
DEVELOPMENT CONTROL POLICY

GUIDANCE NOTE 16

Design and Layout of New Development in Bury



October 2008

This guidance note is aimed at developers and designers, its contents are as follows:

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PRE-TEXT

This pre-text to the Development Control Policy Guidance Note No.16 sets out the details of the consultation and publicity steps that were undertaken during the preparation of this Supplementary Planning Document (SPD)

This Supplementary Planning Document (SPD) has been produced in the form of a Development Control Guidance Note. It is intended to support policies contained in Bury's adopted UDP (adopted 31 August 1997). This Note provides a more formal basis to advice which is given to applicants on a regular basis and on adoption will be a material consideration in the determination of planning applications.

The Council is currently working on the production of the Local Development Framework (LDF) and this SPD will be reviewed in accordance with the introduction of new policies through the LDF process.

This SPD was approved for a consultation exercise by the Council's Executive on the 21 May 2008. This was after a period of internal consultation with Officers in various sections of the Council. Views were sought from members of public and private organisations and relevant interest groups over a six-week period (2 June 2008 to 14 July 2008). Copies of the draft SPD, comment forms and associated documents were placed at locations referred to in the press notices. This included the Planning Division Reception, Bury Town Hall and all the Borough's libraries during their normal opening hours.

The draft SPD was revised in light of the comments received through the consultation process. The revised version went to the Council's Executive on 29 October 2008 and was formally adopted.

In accordance with the requirements in PPS12, a Statement of Consultation was produced which outlined the representations received and the Authority's response to these. This statement is available for inspection on request, together with the adopted version of the SPD.

This SPD has also been subject to a Sustainability Appraisal, as required by the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development) (England) Regulations 2004.

Any queries you may have regarding this Note or any of the accompanying SPD documents, please contact the Planning Policy Team on 0161 253 7391.



Traduction disponible en français

Tłumaczenie jest dostępne

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Introduction - good design ensures economically viable places and spaces that are resource efficient, adaptable, durable, inclusive and fit for purpose

This Supplementary Planning Document (SPD) has been designed as a manual to inform and inspire anyone with an interest in the development process and will be taken into account by the Council when considering planning proposals. It sets out a series of principles for good design and a process through which this can be achieved. The following guides will provide more detail on how the principles set out in this SPD can be applied to specific types of development:

- The Residential Design Guide
- The Commercial Development Guide
- Shop Front Design Guide

Many recent developments have produced built environments which are of a poor visual quality and which often failed to respect the distinctive character of Bury. There has been a growing recognition at both local and national level that significant improvements in quality are possible, if proposals are informed by a proper understanding of key design principles.

There is a clear social, economic and environmental case for improving the design quality of new development throughout Bury. Good design is linked to investment, high quality jobs, improved health, a reduction in travel and the improved attractiveness of the Borough as a place to live, work and invest.

This SPD provides design guidance for all types of development across the Borough's urban and rural settlements. It should be taken into consideration when designing individual and groups of buildings as well as the extension and refurbishment of existing buildings. The SPD also provides advice on the design quality of soft and hard landscaped areas and all aspects of support infrastructure such as roads, footways, parking and amenity spaces.

This SPD builds upon the Council's design policies outlined in Bury's Unitary Development Plan (UDP), most notably H2 – Housing Environment and Design, EN1 – Built Environment, EN4 – Energy Conservation, HT3 – Public Transport, HT4 – New Development, HT5 – Accessibility for those with Special Needs and HT6 – Pedestrians and Cyclists. These policies have been 'saved' following the commencement of the Planning and Compulsory Purchase Act 2004 and are the policies against which SPD 16 is linked, as required under regulation 13 (7) of the Town and Country Planning (Local Development) (England) Regulations, 2004.

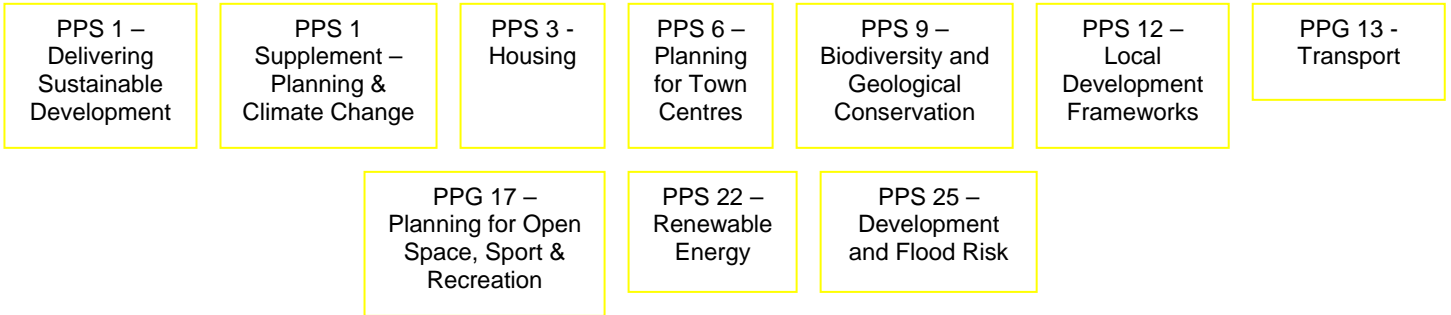
This guide's status as an SPD means that the Council and other decision makers will take its content into account when considering planning applications or appeals. Planning permission will not be given if the design of new development is unacceptable. To ensure that the design principles are being adhered to, the SPD contains a checklist which will be used by development control officers to assess the design quality of development proposals. It is important to recognise that this SPD is a living document and will be amended and updated as and when new guidance and evidence is produced.

“Good design ensures attractive, usable durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning”.
Planning Policy Statement 1

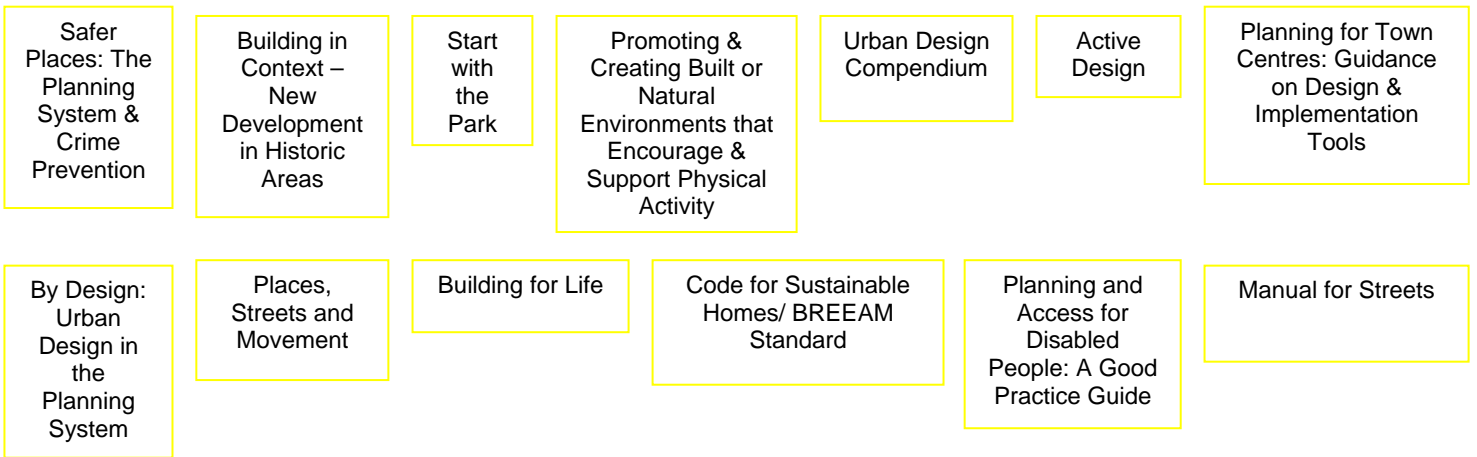
“Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted”.
Planning Policy Statement 1

Planning Policy Context

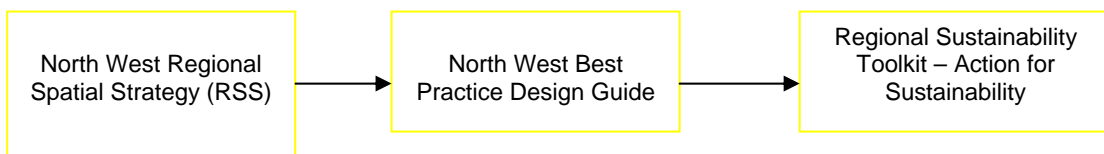
National Planning Policy



National Design Guidance

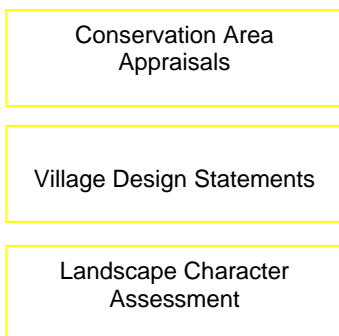


Regional Planning Policy and Design Guidance

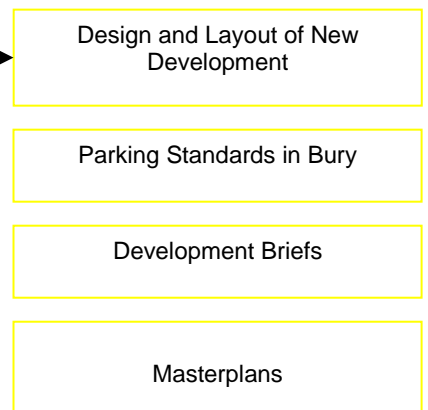


Local Planning Policy

Local Non-Statutory Design & Characterisation Policy



Supplementary Planning Documents



Borough Wide Setting

The intrinsic qualities of Bury's setting and historical development have shaped its character to the distinct place it is today. It is important that developers and designers understand this setting in order to ensure that contemporary development has relevance to the Borough and is responsive to its context.

This chapter is not a detailed analytical summary of character or heritage. It is a simple description of the main rural and urban features that have evolved into the present day Bury. Understanding this will help developers integrate new development with the existing landscape setting.

