's Standard Assessment Procedure (SAP) calculation process. Development should adopt a fabric first approach in line with the Government's emerging Future Homes Standard and Part



Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.



Green roofs and walls: Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

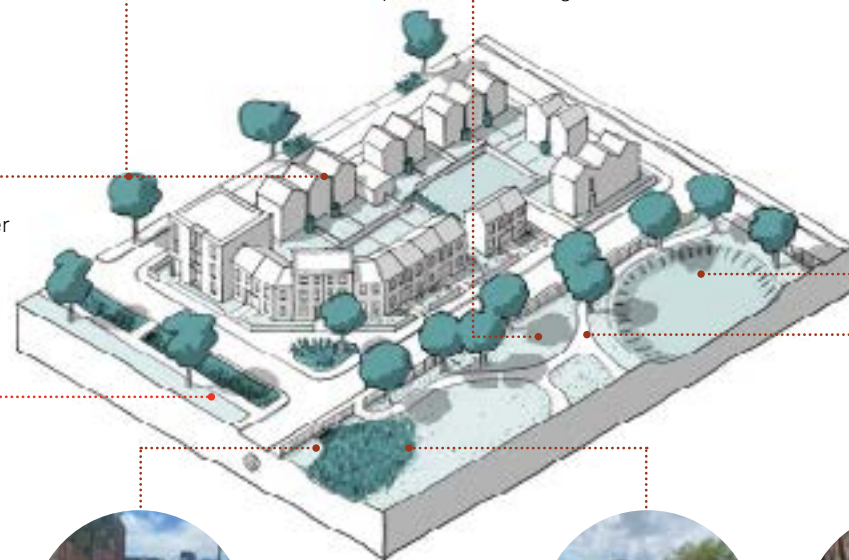


Soakaways and filter drains: Shallow ditches and trenches filled with gravel or stones that collect uncontaminated water and allow it to percolate into the ground.



Basins and ponds: Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.

Rain capture: Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.



Retention tanks: In high density schemes water can be attenuated in underground structures.



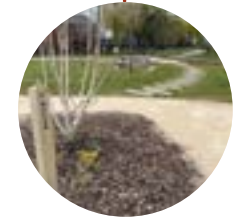
Swales: Shallow channels that provide attenuation while also channeling water to other features such as ponds.



Rain gardens: Containers and ditches with native drought tolerant plants release water gradually and filter out pollutants



Reedbeds and wetlands: Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.



Permeable surfacing: Surfaces that allow water to percolate into the ground including natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standings in front gardens

I3 - Electric vehicle charging - public areas

The community should seek to:

- Provide adequate new charging points and spaces in community spaces and destinations for public charging;
- Retrofit existing public parking with charging points whilst up keeping the design quality as well as the ease of servicing and maintenance;
- Integrate charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture; and
- Sensitively integrate charging infrastructure within heritage areas.

I4- Electric vehicle charging - private homes

Development should seek to:

- Situate convenient on-plot parking and charging points close to homes, integrated within the development to minimise the visual impact;
- Incorporate charging points under cover within car ports and garages;
- Consider visitor parking and charging needs;
- Consider existing unallocated and on-street parking areas and the feasibility of providing electric charging infrastructure not linked to the home; and
- Consider the potential for providing secure, serviced communal parking areas for higher density homes.



Figure 280: A public electric vehicle charging point.



Figure 281: Home electric vehicle charging point located at the side of the dwelling to minimise the visual impact.

- L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.
- Building form: Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. This should be balanced with local design preference and character considerations to ease acceptance for development.

I5 - Passive cooling

- The layout and orientation of new buildings contributes to reducing their energy needs by avoiding overshadowing and maximising passive solar gain, internal daylight levels and ventilation.

- The design of windows should consider orientation to balance heat loss and beneficial solar gain, daylight and sunlight. Southern-facing glazing can be beneficial in contributing to overall energy demand in winter. It can lead to overheating in summer and excessive heat loss on cold cloudy days in winter. Glazing should be sized appropriately for context and passive measures such as external shading devices or provision for future installation of shading devices should be considered to reduce reliance on mechanical ventilation.

I6 – Assessing alternative energy sources

- Where practicable, future development should be in line with the ideals for net zero by:



Figure 282: Building orientation influences the annual heating demand.

- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects in order to minimise energy usage and disruption during the construction phase.
- Utilising local estates for sustainable coppicing, harvesting or recycling of biomass fuels.
- Assessing ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Providing air source heat pumps and integrating solar panels designed to integrate and minimise the visual impact on developments.
- Understanding local wind



Figure 283: Permeable surfaces at RHS Bridgewater, Salford



Figure 284: Sponge Park manages surface water run-off at West Gorton, Manchester



Figure 285: Rain gardens integrated into the street, Manchester



speed and direction for micro-generation wind turbines.

I7 - Education and Community

- Engage local communities in biodiversity initiatives, such as planting pollinator-friendly gardens, building bird and bat boxes or community gardening.
- Encourage residents to participate in citizen science projects related to local biodiversity, such as bird counts, butterfly surveys, or hedgehog tracking.

I8 - Recycling and Reuse

- Development and public realm improvements should prioritise reuse and recycling of existing materials for construction.



Figure 286: SuDS integrated into play park at West Gorton, Manchester (top and bottom).



Sustainability Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Sustainability:

- Greater Manchester's [Sustainable Drainage Design Guide Streets for All Supplementary Technical Guidance](#).
- [National Planning Policy \(NPPF\), 2023](#).Part 2: Achieving sustainable development and Part 9: Promoting sustainable transport;
- [Building for Healthy Life, Building for Healthy Life](#)
- [Building for Nature, Standards Framework BwN 2.0](#)
- Bury Council, [Sustainability appraisals](#).
- [Government Guidance, Understanding biodiversity net gain](#).
- [Government Guidance, Meet biodiversity net gain requirements: steps for developers](#)
- [Natural England, Biodiversity net gain: where to start](#)
- [United Nations Sustainable Development](#).



19 - Sustainable drainage systems (SuDS) and permeable surfaces

- Incorporate sustainable drainage systems (SuDS) and permeable surfaces in development and public realm improvements.
- By integrating SuDS, which include techniques such as green roofs, rain gardens and swales, to effectively manage stormwater run-off and reduce the risk of flooding.
- **Water Quantity.** Ensure SuDS features are appropriately sized based on their incoming catchments. Provide storage for different storm events. Consider exceed flow routes.
- **Amenity.** Aim to achieve multi-functional SuDS solutions. Respect street character and

consider the impacts of SuDS on how the street functions. Make provision for community awareness and education.

- **Water Quality.** Treat runoff on the surface. Ensure runoff draining to individual SuDS features has a manageable level of contamination. Consider the surrounding environment.
- **Biodiversity.** Appropriate selection of SuDS features for habitat maintenance and creation. Prioritise solutions that provide biodiversity.
- **Planting** propose suitable planting for rain gardens, conveyance swales and SuDS enabled tree pits. Chose planting to maximise delivery of the four pillars of SuDS.
- **Permeable surfaces**, such as permeable pavements and

porous concrete, should be considered to allow rainwater to permeate through, replenishing groundwater reserves and reducing the strain on conventional drainage systems.

- **Rainwater Harvesting** - Implement rainwater harvesting systems in buildings and public spaces to reduce water consumption and provide a water source for irrigation and wildlife needs.



Figure 287: The four pillars of SuDS. Image source: Greater Manchester Combined Authority

Neighbourhood Terraced Street



Local Connector Street




Neighbourhoods (Outer Suburbs)



Connector Street



Figure 288: Image source: Greater Manchester's Sustainable Drainage Guide, Greater Manchester Combined Authority



This section sets
out general design
considerations
as a quick
reference guide for
stakeholders

05

Checklist

5. Checklist

1

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

General design guidelines for new development:

- Does new development integrate with existing paths, streets, circulation networks and patterns of activity to allow accessibility and connectivity?
- Is there an opportunity to reinforce or enhance the established settlement character of streets and other spaces?
- Does the proposal harmonise with and enhance the existing settlement in terms of physical form, architecture and land use?
- Does the proposal relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- How can the local architecture and historic distinctiveness be reflected, respected, and reinforced?
- Does the proposal adopt contextually appropriate materials and details?
- Have important existing features been retained and incorporated into the development?
- Have surrounding buildings been respected in terms of scale, height, form and massing?
- Are all components e.g. buildings, landscapes, access routes, parking and open space well related to each other?
- Has adequate open space been provided for the development in terms of both quantity and quality?
- Does the proposal incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Has management, maintenance and the upkeep of utilities been considered by the proposal?