Landscape Character Assessment – The Wider Landscape Setting

Bury is situated within the River Irwell Valley and comprises a diverse variety of environments and settlements. Natural England has identified 3 broad character areas in the Borough:

- Moorland of the South Pennines
- Rural Pennine Fringe
- Manchester Urban Conurbation

The South Pennine Moors form a significant backdrop to the North of the Borough. The Moors are of high landscape quality, a valuable ecological and historical resource and an important recreational facility. The valleys below are densely populated and much development has been constructed in grit stone whilst incorporating industrial heritage features. The landscape in the central belt of the Borough provides an urban contrast to the rural landscape of the North. Low lying land and flood plains characterise the area whilst much development has been constructed in 18th and 19th century stone and brick. The general character to the South of the Borough is a suburban setting coupled with areas of woodland and country parks alongside the river valley.



Waterscape

A number of water features are located within the Borough, including Elton reservoir which lies within the central belt of Bury. Important water courses include the River Roch, River Irwell and the Manchester Bolton and Bury Canal. These water features have shaped the evolution of the Borough and new development should respect and enhance their quality.



Manchester Bolton Bury Canal

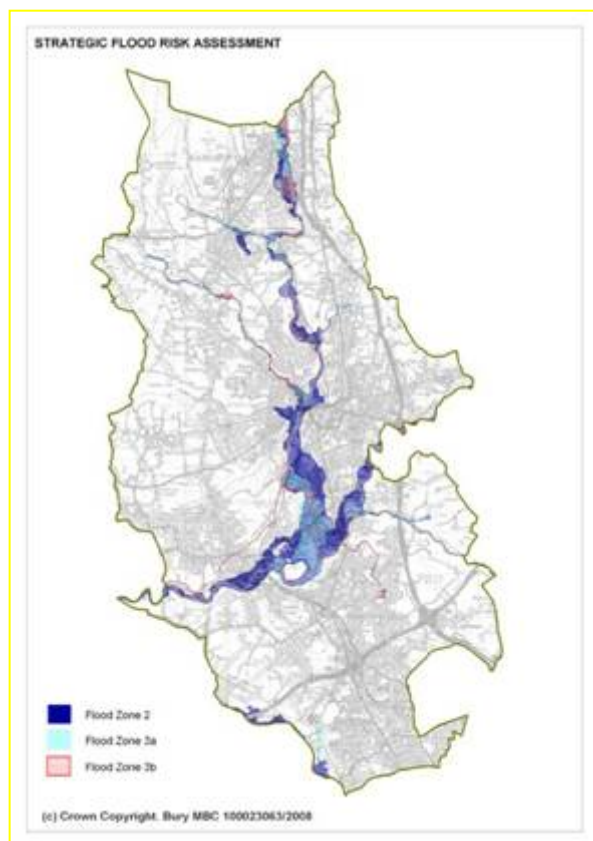
The Canal meanders through a diverse mix of urban and rural landscapes. It provides a valuable recreational resource and is a major target for regeneration. Restoration of the Manchester, Bolton, and Bury Canal will act as a catalyst for urban and rural regeneration in the area, attracting investment and creating jobs as well as increased opportunities for local communities. It is important that developers and designers utilise the unique opportunities the canal can offer for the benefit of all the people of Bury.

Flood Risk

The type and extent of flood risk varies throughout Bury. Generally in the north of the Borough (Ramsbottom, Holcombe Brook and Summerseat), flooding over large areas is uncommon given the narrow floodplain. Rather, these areas experience significant levels of surface water run off which causes localised flooding away from water courses and/or breaching of small lodges and reservoirs.

Further south, in Bury and Radcliffe, localised high intensity downpours are likely to cause flooding from principal rivers such as the Roch and Irwell. The impact of flooding here can be more extensive as the floodplain is generally larger and has the potential to affect more properties.

The Greater Manchester Strategic Flood Risk Assessment¹ produced a series of maps which identify Flood Risk Zones 1, 2, 3a and 3b.



These maps identify the main areas within the Borough which are at risk of flooding from all sources².

4,888 residential properties (5.76%) are currently located within Flood Risk Zone 2. The majority of which are in Bury East and Radcliffe.

1,452 properties (1.71%) are located in Flood Risk Zone 3a, the majority of which are in Radcliffe. Only one property within the Borough is located within Flood Risk Zone 3b.

All other residential properties within the Borough (78,466) are located within Flood Risk Zone 1.

Topography

The topography of Bury generally slopes southwards from the open and exposed Rossendale Hills of the West Pennines and incised wooded valleys towards the relatively flat and the more urbanised Manchester plain.

Skyline

The skyline of the Borough is dominated by a backdrop of hills. Approaching Bury the town

centre is visible with buildings clustered together within a natural landscape bowl. A number of taller buildings are evident from long range views most strikingly the Council's Town Hall Clock and the Police Headquarters. Other prominent buildings and structures have been developed along ridge lines and at the crest of hills, such as Scout Moor Wind Farm and Peel Tower on Holcombe Moor. Industrial heritage has also created a legacy of striking tall buildings notably the Two Brooks Chimney in the Hawkshaw Valley.



Landmarks

The Borough has many high quality buildings which create both local and town landmarks and fine groupings of buildings. Testament to this is the 12 Conservation Areas, over 330 Listed Buildings and four Scheduled Ancient Monuments which can be found across the Borough. Whilst it is difficult to identify each and every building some of the main landmarks include:

- Affetside Cross
- Radcliffe Tower
- The Monument to Sir Robert Peel
- All Saints Church
- St Mary's Church



It is important to recognise that new buildings themselves can become landmarks for the future and that with care and attention to good design the Council will promote buildings which enhance both established settings as well as more modest locations, adding quality and identity to their context.

¹ Further information on the GM Strategic Flood Risk Assessment can be found at: <http://www.agma.gov.uk/ccm/agma/ResandInt/SFRA.en>

² If a development proposal is located within Flood Risk Zone 2 or 3 or if the proposal is for operational development of 1ha or above in Zone 1 a Flood Risk Assessment will be required to accompany a planning application. For further information please contact the Council's Development Control section or refer to the Environment Agency's flood risk advice page – www.pipenetworking.com/floodrisk

Traditional Materials

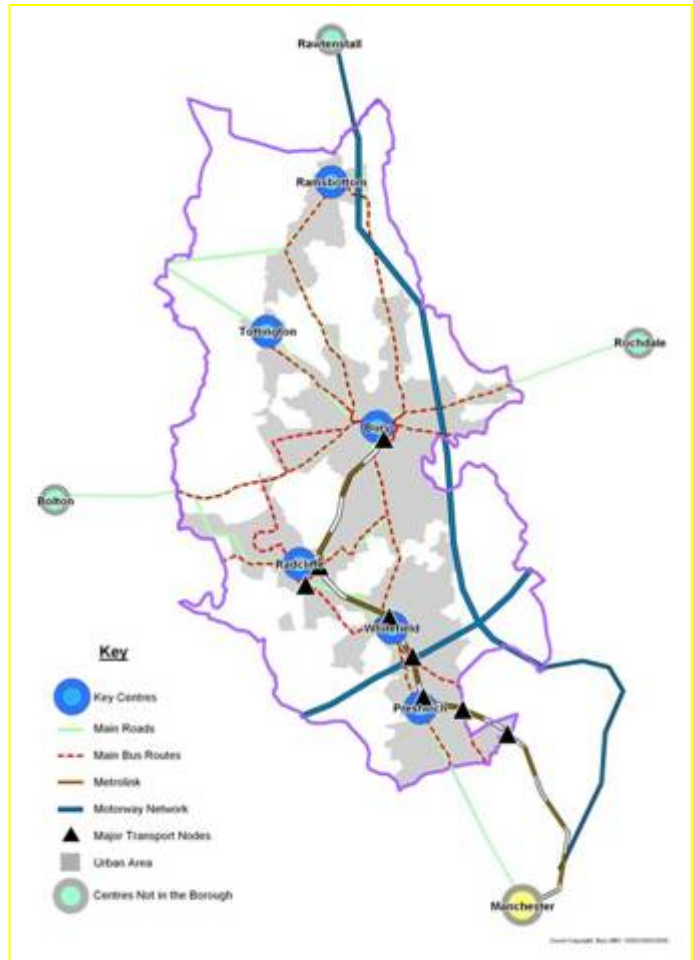
Whilst there is a great deal of variety between many buildings within the Borough, a limited palette of mainly local materials and building styles has helped unite the six towns of Bury:

- 'Millstone grit' and 'hard smooth red bricks'
- Simple and robust brickwork.
- Dark coloured roofs constructed from dark blue/gray slate, stone and clay tiles.
- Stone steps to link levels.
- Railings, particularly in the north used for steps and to protect the top of retaining walls and steep drops.

Major Corridors and Gateways

The A56, A58 and the Metrolink are the major approaches and gateways to the Borough and are strategically important as they create important first impressions for residents and visitors. It is vital that the quality and impact of new development at these important edges is improved³.

In addition, there are a number of main arterial routes through the Borough, which play a significant part in terms of character and quality. Although the character of each of these routes is very different, their very difference helps to create a sense of place and aid legibility and orientation.



³ Early consultation with Highways Agency is recommended for developments which will have an impact on key gateway's or major transport corridors.

SPD Aims and Objectives

There are four overall aims which underpin the guidance outlined in this SPD:

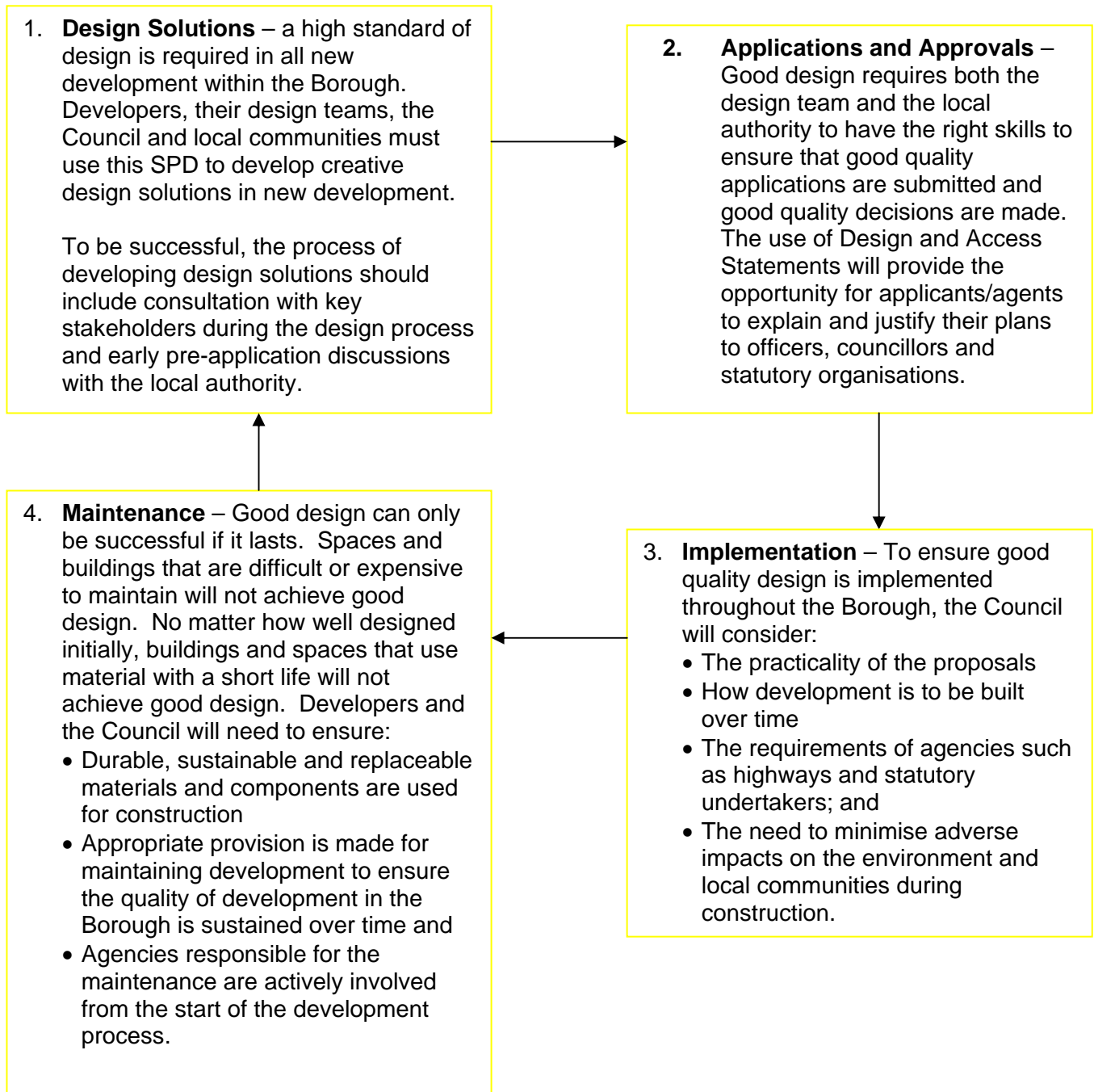
- 1. The need for sustainable development that is environmentally responsible, and;**
 - Minimises consumption of finite and non-renewable and natural resources;
 - Reduces or eliminates harmful emissions; and
 - Conserves and improves valuable and valued parts of the historic, built and natural environment.
- 2. The need for community development that provides for a greater sense of involvement in the planning and development processes, and;**
 - Supports cultural diversity, social interaction and cohesion; and
 - Encourages civic pride and a sense of ownership of peoples' immediate and wider environments
- 3. The need for inclusive and safe development that is as accessible as possible to all; and**
 - Maximises choice and opportunity; and
 - Minimises opportunities for crime and anti-social behaviour
- 4. The need for attractive development that is fit-for-purpose and:**
 - Is aesthetically pleasing;
 - Relates positively to its context; and
 - Enhances its surroundings

SPD16 is not intended to provide design solutions for every eventuality. Rather it seeks to raise awareness of good design and to encourage an innovative design led approach to development. In particular the objectives of the guide are to:

- 1. Ensure high standards of design in all new development across the Borough;**
- 2. Inform planning and regeneration initiatives in terms of their urban design and contribution to the character of the Borough;**
- 3. To conserve and enhance natural and biodiversity resources, mitigate the impact of climate change and work towards the principles of Sustainable Development;**
- 4. Help designers and developers to understand the Council's expectations in terms of design quality for new developments;**
- 5. Provide a basis for reviewing and improving design quality to ensure a more positive and efficient planning process;**

Good Design Processes

Sound planning policies and clear design guidance are by themselves no guarantee that high quality places will be created and maintained. Achieving good urban design requires good design processes. SPD 16 identifies four design processes which will be central to the creation of high quality places and spaces within Bury:

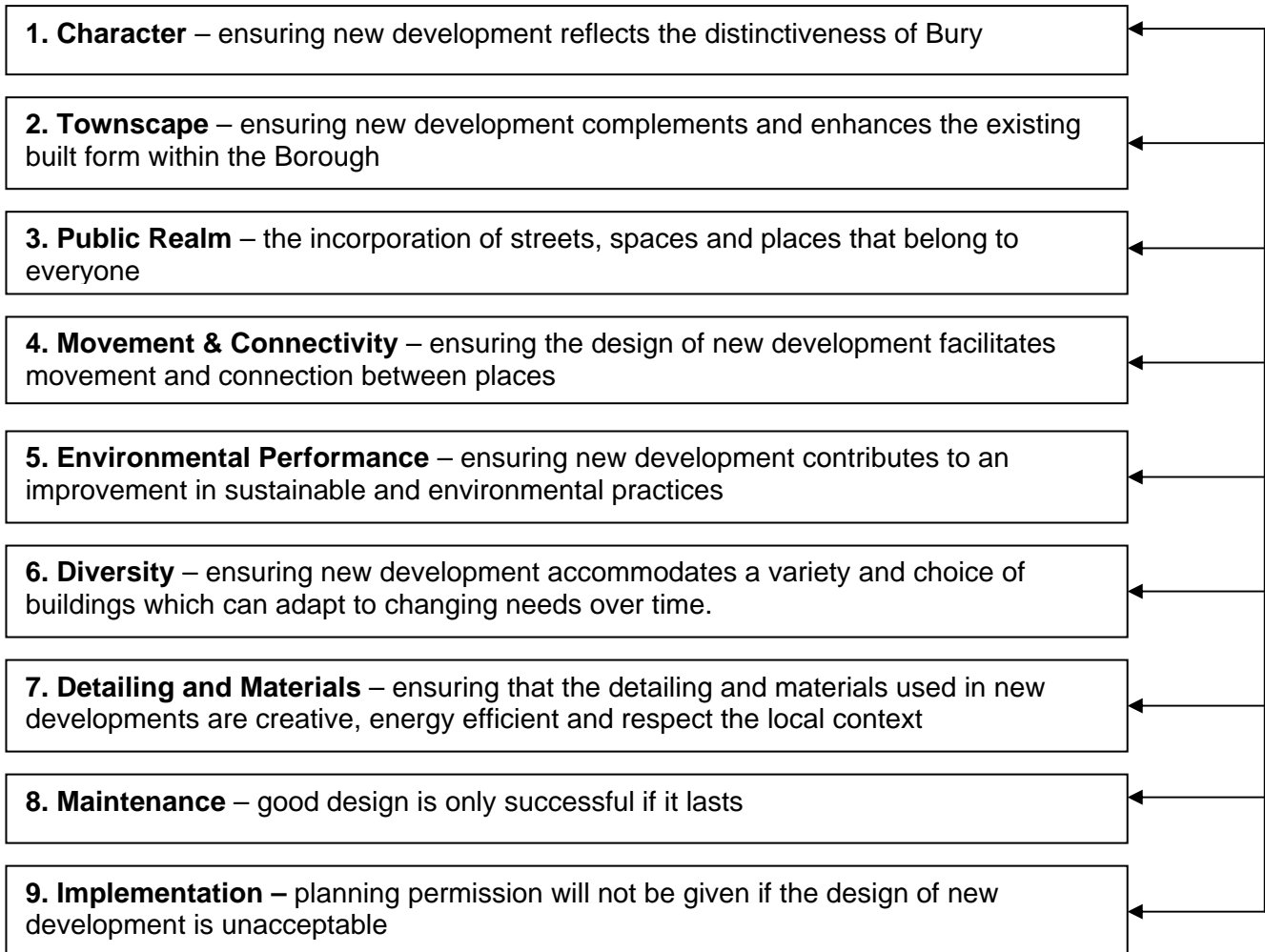


Design Principles

Good design can make a difference in shaping our built environment, the sustainability of development and our quality of life can be enhanced by more careful thought about the places we create.

Successful places and developments have particular urban design attributes which contribute to their quality. Understanding these attributes is an important starting point when planning new development.

SPD16 provides guidance to develop and enhance an environment within Bury which is visually attractive, has a unique and positive sense of place and which caters for communities both now and in the future. The nine design principles outlined below are intended to inform the design process and explain what good design is aiming to achieve and why.



1. Character – ensuring new development reflects the distinctiveness of Bury

Bury forms a link between the thriving city centre of Manchester to the south and the more industrial and rural landscapes of Lancashire to the north; this is reflected in the character of many of the Borough's buildings and spaces

The design and construction of new places and spaces could significantly impact on the future character of the Borough. Maintaining or contributing towards the strong sense of place and distinctiveness in Bury is an essential requirement for new developments. Too many recent developments have failed to respect the distinctive character of the Borough and it is important that this trend is reversed.

Understanding the history of Bury and the way it has evolved is critical to the design process, as it is closely related to the local landscape, settlement form, building types, architectural style. A description of the main characteristics of each of the main towns and villages within the Borough is provided in Appendix 1.

Creating places devoid of character through poor design will undermine the quality and value of the development and the wider environmental setting. It is for designers and developers to deliver high quality and distinctive schemes.

1a. New development should be informed by a detailed understanding of the site. This is best achieved through a site appraisal.

A site appraisal should consider:

- The existing character of the area;
- Whether the site is exposed or very visible;
- The form and topography of the land;
- Whether there are any important views in and out of the site;
- Whether it is a gateway, infill, interface or free standing site;
- Whether the site is in a urban, suburban or rural location;
- The relationship between the site and the street;
- The characteristics of the surrounding boundaries;
- The character of immediate streets in terms of scale, proportion and patterns;
- The character of nearby buildings – materials, height, scale, form, massing and architecture;
- How the local streets and public transport connect with the site;
- Where the existing pedestrian and vehicular access points into the site are;
- Whether there are any natural habitats such as ponds, hedgerows and trees on site;
- The identification of protected species;
- Whether there is any potential for energy generation and water re-use on site.