1 (continued)

Street grid and layout:

- Are energy efficient technologies (for example ground or air source heat pumps, rainwater harvesting, biomass and solar energy) positively integrated where appropriate?
- Does the proposal make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation) without adverse impact on the street scene, the local landscape, or the amenities of neighbours?
- Is there an opportunity to implement passive environmental design principles (for example, site layout being optimised for beneficial solar gain, techniques to reduce energy demands and the incorporation of renewable energy sources)?

2

Street grid and layout:

- Does the proposal favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are they reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? I.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?

3 (continued)

Local green spaces, views & character:

- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

6

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings orientated to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

7

Building heights and roof-line:

- What are the characteristics of the roof-line?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof-mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in-situ to reduce waste and embodied carbon?
- If a household extension is built to the side or rear of the property, does it allow for easy access from the front of the house to the back, ensuring that bins remain accessible?
- Does the extension restrict or prevent access to the rear garden making it more difficult to store and manage outdoor items like bins and storage, or impact the ability to perform maintenance?
- Does the storage negatively impact the visual appearance of the property, which may require certain design adjustments when building the extension?

9

Building heights and roof-line:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9 (continued)


Building heights and roof-line:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a bio-diverse roof in its design?



This appendix
summarises the
planning policy
and guidance
documents that
have informed this
design code.

06

Appendix

6. Appendix

6.1 Planning Policy and Guidance

6.1.1 National Frameworks and Regulations

National Planning Policy Framework (Revised December 2023)

The National Planning Policy Framework (NPPF) outlines the UK Government's overarching economic, environmental and social planning policies for England. It is a high-level document that attempts to make good design pivotal and to put communities at the heart of planning. The policies within the NPPF apply to the preparation of local and Neighbourhood Planning Areas, and act as a framework against which decisions are made on planning applications.

The NPPF notes that "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes".

The parts of the NPPF which are of particular relevance to this design code are:

- Part 2: Achieving sustainable development;
- Part 5: Delivering a sufficient supply of homes;
- Part 8: Promoting healthy and safe communities;
- Part 9: Promoting sustainable transport;
- Part 12: Achieving well-designed and beautiful places;
- Part 15: Conserving and enhancing the natural environment; and
- Part 16: Conserving and enhancing the historic environment.

The NPPF can be found at the following link: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>.

In addition to the NPPF, there are planning practice guidance documents covering numerous issues and which can be found at the following link: <https://www.gov.uk/government/collections/planning-practice-guidance>.

Permitted Development Rights

Permitted development rights allow the improvement or extension of homes without the need to apply for planning permission where that would be out of proportion with the impact of the works carried out. For further information, please refer to the following link: <https://www.gov.uk/government/publications/permitted-development-rights-for-householders-technical-guidance>.

Levelling-up and Regeneration Act 2023

The Levelling-up and Regeneration Act 2023 (LURA) was enacted to "speed up the planning system, hold developers to account, cut bureaucracy, and encourage more councils to put in place plans to enable the building of new homes". The LURA ensures new development is built beautifully, produces more local infrastructure, is shaped by local people's democratic wishes, enhances the environment and creates neighbourhoods where people want to live and work. The LURA can be found at the following link: <https://www.legislation.gov.uk/ukpga/2023/55/enacted>.

The Building Regulations 2010

The Building Regulations 2010 cover the construction and extension of buildings. Building regulations approval is separate from planning permission and both may be required. Building regulations approval may also be required for alteration projects including:

- replacing fuse boxes and connected electrics;
- installing a bathroom that will involve plumbing;
- changing electrics near a bath or shower;
- putting in a fixed air-conditioning system;
- replacing windows and doors;
- replacing roof coverings on pitched and flat roofs;
- installing or replacing a heating system; and
- adding extra radiators to a heating system.

The Building Regulations 2010 can be found at the following link: <https://www.legislation.gov.uk/uksi/2010/2214/contents/made>.

The Future Homes Standard (emerging)

The emerging Future Homes Standard (FHS) will complement the Building Regulations 2010 and aims to ensure that new homes built from 2025 produce 75-80% less carbon emissions than homes delivered under the existing regulations. The FHS aims to decarbonise new homes by focusing on improving heating, hot water systems, and reducing waste. This will be achieved in part by replacing current technologies with low-carbon alternatives.

To meet the specifications set out in the FHS, the Government updated Parts F and L of the current Building Regulations in 2021. These specifications should be adhered to when constructing, extending or renovating UK homes. Part F introduces new standards for ventilation, while Part L sets out minimum energy efficiency performance targets for buildings, airtightness requirements and improved minimum insulation standards.

For further information on the changes to Part L and Part F, please refer to the following link: <https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings>.

6.1.2 National Guidance

National Design Guide (2019)

The National Design Guide (NDG) sets the ten characteristics of a well-designed place and demonstrates what good design is in practice. The characteristics are: Context; Identity; Built Form; Movement; Nature; Public Spaces; Uses; Homes & Buildings; Resources; and, Lifespan.

The NDG should be used as an overarching reference for new development where topics are not covered in local guidance. The NDG notes that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings.

The NDG can be found at the following link: <https://www.gov.uk/government/publications/national-design-guide>.

National Model Design Code (2021)

The National Model Design Code (NMDC) is the Government's detailed guidance on the production of design codes, guidelines and policies to promote successful design. It expands on the following ten characteristics of good design set out in the National Design Guide (NDG):

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan

The NMDC and NDG are companion documents setting out characteristics of well-designed places. They support the ambitions of the National Planning Policy Framework (NPPF) to utilise the planning and development process in the creation of high-quality place-making. The NDG states that "specific, detailed and measurable criteria for good design are most appropriately set at the local level",

The guides are expected to be used by local authorities, applicants and local communities to establish further design codes and guidance (such as this design code) that can deliver in line with local objectives.

The NMDC can be found at the following link: <https://www.gov.uk/government/publications/national-model-design-code>.

Building for a Healthy Life (2020)

Building for a Healthy Life (BHL) was formerly known as Building for Life and is the Government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the key role that the built environment has in promoting wellbeing.

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed schemes, as well as useful prompts and questions for planning applicants to consider during the different stages of the design process.

BHL can be found at the following link:
<https://www.udg.org.uk/publications/othermanuals/building-healthy-life>.

Manual for Streets (2007)

Manual for Streets (MfS) aims to bring about a fundamental culture change in the way streets are designed and adopted. It comprises technical guidance focusing on lightly trafficked residential streets. Many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. MfS is used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to redesign.

MfS can be found at the following link:
https://assets.publishing.service.gov.uk/media/6270d4838fa8f57a360f8b91/Essex_Manual_for_Streets_Redacted.pdf.



Figure 289: The front cover of the National Model Design Code (Part 1: The Coding Process).




Figure 290: The front cover of Building for a Healthy Life.

6.1.3 Local Planning Policy and Guidance

The Prestwich Village Neighbourhood Forum was initially set up as a neighbourhood watch group in 2022. On 7 June 2023, Bury Council approved the designation of the Prestwich Village Neighbourhood Forum pursuant to the Town and Country Planning Act 1990. Prestwich Village is part of the larger town of Prestwich which falls within the Metropolitan Borough of Bury, one of the ten metropolitan boroughs of Greater Manchester.

The following planning and design documents were reviewed to understand the policy context under which this design code has been produced. These include key development plans, conservation area appraisals and planning and design guidance found, for example in supplementary planning documents and guidance (SPDs / SPGs).

Scope of document

	Development plan
	Planning and design guidance
	Conservation area appraisal

Planning and design guidance	Adoption date
Bury Local Plan	Emerging
Bury Unitary Development Plan	August 1997
Prestwich Village Neighbourhood Plan	[CURRENT DATE]
Places for Everyone	March 2024
Greater Manchester Joint Minerals Development Plan	April 2013
Greater Manchester Joint Waste Development Plan	April 2012
Greater Manchester Streets for All Design Guide	January 2024
SPD 1 - Open Space, Sport and Recreation Provision in New Housing	June 2015
SPG 2 - Wildlife Links and Corridors	June 2001
SPG 3 - Planning Out Crime in New Development	June 2001
SPG 4 - Per Cent for Public Art	July 2003
SPG 5 - Affordable Housing Provision in New Residential Developments	January 2004
SPD 6 - Alterations and Extensions to Residential Properties	January 2020
SPD 7 - Managing the Supply of Housing Land in Bury	January 2009
SPD 8 - New Buildings and Associated Development in the Green Belt	January 2007
SPD 9 - Conversion and Re-Use of Buildings in the Green Belt	January 2007
SPD 10 - Planning for Equestrian Development	January 2007
SPD 11 - Parking Standards in Bury	May 2007
SPD 12 - Travel Plans in Bury	May 2007
SPD 13 - Conversion of Buildings to Houses in Multiple Occupation	May 2007
SPD 14 - Employment Land and Premises	October 2011
SPD 15 - Residential Conversions	January 2008
SPD 16 - Design and Layout of New Development	October 2008
SPD 17 - Developer Contributions for Education	September 2024
First Homes Policy Position Statement	December 2021
St Mary's Conservation Area Appraisal and Management Plan	October 2009
Poppythorn Conservation Area Appraisal and Management Plan	March 2006