A site appraisal is a critical component of a Design and Access Statement



Views across St Mary's Park, Prestwich to the local landmark of St Mary's church tower



Typical red brick terraces, Pine Street, Radcliffe

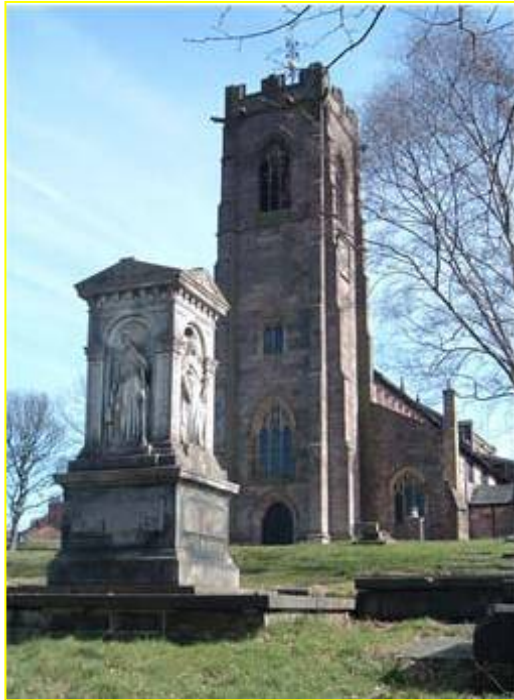


Typical Pennine Village Street: tightly enclosed by buildings but with views to the surrounding countryside.

1b. New development should respond to local context and character.

- Where applicable, new development should be informed by a Character Assessment and have regard to the wider landscape context;
- If the local context and character of the area is positive, new development should reflect local urban design characteristics. It may be contemporary or traditional in design, yet a harmonious scale and proportion will be required;
- If the local context is weak or has a negative character, new development should help to establish character and a sense of place. In such cases it will be important that the character of the new place created has both an individual quality but is also related to the prevailing character of the Borough;
- Landmarks are important as places or buildings that people identify with and use to orientate themselves with. There may be opportunities to incorporate a landmark building within new developments to support the identity of the Borough. Landmarks will be most suitable to prominent sites such as in town centres or on gateways into the Borough;
- Where appropriate, new development should respect and enhance the setting of archaeological features, listed and heritage buildings and conservation areas;
- Cultural and historic qualities of Bury should be retained in new developments, where necessary and appropriate;
- Where fitting, new development should retain and incorporate the Borough's existing natural and landscape features of ecological, environmental, amenity or cultural value;
- Where agreed, new development should remove unattractive or inappropriate buildings, elements or features that detract from the quality and/or character of the site and its surroundings.

“The positive features of a place and its people contribute to its special character and sense of identity”.
By Design



Where the surrounding area has positive characteristics, opportunities to reinforce them through new buildings and spaces should be maximised



Where the surrounding area has few positive characteristics, there is an opportunity to improve the appearance and character of the site and its context



Key Character Points

- ✓ A site appraisal is vital in order to understand the context in which new development will be set;
- ✓ Replicating the existing setting may not always be the solution, creativity will be sought;
- ✓ Scale, form and materials of surrounding buildings should be considered;
- ✓ Standard layout which bears no relation to local character will not be accepted;
- ✓ Where areas lack focus, new buildings maybe designed to create new distinctiveness.

2. Townscape – ensuring new development complements and enhances the existing built form within the Borough

A townscape is created by the relationship between buildings. In Bury the townscape varies considerably and this has been instrumental in developing the Borough's character.

In the urban centres of Bury, Radcliffe, Whitefield, Prestwich, Ramsbottom and Tottington, the townscape is strongly defined and recognisably urban. In contrast, the Borough has numerous settlements where the townscape is less dense.

New developments should reflect and where necessary enhance, the existing townscape setting. Buildings of an appropriate size, proportion, shape and layout will help create a well defined townscape, which is attractive and user friendly

Areas which lack townscape are often more difficult to understand, less interesting and less distinctive.

2a. Development should be designed to respect, enhance and create relationships between buildings.

- The layout and pattern of streets, spaces and buildings within a development should reflect the existing urban grain;
- New development should reflect the predominant scale and massing of surrounding buildings;
- Incorporate well designed, appropriately scaled frontages and landscaped areas to create a positive first impression;
- Include windows overlooking each aspect on corner developments;
- Interpret and incorporate local architectural features, materials and landscape components.

Figure ground diagrams provide a tool for understanding urban grain, density and layout



Cobden Mill, Ramsbottom – Conversion of existing mill building whilst maintaining local features and materials



Radius Development, Prestwich – high density residential development in the town centre



2b. Development should improve the townscape throughout the Borough and in particular, at key gateways and along main transport corridors.

- Consider opportunities for landmark buildings at prominent locations;
- Where appropriate, complementary materials and detailing can add variety and interest within well proportioned frontages;
- Locally relevant materials can help to embed development within its setting;
- Ensure that the design of roofs either blend into the landscape or are sympathetic to the local townscape.



Consider opportunities for landmark buildings – mill building, Summerseat

2c. Development should provide a coherent and recognisably urban built form.

- Ensure that all properties and spaces have entrances where they can be clearly seen from the streets or space on which they are located;
- Ensure that the function of buildings and spaces are recognisable whether purpose built or adapted;
- The scale and form of blocks and plots should reflect the context and terrain of the locality.



Developments which turn the corner create a strong character and can incorporate mixed uses.

Key Township Points

- ✓ Ensure there are strong relationships between buildings and that they are well related to their setting and the street;
- ✓ Ensure strong building frontages which provide a public face and overlook open spaces;
- ✓ Corner developments should frame and turn the corner;
- ✓ The highest standards of design will be insisted upon in all new developments and particularly at key gateways and along major transport corridors.

3. Public Realm – the incorporation of streets, spaces and places that belong to everyone

A well designed public realm can contribute significantly to the success of a place. It can also shape people's experience and enjoyment of a place.

Too many recent developments have made poor provision for streets and public space, often creating unattractive, lifeless and potentially dangerous places. Whilst thinking carefully about the actual buildings, designers should also consider what implications and opportunities their development will have for the public realm.

3a. Development should make a positive contribution to the street scene and provide for appropriate activity and social interaction.

- Public space should be designed to have a function and its design should be fit for purpose;
- Provision for non-residential uses in mixed use areas, high streets, local and town centres will provide animation and interest;
- Incorporate active uses such as individual shops, restaurants and small business units at ground floor level;
- Minimise blank walls, service areas and other 'dead' frontages;
- Incorporate high quality boundary treatments to provide enclosure and continuity to the street scene where this can not be achieved by the siting, height, massing and design of buildings;
- Squares and civic spaces should be flexible enough in terms of their scale, layout and design to accommodate a mix of different uses;
- In waterside developments, incorporate a buffer between canal/river corridors and new development to create a viable landscaped amenity corridor.



Large expanse of blank frontage



Well enclosed public space

A successful park or green space can be the making of a place. An unsuccessful one can help to ruin it
CABE Start with the Park

3b. Development should provide appropriate protection for pedestrians from severe weather.

- Development on sunny south and west facing side of streets is encouraged, where possible;
- Provide appropriately located buildings, structures and landscape screens to provide shelter from prevailing winds;
- Provide permanent or retractable awnings, canopies and arcades, particularly where these will reinforce local identity, to provide weather protection in streets and spaces.

3c. Development should provide for an attractive, pedestrian friendly environment which is not compromised by the need to accommodate traffic, servicing and parking.

- The enclosure of streets and continuity of frontages should not be disrupted by off-street parking;
- The provision of some on-street parking, where it would contribute to the sense of animation and activity in the street whilst reducing traffic speeds and opportunities for crime, will be encouraged;
- The design of neighbourhood and local streets must ensure low vehicle speed, so that pedestrians, wheelchair users and cyclists have priority.

3d. Development should be well designed and visually attractive in order to encourage civic pride.

- Coordinated elements of street furniture including seating, litter bins, bollards, cycle stands and bus shelters should be provided. However care should be taken to avoid clutter;
- Use paving and surface materials which are visually attractive, durable, easy to maintain and replace and reflect the character of the street or space;
- Integrate trees and other soft landscape elements with elements of street furniture and paving in a coordinated way;
- Integrate public art in highly prominent locations to reinforce a sense of place and ensure local artists are involved in the design of the public realm and the elements within it;
- Accent or feature lighting of prominent buildings and landmarks is encouraged to add interest to the night time environment;
- Contribute to the on-going cost of management and maintenance of the public realm.

3e. Development should be safe, secure and welcoming.

- The Council will expect major schemes to be accompanied by a Crime Impact Assessment and to achieve the Secured by Design Standard where applicable.

In addition all developments should:

- Ensure that routes and open spaces are well overlooked by building fronts to provide natural surveillance;
- Ensure that routes and open spaces are well lit and minimise potential hiding spaces;
- Provide for the incorporation of CCTV for the surveillance of those elements of the public realm that require it or would benefit from it to discourage crime and anti-social behaviour;
- Avoid incorporating service roads, maintenance strips or private paths that are not overlooked or provide access to ground floor windows.



Poorly designed service corridor



This shopping street feels closed after hours

“Developments should...create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion”.
PPS1



Co-ordinate street furniture

3f. Public space should be fully accessible and adaptable to all sections of the community.

- Delineate space and activity using visual contrast;
- Incorporate physical features at ground level such as tactile surface finishes;
- Incorporate intermittent or continuous physical features above surface level such as bollards, trees, long planters, rows of seating and railings;
- Surface gradients should be kept to a minimum but should always be designed to prevent standing water. Adverse cambers should be avoided;
- Drainage features should be located away from main pedestrian routes;
- Consider the siting and provision of appropriate crossing points of routes.



Incorporate feature lighting



The integration of trees in new development adds a positive feature to the street scene



Attractive public realm



Incorporation of physical features, Pine St, Radcliffe



Integration of Public Art – Market Street, Ramsbottom

Key Public Realm Points

- ✓ A functional and attractive public realm should be integral to any new development;
- ✓ Ensure that all people including those with disabilities can easily and comfortably move through and into developments;
- ✓ Lighting of prominent/landmark buildings should be encouraged to add interest to the night time environment;
- ✓ The design of new street surfaces, furniture and lighting should complement and not compete with the existing quality of buildings and spaces;
- ✓ Individual elements of the street should be co-ordinated to create a clear identity whilst care should be taken to limit the amount of clutter in the form of signs and street furniture;
- ✓ Development should be to Secure Design Standards.

4. Movement and Connectivity – ensuring the design of new development facilitates movement and connections between places

Ease of movement within new development is determined by the structure and alignment of streets and development/neighbourhood blocks. Successful developments comprise a choice of direct and well connected streets which promote walking, cycling and integration. Direct street layouts also contribute to the ease with which an area can be understood both for local people and visitors.