Bury Local Plan (Emerging)

Bury Council is preparing a Local Plan to guide and manage future growth and development (such as housing, offices industry, warehousing and retail). It will contain planning policies that will be used as the basis for determining planning applications and will identify sites where this development should be built as well as areas where development should be restricted.

The Local Plan will form part of a set of documents that will together form Bury's overall development plan. The development plan for Bury will ultimately comprise of the Local Plan, the Places for Everyone Joint Development Plan, the Greater Manchester Joint Waste Plan and the Greater Manchester Joint Minerals Plan.

The latest updates on the Local Plan, can be found at the following link: <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/bury-local-plan>.

Bury Unitary Development Plan (1997)

The Bury Unitary Development Plan (UDP) acts as a guide for the future development or protection of land in Bury and its policies and proposals for the basis for Bury Council's decisions on planning applications.

Only the saved policies of the UDP are currently active. Some policies have been replaced by policies in Places for Everyone and the Greater Manchester Joint Minerals and Waste Plans. The UDP will be replaced by the Bury Local Plan. Until then, the UDP will continue to be used to make planning decisions.

The UDP identifies Prestwich as one of Bury's four town centres along with Bury, Ramsbottom and Radcliffe.

These town centres are identified as areas which need special attention, firstly, to affirm their roles as important commercial, retail and social activity centres, secondly, to encourage the provision of appropriate new facilities and, thirdly, to improve the quality of the local environment.

The following local priorities have been identified for Prestwich Town Centre:

- Diversification of the local economy.
- An increase in, and improvement of, the range and type of shopping facilities.
- The maintenance and improvement of the town centre's community and leisure facilities.
- The protection and improvement of the centre's residential communities.
- Improved accessibility and safety.
- The protection and improvement of the environment.

The following policies apply specifically to Prestwich:

Area PR1 - The Longfield Centre / Bury New Road

Bury Council will encourage and support proposals for retailing and other appropriate ancillary town centre uses within The Longfield Centre and the Bury New Road area of the town centre.

Area PR2 - Warwick Street / Derby Street

Bury Council will maintain housing as the predominant land use within the Warwick Street Derby Street area of the town centre. Bury Council will also encourage and support proposals which enhance the residential character of the area and provide opportunities for housing/ environmental improvements and/or additional amenity open space.

Area PR3 - Rectory Lane

Bury Council will maintain housing and community facilities as the predominant land uses within the Rectory Lane area of the town centre.

Area PR4 - Church Lane / Bury New Road / Clark's Hill

Bury Council will consider favourably proposals for office, residential, retail and complementary town centre retail uses within the Church Lane / Bury New Road / Clark's Hill area of the town centre.

The existing housing and community facilities should be retained wherever possible. Where appropriate, proposals will be required to provide independent car parking and demonstrate satisfactory means of access and egress.

The UDP can be found at the following link: <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/bury-unitary-development-plan>.

Prestwich Village Neighbourhood Plan (2024)

The Prestwich Village Neighbourhood Plan is the community-led framework for the Prestwich Village Neighbourhood Forum of which this design code forms part.

Places for Everyone (2024)

Places for Everyone (PFE) is a long-term plan of nine Greater Manchester boroughs (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth.

PFE determines the kind of development that takes place in each borough, maximising the use of brownfield land and urban spaces while protecting green belt land from the risk of unplanned development.

It also ensures that new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

PFE:

- Sets out how the nine boroughs should develop up until 2039.

- Identifies the amount of new development that will come forward across the nine boroughs, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.
- Supports the delivery of key infrastructure, such as transport and utilities.
- Protects the important environmental assets across the city region.
- Allocates sites for employment and housing outside of the existing urban area.
- Defines a new Green Belt boundary for Greater Manchester.

PFE can be found at the following link:
<https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/pfe-adoption>.

Greater Manchester Joint Minerals Development Plan (2013)

The Greater Manchester Joint Minerals Development Plan was adopted by the ten Greater Manchester boroughs. It guides future minerals development and identifies 'Areas of Search and Mineral Safeguarding Areas' in order to protect minerals resources up to 2028.

Greater Manchester Joint Waste Development Plan (2012)

The Greater Manchester Joint Waste Development Plan was adopted by the ten Greater Manchester boroughs. It sets out policies to guide future waste development and identifies sites and areas suitable for the location of waste development across Greater Manchester to 2027.

The Greater Manchester Joint Minerals and Waste Plans can both be found at the following link: <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/minerals-and-waste-plans>.

Greater Manchester Streets for All Design Guide 2024

The Greater Manchester Streets for All Design Guide supports street design across Greater Manchester.

It sets the standard for how Greater Manchester's streets and public spaces will look, feel and function in the years ahead.

The Design Guide was co-developed by Transport for Greater Manchester together with the ten Greater Manchester local authorities.

The Design Guide aims to achieve:

- Green, vibrant streets that are welcoming and safe places to spend time in.
- An attractive and inclusive walking and wheeling environment.
- A safe and connected cycling experience.
- A reliable, integrated and accessible public transport network.

- A network where goods are delivered on time with minimal impacts on local communities.
- Streets that enable people to drive less.
- A future proofed street network.

The approach seeks to celebrate the diversity of streets and places across Greater Manchester, each with its own context. It does not set out a street design template to be applied uniformly.

The design guide develops five 'street types' to help frame and structure the approach to streets, and what change could - and should - look like. In line with the context sensitive approach, a 'real' street may have elements of each. The street types are:

- Neighbourhoods give access to our homes and link up with public transport and community facilities
- Connector Streets are part of, and join up, our neighbourhoods.

- High Streets are at the heart of our communities and are important places for shopping, leisure and work.
- Destination Places and Gateways come in many shapes and sizes, and are places where people come together or pass through.
- Strategic Roads enable people and goods to move reliably over long distances.

The Design Guide can be found at the following link: <https://tfgm.com/strategy/streets-for-all>.

SPD 1 - Open Space, Sport and Recreation Provision in New Housing (2015)

This Supplementary Planning Document (SPD) is designed to provide detailed guidance on Bury Council's approach to the provision and enhancement of open space, sport and recreational facilities as part of new housing developments.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/supplementary-planning-document-open-space-sport-recreation.pdf>.

SPG 2 - Wildlife Links and Corridors (2001)

This Supplementary Planning Guidance (SPG) expands upon Bury Council's planning policy in respect of wildlife links and corridors as set out in Policy EN6/4 of the Bury Unitary Development Plan.

The SPG can be found at the following link: <https://www.bury.gov.uk/asset-library/supplementary-planning-document-wildlife-corridors.pdf>.

SPG 3 - Planning Out Crime in New Development (2001)

This SPG gives advice to those involved in the planning process on measures which can be incorporated into the design of new developments to reduce the fear of crime and lessen future opportunities for crime in Bury.

The SPG can be found at the following link: <https://www.bury.gov.uk/asset-library/supplementary-planning-document-planning-out-crime-new-development.pdf>.

SPG 4 - Per Cent for Public Art (2003)

This SPG expands Bury Council's planning policy in respect of public art as set out in Policy EN1/6 of the Bury Unitary Development Plan.

The SPG can be found at the following link: <https://www.bury.gov.uk/asset-library/supplementary-planning-document-per-cent-for-public-art.pdf>.

SPG 5 - Affordable Housing Provision in New Residential Developments (2004)

This SPG relates to Bury Council's planning policy in respect of affordable housing provision in association with new residential development. It provides additional and updated information on Policy H4/1 of the Bury Unitary Development Plan.

The SPG can be found at the following link: <https://www.bury.gov.uk/asset-library/affordable-housing-new-residential.pdf>.

SPD 6 - Alterations and Extensions to Residential Properties (2020)

This SPD provides advice and guidance on domestic extensions and sets out criteria that will be taken into consideration when deciding household planning applications. It provides supplementary guidance to Policy H2/3 of the Bury Unitary Development Plan.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/alterations-and-extensions.pdf>.