Ease of movement in new and existing development will ensure that people living in Bury can easily get from their home to the facilities they need for their day-to-day activities: their workplace, school, shops, place of worship etc

4a. Development must provide or reinforce a clear, legible network of routes that provide straightforward access to an area and the buildings and facilities within it.



Identify the road hierarchy in which the development is to be set

- Existing and proposed routes to and within an area should be well connected to each other;
- Provide direct and attractive links between destinations which incorporate desire lines and movement patterns;
- Roads, streets, paths and spaces should be of an appropriate width and designed to fulfil their intended function and to reflect their importance and significance;
- Regular short blocks of development will increase the permeability of new developments;
- Clear signage should be provided to ensure ease of movement and aid way finding.



Ensure existing and proposed routes are well connected to each other

4c. Development must give priority to the needs of pedestrians and encourage walking, cycling and use of public transport.

4b. Development must be designed to ensure movement by means other than the car.

- Create 'active travel routes' which can accommodate walking, cycling and some types of leisure facilities which can act as a means of travel such as rollerblading;
- Ensure everyday facilities such as local shops, primary schools and children's play areas are conveniently and appropriately located and are easily accessible by walking, cycling and public transport;
- Co-locate compatible uses to increase the number of linked trips;
- Ensure that concentrations of land uses and higher density developments are well served by public transport routes and/or public transport interchange;
- Design pedestrian and cycle routes to be direct and overlooked and hence more attractive and safe than routes for private cars.

- Locate building entrances so that they are convenient for pedestrians and cyclists, rather than drivers of private cars;
- Ensure that there are appropriate safe and convenient pedestrian crossings over busy roads and streets and that they relate to pedestrian desire lines;
- Consider the location of all public transport facilities, routes and stops;
- Provide waiting areas for public transport that are safe and out of the weather;
- Consider and cater for the needs of cyclists by providing or supporting a network of convenient safe cycle routes, lanes and crossings;
- Incorporate high quality pedestrian and cycle facilities (including the provision of changing and shower facilities), at key destinations such as local and town centres, places of employment, retail and leisure facilities, educational establishments, civic and community centres and public transport interchanges;
- Integrate secure cycle parking within residential and other developments to meet the potential cycle needs of their occupants and visitors;
- Incorporate appropriate traffic calming measures. Where appropriate create car-free zones or home zones where pedestrians have priority.



Cycle parking provision



Consider the location of public transport facilities



Home Zones



"A distinctive and coherent environment appears to offer not just economic benefits, but is safer and more efficient than one dominated by signs, signals and street clutter".

Streets for All

4d. Development should integrate car parking in a sensitive manner.

- A variety of car parking solutions should be used in developments and located so as to minimise visual impact;
- Avoid the provision of large areas of surface car parking;
- In residential developments, allocated plot provision should be supplemented with on street car parking which will create vitality on the street;
- In non-residential schemes, car parking should be located to the rear, underneath or where appropriate above new development;
- Where car parking spaces are provided, they should be clearly defined using high quality materials which should be kept as simple as possible;
- Options for multi storey, basement or semi basement parking should be considered where the site allows it;
- The introduction of street trees and landscaping provide the opportunity to frame the street and prevent cars from dominating;
- Where possible developers should obtain the Park Mark Safer Parking award.

Further guidance and good practice case studies in relation to car parking can be found in English Partnerships 'Car Parking – What Works Where.

Further guidance on local car parking standards and the design, safety, layout and amenity principles associated with car parks within Bury can be found in Development Control Policy Guidance Note 11 – Parking Standards in Bury.



Avoid the provision of large surface car parks



Provide appropriate shelters for public transport



Minimise the impact of car parking

Key Movement and Connectivity Points

- ✓ New development should not be considered in isolation, links in and out of the site within the wider area need to be taken into account;
- ✓ Pedestrian routes through and out of new development should be overlooked to maximise natural surveillance;
- ✓ Shorter blocks of new development allow for greater permeability and will be favoured over long terraces;
- ✓ Developments should promote walking and cycling by providing adequate space, facilities and links into existing networks.



Development should facilitate pedestrian movement

5. Environmental Performance – ensuring new development contributes to an improvement in sustainable and environmental practices

All development impacts on the environment, both directly – in terms of generating carbon emissions and using natural resources and indirectly – by affecting the lifestyle decisions of its communities. Consequently, the buildings that are designed and built today will affect our ability to live in a sustainable way for years to come.

Development must therefore be designed and constructed in a sustainable way, as articulated through national codes for sustainable buildings. Developments should maximise the use of low and zero carbon technologies, increase energy and water efficiency and reduce levels of waste and environmental degradation.

New development should respect Bury's natural environment, diverse topography, distinctive views and large expanses of open space. The integration of existing habitats and wildlife corridors and the provision of adequate levels of planting and creation of watercourses should be a key design feature of new development.

5a. Development should ensure the highest environmental performance.

- All new residential developments should aim to achieve at least Level 3 of the Code for Sustainable Homes;
- All new non-residential developments should aim to achieve at least a BREEAM rating of 'Very Good' with at least 25% reduction in CO2 emissions beyond the requirements of the 2006 Building Regulations Approved Document L (2006);
- Within these requirements, in new non-residential developments of 1,000sqm² or more and new residential developments of 10 units or more, developers should provide 10% of their predicted energy requirements on site/near site or through connections to a low carbon decentralised energy supply, unless it can be demonstrated, having regard to the type of development and its design, that this is not feasible or viable;
- In non-residential schemes developers will be required to provide evidence of on-site energy provision within their BREEAM assessment (design and post construction review). In residential schemes, developers will be required to achieve 1.2 points or higher under the Code for Sustainable Homes energy requirements.



5b. To achieve these ratings, development proposals must be designed improve their environmental performance, in particular they should:

- Incorporate measures for the conservation of water resources and where relevant flood protection/flood resilient design techniques;
- Incorporate sustainable drainage systems (SuDs) to reduce surface water run off (for further information please see advice on SuDs contained within the GM SFRA) including Green Roofs where appropriate;
- Open/restore existing culverted or channelised watercourses to enhance their landscape value and reduce flood risk;
- Incorporate flood risk mitigation measures as necessary where development is deemed appropriate in flood risk areas and more widely to reduce flood risk within the catchment;
- Maximise passive solar gain by the orientation of buildings within 30 degrees due south and windows to these elevations, where feasible;
- Where appropriate, plant deciduous trees so homes are shaded in the summer but passive solar gain is allowed in winter;
- Building design should ensure thermal comfort in summer by using passive cooling and ventilation and preventing excess solar gain through techniques such as shutters, sun screens and photovoltaic shading. If air conditioning is necessary then this should be limited to low and zero carbon technologies;
- Design for natural day lighting and ventilation through consideration of the depth of buildings and the nature of light and air penetration;
- Group buildings in clusters or in higher densities (terraces/apartments) to minimise heat loss and share facilities;



6KW Proven Turbine located within the grounds of a school (Source: TV Energy)



Energy efficient street lighting

- Locate buildings where they are least exposed to the chilling effect of prevailing winds, using topography, other buildings and tree belts to provide shelter where appropriate;
- Use energy efficient street lighting that minimises light pollution;
- Ensure that buildings are adequately insulated to minimise heat loss and energy wastage
- Incorporate facilities for segregation, storage & collection of recyclable waste such as paper, glass, metal & bio-degradable material;
- Ensure that facilities such as recycling bins, refuse storage & collection areas & composters are integrated into the design of areas & buildings in a non intrusive & attractive manner;
- Incorporate appropriate provision for the sustainable management and discharge of waste
- Install as standard energy efficient fixtures and fittings;
- Contribute to the greening of the urban environment to support bio-diversity, improve air quality and reduce a heat island effect;
- Incorporate high quality appropriate on-site landscaping which create attractive environments and improve the setting of a development. Landscape schemes can also provide opportunities to retain, enhance or create wildlife habitats and reduce flood risk;



Greening the urban environment



Sustainable drainage will reduce flooding and can help form the character of the development.
Source: Cambridge Sustainable Design and Construction SPD



Contemporary design can capture passive solar gain and provide a strong image

“Local Planning Authorities should encourage applicants to apply principles of sustainable and environmentally friendly design and construction to new development”
Planning Policy Statement 3

Key Sustainability Points

- ✓ Developments should aim to achieve at least Level 3/Very Good rating against the Code for Sustainable Homes/Breeam Standards;
- ✓ Developers should aim to provide 10% of their predicted energy requirements on site or through connections to low carbon decentralised energy supply;
- ✓ Sustainable design techniques which improve energy efficiency will be encouraged in all developments.

6. Diversity – ensure new development accommodates a variety and choice of buildings which can adapt to changing needs over time

Providing choice and variety within developments and within areas is important to ensure the broadest possible appeal.

In commercial schemes, a mix of uses will often help to achieve vitality and viability. In residential developments a range of types, sizes and tenures will help to respond to the variety of social and cultural differences that prevail throughout Bury.

Mixing residential and commercial opportunities at appropriate locations and with care to ensure neighbourliness, can help to create a more urban and vibrant Borough, generating activity at different times of the day.

6a. Development should incorporate a mix of uses that add richness and variety to the local area.

- Avoid the creation or continuation of large areas of single uses or single types of development;
- Development should include provision for a range of facilities and services which are required by the local community, workforce or visitors;
- In higher density areas, local and town centres, provide a mix of uses within individual buildings;
- Promote compatible uses within developments and consider amenity issues such as noise and visual impact;
- Consider the refurbishment and re-use of good quality existing, historic and/or landmark buildings to preserve the intrinsic character of Bury;
- Sensitive restoration can provide new opportunities for buildings which no longer meet their original function;
- Ensure measures to update older buildings to meet contemporary standards are undertaken with care.



Incorporate a range of housing types and tenures



Mixed Use Scheme in Ramsbottom Town Centre

6c. Development must be able to accommodate the changing and future needs of society.

- All new residential schemes should aim to conform with the Lifetime Homes Standard;
- Allow for the future change of use and/or sub-division of large, single occupant, non-residential buildings to accommodate alternative uses and multiple occupants;
- Allow for the future amalgamation of small residential and/or business units to meet the needs of larger households or business occupants.

Key Diversity Points

- ✓ Where possible mixed use development will be encouraged to promote vitality and viability;
- ✓ Mixed use developments will be encouraged where applicable;
- ✓ The design and construction of new buildings should provide for flexibility in the future avoiding the need for continued redevelopment;
- ✓ Refurbishment and retention of older buildings will help preserve the character of the Borough;
- ✓ Innovative restoration can provide new opportunities for old buildings;
- ✓ Conform with the Disability and Discrimination Act 1995.