SPD 7 - Managing the Supply of Housing Land in Bury (2009)

This SPD supports the aims of Policy H1/2 of the Bury Unitary Development Plan which identifies the main issues to consider for planning applications for housing development on sites that are not specifically allocated for residential use.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/manging-supply-land-housing.pdf>.

SPD 8 - New Buildings and Associated Development in the Green Belt (2007)

This SPD supports the aims of certain policies of the Bury Unitary Development Plan which set out important design criteria aimed at controlling and limiting developments that would not maintain the quality of Bury's green belt.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/new-buildings-development-green-belt.pdf>.

SPD 9 - Conversion and Re-Use of Buildings in the Green Belt (2007)

This SPD provides additional guidance on the types of buildings that may be suitable for conversion in the green belt; sustainability considerations; and the need to ensure that any proposal would have no greater impact on the openness of the green belt than its current building or existing use.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/conversion-reuse-buildings-green-belt.pdf>.

SPD 10 - Planning for Equestrian Development (2007)

This SPD provides design related advice and gives greater clarity in respect of the provision of new stables, field shelters, riding arenas, storage areas and other forms of equestrian-related development.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/equestrian-development.pdf>.

SPD 11 - Parking Standards in Bury (2007)

This SPD expands on parking policies contained within the Bury Unitary Development Plan. Parking standards and design issues are addressed for vehicles, cycles and two-wheel motorised vehicles (e.g. motorcycles).

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/parking-standards.pdf>.

SPD 12 - Travel Plans in Bury (2007)

This SPD provides advice on travel plans and additional information to support the implementation of Policies HT1 and HT4 of the Bury Unitary Development Plan.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/travel-plans-adopted.pdf>.

SPD 13 - Conversion of Buildings to Houses in Multiple Occupation (2007)

This SPD relates to Bury Council's planning policy with regard to the conversion of buildings into Houses in Multiple Occupation (HMO) it provides additional information on the implementation of Policy H2/4 of the Bury Unitary Development Plan.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/conversions-hmos.pdf>.

SPD 14 - Employment Land and Premises (2011)

This SPD supports the aims of Policy EC1 of the Bury Unitary Development Plan which is concerned with the provision of employment land and EC2/2 which relates to existing employment land and premises outside the defined employment generating areas.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/employment-land-premises.pdf>.

SPD 15 - Residential Conversions (2008)

This SPD relates to Bury Council's planning policy with regard to the conversion of non-residential buildings to self-contained dwellings and the subdivision of existing dwellings into two or more self-contained dwellings. It provides additional information on the implementation of Policy H2/4 of the Bury Unitary Development Plan.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/residential-conversions.pdf>.

SPD 16 - Design and Layout of New Development (2008)

This SPD builds upon numerous design policies contained within the Bury Unitary Development Plan. It sets out a series of principles for good design in relation to residential development, commercial development and shop fronts.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/design-layout-new-development.pdf>.

SPD 17 - Developer Contributions for Education (2024)

This SPD sets out Bury Council's approach to seeking developer contributions towards education. It supports Policy JP-P5: Education, Skills and Knowledge of the adopted Places for Everyone Plan.

The SPG can be found at the following link: <https://www.bury.gov.uk/asset-library/developer-contributions-for-education-spd-september-2024.pdf>.

First Homes Policy Position Statement (2021)

The First Homes Policy Position Statement sets out Bury Council's key information relating to first homes and how it will relate to the implementation of UDP Policy H4/1 and SPG 5: Affordable Housing Provision in New Residential Developments.

The SPD can be found at the following link: <https://www.bury.gov.uk/asset-library/first-homes-policy-statement.pdf>.

St Mary's Conservation Area Appraisal and Management Plan (2009)

St Mary's Conservation Area was designated in 1993. It contains a number of areas of distinct architectural form united by St Mary's Park, incorporating Church Lane in the north and extending to the edge of Butterstile Lane.

The Appraisal can be found at the following link: <https://www.bury.gov.uk/planning-building-control/heritage-and-conservation/conservation-areas>.

Poppythorn Conservation Area Appraisal and Management Plan (2006)

Poppythorn conservation area was originally designated in March 2004. It represents a fine and well-preserved example of mainly residential development in the south of Bury, which grew after the construction of the new turnpike roads and the railway.

The Appraisal can be found at the following link: <https://www.bury.gov.uk/asset-library/poppythorn-conservation-area-management-plan.pdf>.