6b. Development must provide for all sections of society and add richness to the social and cultural diversity of the local area.

- Incorporate a range of tenures and housing types in residential and mixed use areas and ensure that they are equitably distributed;
- Support a range of cultural, spiritual and recreational activities that meet the needs of different groups in the local community;
- Ensure that the design quality of buildings and facilities is of an equally high standard for all sections of society;
- Ensure that all development is designed to be accessible to those with some form of impairment or special needs and conform to the Disability and Discrimination Act 1995;
- Consider the needs and requirements of all age groups within the community.



Conversion of mill building – Summerseat



[The planning system] should deliver a mix of housing, both market and affordable, particularly in terms of tenure and price to support a wide variety of households in all areas, both urban and rural.
PPS3: Housing

“All parties involved in the planning and development process should recognise the benefits of, and endeavour to bring about inclusive design”
Planning and Access for Disabled People: A Good Practice Guide, ODPM, 2003

7. Detailing and Materials – ensure that the detailing and materials used in new developments are creative, energy efficient and respect the local context.

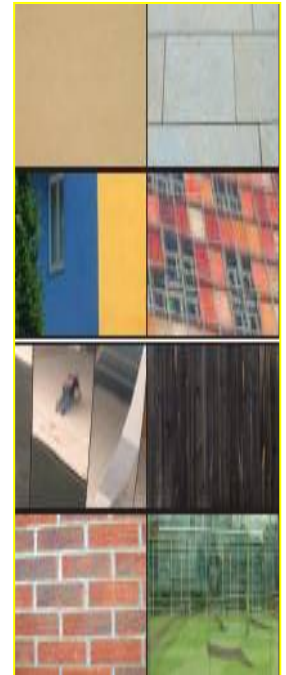
Too many modern buildings have a 'bland' appearance in contrast to the visual interest of older buildings. Supermarkets and retail warehouses are often clad in panels which offer limited variety to the façade, whilst much new housing is designed with windows flush with external walls and minimal overhang of the eaves.

However, excessive architectural detailing, ornamentation and too many materials should be avoided where this would lead to fussiness, visual confusion and/or incompatibility with a coherent character in the street scene.

Materials should be used to support the overall architectural and urban design approach and should be sensitive to the immediate site context.

7a. Development should utilise construction materials which make a positive contribution to the sustainable use of resources.

- Make optimum use of on-site construction and demolition waste through re-using existing buildings, building materials (e.g. bricks, tiles, slate and beams) and demolition materials in the construction of new buildings, infrastructure and open space;
- Use construction materials which are environmentally friendly, of low embodied energy and/or manufactured from recycled or renewable resources in preference to those manufactured from non-renewable resources (e.g. recycled aggregates, timber, steel, aluminium);
- Use timber from certified sustainable sources in preference to UPVC or synthetic materials for cladding, doors and door and window frames;
- Consider using pre-fabricated elements and modular construction where these would reduce total energy used, speed up construction and impose quality;
- Use construction materials or prefabricated elements that are produced or available locally in preference to those needing to be imported from other regions and countries.



Materials are available in an increasingly wide range of textures which can add variety and interest, however it is important to use a limited palette of materials

7b. Development should use materials which support the overall architectural and urban design approach of the existing area.

- Use either traditional materials or modern sustainable building materials and techniques;
- Use materials that are sympathetic to their context acknowledging the predominant materials already prevalent within the Borough;
- Avoid using excessive materials which create visual clutter;
- Variation in materials should not be relied upon as the sole method of introducing visual interest to a building.



Ensure that materials reflect the existing character of the local area



Select materials which are appropriate in terms of scale and quality



Avoid visual clutter

Key Materials Points

- ✓ Ensure, where possible, sustainable building materials are utilised;
- ✓ Excessive patterning and the use of many materials should be avoided;
- ✓ The texture and colour of materials should be sympathetic to and not compete with existing building materials, particularly in conservation areas;
- ✓ Surfacing materials and details should be fit for purpose and able to carry the loads required of them.

8. Maintenance – good design is only successful if it lasts

Buildings and spaces which are difficult or expensive to maintain will not achieve good, long-lasting quality in their design. Proper consideration must be given at the design stage to the effects of ageing, weather and climate conditions, and normal wear and tear on buildings, streets and spaces and landscape

Inadequate maintenance can lead to an environment just as poor as one that is badly designed in the first place.

8a. Maintenance should be considered at the beginning of the design process.

- Identify who will be responsible for maintaining the buildings and spaces;
- Ensure that a maintenance strategy is submitted with a planning application or is incorporated within a design and access statement;
- Designing out crime and anti-social behaviour can help reduce the amount of future maintenance;
- Designing for easy maintenance takes creativity and careful thought; it will not be appropriate to simply use cheap materials because they are easy to replace.



Traditional stone setts contribute to the character of the street scene, but need careful repair

8b. Design for the easy maintenance of streets and spaces.

- Use robust and simple street furniture that can withstand wear and tear and is easy to clean;
- Design utilities to share conduits or trenches where possible, so limited amount of street of pavement needs to be dug up for future maintenance of utilities;
- Co-ordinate landscape design with the locations of utilities so that inspection chambers are positioned in sensible locations;
- Provide residents and occupiers with front gardens or other planting zones that are easy to maintain, so that they contribute positively to the street scene.

8c. Development should use materials which are durable and require limited maintenance.

- Use materials with a long life and that will age well;
- Select materials that are appropriate in terms of scale, quality, robustness, maintenance and ability to weather attractively;
- Use a limited palette of materials;
- Use materials which require little maintenance or cleaning.



Both natural and modern paving materials can provide durable and attractive finishes if chosen and laid down with care



Use robust material, which are in keeping with local character



Modern boundary fencing can detract from the appearance of an area



Key Maintenance Points

- ✓ Consider maintenance at the start of the design process;
- ✓ Identify who will be responsible for maintaining the buildings and spaces once construction is complete;
- ✓ Use materials which are robust and will weather attractively;
- ✓ Consider the location of utilities in new developments.

9. Implementation – design is a material planning consideration when determining planning applications and poor quality or inappropriate design may be a reason for refusing planning permission

Ensuring that the design principles identified in this SPD are implemented is the responsibility of all those involved in the development process, including architects, designers, public and private sector developers, house builders, engineers, council members and officers. The design principles apply equally to urban and rural situations, and to built and natural elements, and need to be expressed in ways which reflect the character of the area in which the development is taking place. Good design is as much about the way buildings and environments function as with their appearance.

Design and Access Statements provide the opportunity to explain the design process behind a proposed development and show how the design principles outlined in this SPD have been incorporated in to the overall scheme. Design and Access Statements should ensure that development proposals respond to the physical context of a site and to the local design context which will result in better designed buildings and spaces. Design and Access Statements will also assist the Council when evaluating development proposals against national, regional and local planning policies.

Design and Access Statements are required to be submitted with all planning applications, except for those involving a change of use, engineering or mining operations or household applications. Failure to submit a statement when one is required will mean that the application cannot be registered and will slow down the planning process.

Design and Access Statements will vary according to the type and size of the scheme for which planning permission is being sought. However an effective statement will incorporate text, photographs, plans of the site and its surroundings and illustrations of what is proposed. The level of detail provided in the statement should correspond to the scale and complexity of the development. The forthcoming **Bury Design Statement Toolkit** will outline the process which should be followed in order produce an effective and informative Design and Access Statement. It will also provide customised advice on the likely size and structure of the required Design and Access Statement.

The Commission for Architecture and the Built Environment (CABE) have also produced guidance on what to include within a Design and Access Statements – www.cabe.org.uk

To ensure that the design principles outlined in this SPD are implemented, the Design Guide Implementation Checklist has been produced. The aim of this checklist is to ensure that developers consider the principles in the early stages of the design process. Applicants should provide information, with regard to the questions identified within the checklist, in the Design and Access Statement, demonstrating how the principles have been incorporated into the scheme.

It may not be relevant to answer all the questions in the checklist, particularly for smaller developments, nevertheless the checklist does provide a useful reference point for developers and their designers. The checklist will be used by development control officers to assess planning applications. Planning Officers will be happy to provide applicants with advice on which questions should be answered

“Applicants should be able to demonstrate how they have taken account of the need for good layout and design”.

PPS3

Implementation Checklist

Design Principle	Questions for Developer to Consider
1. Character	<ul style="list-style-type: none"> • Have you carried out a site appraisal? • How does the design of the development respond to the character setting of the local environment? • How does the development create/contribute to a sense of place and local identity?
2. Townscape	<ul style="list-style-type: none"> • How does the development contribute to enclosure or continuity within the street scene? • How does the scheme exploit existing buildings, landscape and/or topography? • How does the design of the development incorporate the potential for the inclusion of landmarks, views and vistas? • Is the three dimensional form, scale and massing of the development in keeping with the surrounding area? • How do the buildings and layout aid navigation?
3. Public Realm	<ul style="list-style-type: none"> • How does the design of the new development incorporate provision of the public realm including new streets and spaces? • How does the public realm enhance the setting of the development? • What is the relationship between proposed/existing buildings and the public realm? • Is there clarity and distinction between public and private spaces? • Is the design and specification of the public realm of an appropriate quality? • How does the design of the public realm offer sufficient flexibility to support a range of community, cultural and/or sporting events? • How does the proposal encourage ground floor activity and enforce natural surveillance i.e. through the avoidance of blank walls and solid external security structures? • Has consideration been given to the external lighting of buildings to create landmark buildings? • Has a Crime Impact Statement been submitted? • Has the proposal achieved the Secure by Design Standard?

4. Movement	<ul style="list-style-type: none"> • Does the scheme integrate with existing roads, paths and surrounding development? • Has a clear and convenient network of walking, cycling and motor vehicle routes been identified and provided? • Are pedestrian routes overlooked? • Are there attractive and safe connections between public transport, footpath and cycle routes and local facilities? • How has car parking been integrated within the scheme? • How has appropriate access been provided for disabled users and those with restricted mobility?
5. Environmental Performance	<ul style="list-style-type: none"> • What rating has the development achieved in terms of the Code for Sustainable Homes and/or a BREEAM standard at the Design Assessment stage of the planning process? Evidence will be required in the form of a Design Assessment from a registered assessor • Has provision been made for at least 10% of predicted energy requirements to be secured from on-site/near site renewable energy sources or through connections to a low carbon decentralised energy supply? • Is the development located within Flood Risk Zone 2, 3a or 3b? If so, has a Flood Risk Assessment been submitted with the application? • Does the proposal incorporate flood mitigation measures?
6. Diversity	<ul style="list-style-type: none"> • How does the mix of unit types and sizes, whether homes, shops or offices, fit with the local character and need? • In mixed use schemes, how is residential amenity maintained, particularly with regard to minimising disturbance from noise? • How does the development allow for adaptability and future re-use in terms of both overall buildings and the internal spaces? • In residential developments, do the buildings meet the lifetime homes standard? • In residential developments, is there a variety of types and tenures that reflects the needs of the local community? • Is the design for re-use of historic/retained buildings of a sufficiently high quality? • How does the development conform to the requirements of the Disability and Discrimination Act 1995?

7. Detailing and Materials	<ul style="list-style-type: none"> • How does the development make use of locally sourced materials? • Have you considered the relative benefits of different construction techniques and materials • How do the materials used in the development relate to the existing character of the local area? • Are high quality durable materials and street furniture used throughout the development?
8. Maintenance	<ul style="list-style-type: none"> • What management and maintenance arrangements have been put in place?

This Implementation Checklist complements the **North West Sustainability Checklist for Development** - www.sdchecklist-northwest.org.uk - which has been produced by the North West Regional Assembly (NWRA). The regional checklist has been designed to assist in the delivery of Regional Spatial Strategy (RSS) for the North West by identifying a range of sustainability issues covered in the draft RSS and enabling users to assess to what extent a design proposal will deliver on each issue.

Prior to applying for outline or full planning permission, a developer can use the regional checklist to check whether a design proposal meets key sustainability requirements. Strengths and weaknesses relating to regional planning policy will become apparent and the design scheme altered if required. However the checklist does not reflect the design requirements specific to Bury. As such it is recommended that developers consider and refer to the regional checklist when completing Bury's Implementation Checklist.

Monitoring

Monitoring of this Guide will determine the extent to which the design principles are being implemented in Bury and to ensure that the guide is not having any unforeseen adverse effects. Monitoring will be based on a phased programme of implementation through the LDF Annual Monitoring Report. This will start with a limited number of application categories and a sample selection. On a phased basis, the scheme will then be rolled out to include a larger range of applications and the results analysed on an annual basis.

- Percentage of applications accompanied by Design Statements including site and context appraisals;
- Percentage of applications incorporating Code for Sustainable Homes and/or BREEAM standards;
- Number of appeals allowed incorporating design reasons for refusal;
- The number and proportion of total new build completions on housing sites (of 10 or more dwellings) reaching very good, good, average and poor ratings against the Building for Life criteria.

Background Documents

- Planning Policy Statement 1 – ‘Delivering Sustainable Development’ (2004)
- Supplement to Planning Policy Statement 1 – Planning and Climate Change (2007)
- Planning Policy Guidance Note 3 – Housing (2006)
- Planning Policy Statement 6 – Planning for Town Centres (2005)
- Planning Policy Guidance Note 13 – ‘Transport’ (2001)
- Planning Policy Statement 25 – Development and Flood Risk
- CABE & DETR – By Design – Urban Design in the Planning System: Towards Better Practice (2000)
- Llewelyn-Davies – Urban Design Compendium (2000)
- Regional Spatial Strategy for the North West (RPG13) (March 2003).
- Draft Regional Spatial Strategy – The North West Plan (2006)
- North West Regional Assembly – North West Best Practice Design Guide (2006)
- Bury Unitary Development Plan (August 1997).

Contacts

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Appendix 1 – Bury’s Character Areas

Developers and designers should ensure that they understand the prevailing characteristics of the Borough and in particular the local area in which they are proposing to develop. This is essential if new development is to enhance and respect the local setting. It is not necessarily about fitting in, rather it is critical to understand what makes an area special and respond creatively.

Much of the Borough’s present day character and appearance derives from the industrial expansion of the late 18th Century and early 19th Century. However the origins of individual parts of the Borough stretch back further and yet they continue to play an important part of the character, culture and economy of the Borough.

Developers and designers must display an appreciation of these origins, through a positive response to individual local environments, in order to establish visual diversity and local distinctiveness in new developments.

Bury

The urban development of Bury was accelerated through the development of the textile trade and later the paper and pulp industries in the Eighteenth and early Nineteenth Century. Today, Bury is dominated by the town centre, the administrative core of the Borough. Much of the surviving development within the centre dates from the early/mid Victorian period when the town was transformed from 18th Century squalor to include some fine classical styled buildings in brick and stone

In more recent times and in the post industrial economy, Bury has adjusted and established a new role and economic basis. In making this transition, some fine buildings have been lost, but many others remain today. Heritage townscape is apparent across the town centre, although the character has been diluted by many years of change.

The western area of Bury has developed as a predominantly residential location with a wide range of style and quality. In particular, extensive areas of lower density family housing developed in the Seddons Farm area during the 1960s and 1970s. New developments should ensure that building lines and boundary treatments are not lost by development crowding onto street frontages. There will be opportunities for higher density developments to be constructed close to local centres or to public transport stops, but these should respect the character of the area.

Whilst industrial and commercial uses do not dominate the western area of Bury, there is an agglomeration of such uses along Bolton Road. It will be important to ensure that there is a good relationship between these buildings and adjacent street frontages to ensure that the appearance of the area is attractive and that individual buildings are not isolated and insecure.

The eastern side of Bury contrasts significantly with the west. East Bury is dominated by traditional industrial and residential uses. The dominant housing type is terraced, however there is a wide variety of styles and sizes, ranging from small back of pavement homes, to elegant properties with large gardens. Medium to high density housing is typical of this area and it is important the simple urban character of the area is maintained within any new development. Some areas of east Bury have suffered from a predominance of poor quality housing and inadequate services and facilities. Significant regeneration work is already taking place in the Pimhole area and it is important that further redevelopment extends the housing choice and broadens the mix of uses to accommodate new shopping and employment areas, for the diverse community.



Radcliffe

Radcliffe was until relatively recently a coal, paper-making and cotton area, utilising its location between Bolton and Bury in the valley of the River Irwell. The town is surrounded by open space and rural/semi rural land. Because of the steep sides of the valley, this open space is visible from the town centre and is an important part of Radcliffe's character.

The built form of the town is generally compact and dense, particularly along Ainsworth Road and Cross Lane. There has tended to be a lack of variety in terms of buildings types, particularly evident with the domination of terraced housing, and the predominant building material of red brick.

The town is characterised by three distinct character areas – terraced residential areas to the North and East with more suburban housing to the South. Industry winds its way along the valley floor, whilst the town centre is a small linear area, bordered to the west by the out-of-town character of Asda and the by-pass.

Radcliffe has limited archaeological assets concentrated around the medieval core of Radcliffe Tower and the old Parish Church, however it is not an unattractive town. It has retained its character of a historic river crossing climbing up sides of the River Irwell with important views across the valley from Radcliffe New Road and Water Street as you arrive in the town.



Whitefield

Development of the modern day Whitefield began in 1755 following construction of Bury Old Road, however at this time much of the area was open farm land. The development of the railway line in 1879 had the greatest influence on the town's growth into an elegant 19th and early 20th century residential suburb.

There is still widespread evidence of this era with a considerable proportion of large detached 2-storey properties set within generous mature gardens and smaller semi-detached properties on smaller plots. Whitefield has also retained many strong features from the early 20th century such as the mature trees which line the roads and stone boundary walls.

However many of the properties have been extensively altered so that there is limited consistency of appearance which has led to a decline in the character and appearance of the town.

A large proportion of houses have boundary walls and pedestrian gates along the main frontage. These walls are generally simple in form and detailing. It is clear that some of these boundary walls did support railings but these have been lost.

Whitefield does not have compact centre, Bury New Road between Radcliffe New Road and Higher Lane and the new Morrisons supermarket provide the main focus for town centre uses, however there is no coherent pattern to this development. There is a large proportion of open space in Whitefield including the Hamilton Road Park, the cricket ground and the grounds of Uplands and Whitefield House. This space provides a welcome relief from the busy A56 which dominates Whitefield.

Views within the town are generally linear and are framed by mature trees which provide a pleasant enclosure to the spaces.

Ramsbottom

Ramsbottom's physical character developed in relation to its situation on the sides of the Irwell valley; the rivers and streams of the surrounding West Pennine moors provided the water for textile processes and the power for the town's early industrial development.

The urban form of the town is generally dense and compact in the central area with more suburban development to the South and East. The sloping site of the town has influenced the distinctive pattern of terraced streets built along the contours. The use of local stone in the construction of much of the town has had a strong visual impact on the character of Ramsbottom.

The hilly topography provides dramatic views into and out of the town connecting it to the moorlands beyond. The terraced streets provide fine views out of the town. Views into and across the town are punctuated by key landmarks; particularly St Paul's Church, the Holcombe Mill chimney and St Andrew's Church.

Key visual gateways into the town are Peel Brow, Bury New Road and the Irwell Bridge from the east, the Market Place from the west and Bolton Road South from the south. There are a considerable number of historic buildings concentrated around the Market Place.

The town centre is characterised by its dense, fine grain. Building plots are generally short, narrow and are built to the back of the pavement. Typically buildings are 2-storey, with narrow frontages which contribute to a vertical emphasis in the street scene which unifies the appearance of the town. There is a sharp contrast between the dense, spatial character of the town and the openness of the moors beyond.

Lower densities on the edge of the town centre ensure that domestic gardens make a contribution to the spatial and visual character of the town. The prevailing low scale allows the larger buildings, particularly churches, mills and mill chimneys to stand out above the roof tops.



Tottington

The Manor of Tottington once included part of what is now Ramsbottom and as open farmland has long been regarded good hunting land where traditionally deer and wild boar were hunted. This quiet little backwater saw the resident population increase considerably during the industrialisation of the early 19th century.

Tottington a semi-rural area, is now dotted with significant 'dormitory' housing and neighbourhood shopping facilities. A large proportion of the area is designated greenbelt land and open moorland with large areas of farmland along the river valley's. There are some fairly significant remnants of the traditional industries, in particular engineering, paper manufacturing and distribution.

High density stone terraced housing is the predominant housing type, however there are significant areas of low density post-war private housing estates.

Prestwich

Prestwich is a traditional middle class 19th century residential suburb which largely developed in the late Georgian Period when the former manorial estates were divided up amongst rich Manchester industrialists. The town is dominated by St Mary's Church, a local landmark and the view along Church Lane illustrates the importance of the Church as it closes the vista and acts as a marker within the town.



The north of the town is characterised by nineteenth century terraces, interspersed with low quality buildings of the twentieth century and recent housing developments which have eroded the historic character.



The south of the town generally consists of large detached and semi-detached properties set in generous grounds and set back from the road. There are many mature trees and shrubs creating a mature landscaped area. The character and appearance of the area has been eroded by the demolition of some of the original houses and their replacement of blocks of flats during mid and late twentieth century. Few of the later developments are of any architectural quality and as a result the area has a very mixed appearance.



The commercial area of Prestwich spans the busy Bury New road, but mostly on the east side where a small group of buildings create a distinctive urban character. The buildings accommodate a variety of retail units on the lower floors with other uses on the upper floors, but some of these units suffer from under use, poor maintenance and inappropriate shop design. Elsewhere the modernisation of ground floor facades has eroded character but many of the upper floors retain their historic qualities.

Villages

The majority of villages within Bury tend to be situated within the North of the Borough with a mixture of 18th and 19th Century housing and other development, built in local materials. Affetside, Holcombe Village, Walshaw, Nangreaves, Summerseat, Simister, Ainsworth, Hollins and Hawkshaw are an integral part of the variety, character and quality of the Borough. Any development in these areas should seek to complement the local distinctiveness and existing character.

Whilst this guide applies to design across the Borough in both urban and rural areas, attention is drawn to UDP policies relating to design in rural areas, conservation areas⁴ and associated conservation area appraisals⁵ and village specific policies which provide more detailed guidance in relation to individual settlements.



Affetside

The village of Affetside is centred on Watling Street, a Roman Road from Manchester to Ribchester. Development has been linear, sitting largely on one side of Watling Street, in an exposed location on top of a hill.

Buildings are constructed in stone with stone flag or slate roofs. The majority of buildings are two storey with the exception of a handful of modern bungalows

⁴ There are 12 Conservation Areas within the Borough including: All Saints, Ainsworth, Ramsbottom, Tanners and Bury New Road, Bury Town Centre, Holcombe, Mount Pleasant, Poppythorn, Pot Green, Rowlands/Brooksbottoms, Summerseat, St Mary's Park and Walmersley. Further information on these areas can be found at:

<http://www.bury.gov.uk/Environment/LandAndPremises/Conservation/ConservationAreas>

⁵ Conservation Area Appraisals have been carried out in the following conservation areas: Ainsworth, Ramsbottom, Tanners and Bury New Road, St Mary's Park, Poppythorn, All Saints and Mount Pleasant. Further information regarding these appraisals can be found at: <http://www.bury.gov.uk/Environment/LandAndPremises/Conservation/ConservationAreas/ConAreaAppraisal>

Holcombe Village

Holcombe Village lies on the east facing slope of Holcombe Hill overlooking the valley of the River Irwell. It is four and a half miles North West of Bury and just over a mile south west of Ramsbottom.

The area has been settled at least since the early medieval period with a largely agricultural economy, together with some small scale quarrying. The resulting land form is one of great landscape value.

The village is formed by a number of small agricultural hamlets and groups of stone buildings which are all typical of the West Pennine Moor area.

The form of Holcombe Village is virtually unique in Bury as it provides an example of a pre-industrial settlement almost untouched by recent development. The village includes a number of important listed buildings including the landmark building of Peel Tower which dominates the landscape and the northern part of the Borough and the Shoulder of Mutton public house on Helmshore Road, built in the late 18th century and a Grade II listed building.

Much of the moorland around the village is in the care of the National Trust and is popular with walkers, cyclists and bird watchers.



Walshaw

Walshaw Village is located to the north of Bury and is almost completely surrounded by Green Belt. The village is a nuclear settlement centred on Walshaw Cross and was largely constructed in the 19th Century. Medium to high density two-storey terraced properties with limited front curtilage's characterise the village. However, branching off from High Street, newer houses have been constructed in cul-de-sac developments. These new developments are largely hidden from view of the village centre and consist of detached and semi-detached houses. Throughout the village, building materials comprise a mix of stone and brick.

Nangreaves

Nangreaves is an early 19th century factory village built around the site of an 18th century farm. The village is situated on a south westerly slope of Snape Hill amidst the West Pennine Moors, two miles north of the centre of Bury.

The village consists of a mix of terraced properties dating from the early to late 19th century complemented by a development of new terraced properties and apartments built on the site of the original mill in 1988.

The buildings are predominantly two-storey and are constructed from locally quarried millstone grit and sandstone and once had sandstone covered roofs. The buildings have regular shapes and groupings, sizes and proportions of opening and common features and detail, all of which reflect its factory village origins.

There is no evidence of elaborate design and colour however there is a rhythm and quality distinctive to the area and reflects the people who originally lived and worked in the village. Ensuring this distinctiveness is retained should be central to any new proposals for the village.



Summerseat

The village of Summerseat is located 2 miles north of Bury and largely developed around the cotton industry. Despite closure of the mill buildings, the village has retained its industrial heritage as former mill buildings and railway sheds have sensitively been converted into residential and leisure developments. The village consists of four parts – Higher and Lower Summerseat, Rowlands and Brooksbottom

Higher Summerseat on the west side is the older section of the village and consists of a number of small stone terraces, two public houses and a farm with some of the surviving buildings dating from the early 18th century. Higher Summerseat is set within farmland to the east and south and open space to the north. The area remained rather isolated until the interwar years when the building of Newcombe Road improved access and facilitated the lower density housing developments which now enclose the village to the west. Higher Summerseat is much enhanced by woodland in the grounds of Summerseat House and Peel Hall.

Lower Summerseat lies adjacent to the River Irwell and is largely a product of the industrial revolution. The area consists of small rows of stone terraces surrounded by open scrub and pasture.

Rowlands lies on the high ground to the east of the East Lancashire Railway. This area exhibits a mix of architectural styles varying from 18th century to 19th century neo-gothic. The area includes some excellent examples of trees notably in the Church yard and some important public spaces.

Brooksbottom lies on the River Irwell by the mouth of Gollinrod Gorge and in contrast reflects the harsher character of the industrial revolution. The area is dominated by the four storey former Hoyles Mill (now The Spinnings), surrounded by small terraces of workers housing. Part of Brooksbottom including the railway viaduct and station is covered by a conservation area.



Simister

Simister Village comprises an established and largely continuous ribbon development. The established character of existing properties is mixed in style ranging from short terraces of cottages to infill/replacement development by bungalows and dormer adapted bungalows. There is no strong or prevailing urban grain to this established frontage development whilst there is a mix of building styles and materials.

The village's proximity to the motorway network and also to Manchester means that the resident population is often made up of commuters, however the village has managed to maintain its rural feel through the retention of agricultural activity in the surrounding greenbelt.



Ainsworth

The village of Ainsworth is located three miles west of Bury town centre. The topography of the town is slightly elevated, which provides an attractive setting with fields on all sides.

The village has a linear form, spread along the main east-west road between Bolton and Bury. Subsidiary streets and lanes lead into the fields to the south and north of the village, many of which are un-metalled and which contribute to the rural character of the village.

The dominant housing type within the village is 19th century terraced housing coupled with considerable patches of distinctive red brick housing built in the early 20th century. There are only a small number of detached or larger houses, notable for their spacious gardens and partly hidden behind boundary walls.

Public open spaces are distinctive of Ainsworth and this has resulted in a varied spatial character, higher density terraced housing contrasting with the openness of the recreation ground, burial grounds and open spaces. Historic buildings are mainly constructed from local buff-grey sandstone. This stone has given the village its distinctive colour and is also connected with the history of local quarrying. Later housing has been built in red Accrington brick whilst painted render is a more recent feature in the village. Roofs are grey stone or welsh slate and the prevailing scale is two-story.

Further information regarding the character of Ainsworth can be found in the Ainsworth Village Design Statement which may provide assistance in formulating design proposals for the village. Copies of this document are available from Bury libraries or alternatively they can be downloaded from the Council's web sites at:

<http://www.bury.gov.uk/Environment/Planning/DevelopmentPlanning/LocalDevelopmentFramework/SupplementaryPlanningGuidance>



Hollins

Hollins Village is situated to the south of the Borough and is bordered by the M66 and the River Roch. The village has a linear pattern which dates back to the mid-nineteenth century.

The village consists of a mix of terraced properties dating from the early to late 19th century coupled with a range of speculative developments which were constructed between the 1960's and 1990's and are typical of their respective period.

The terraced buildings are predominantly two-storey and are constructed using red brick and slate roofs. The sensitive use of render has been used to disguise poor brickwork while Victorian fascia board and cobbles and setts are also common features.

Subsequent developments comprised larger semi and detached properties built using bricks and tiles.

Other elements of the village include a number of local shops, some of which date back to the nineteenth century, a village recreation area and two public houses. All provide valuable local facilities for residents.

Development within the village has been piecemeal and as such there is limited evidence of a rhythm and quality typical of the area.

Further information regarding the character of Hollins can be found in the Hollins Village Design Statement which has been produced by local residents and which may provide assistance in formulating design proposals for the village.

Hawkshaw

Hawkshaw Village located in the North of the Borough comprises two distinct phases of building. Many of the pre-1800 buildings are orientated north to south on old routes such as Redisher, Spenleach, Croichley, Two Brooks and Hawkshaw Lanes. There has been very little “new build” in this section of the Village and this will need to be preserved.

The second phase of building lies on the main A676 road. Housing situated along the main road is post 1800. The earliest buildings are low stone terraces with gardens built in the early 1800's, these are followed in sequence by a shop on the corner of Two Brooks Lane in 1810 and by stone cottages opposite in 1823. The sequencing of development can be easily traced through late Georgian stone terracing into grander mid Victorian terraces culminating in red brick semis' at either end of the main street.

Dwellings typically have slate roofs and are of two storey height. The only buildings to deviate from this pattern are the Wesleyan Chapel of 1891, the Anglican church of 1892, the Wesleyan Sunday school of 1910, the village school 1868 and the former United Methodist chapel of the same year. All these are stone buildings which although designed to impose do fit in with the scale and harmony of the area. The only other buildings of note are the former Kenyons weaving mill of 1830 which is three storey (now houses) and the old weaving mill at Bleaklow which is currently being redeveloped.

There has been very little new building on the main road through the village apart from isolated developments at Croich Hey where brick has been used to keep the harmony between the old Edwardian house and new properties nearby.

The main road also successfully screens a major housing estate built in the 1960's which doubled the size of Hawkshaw almost overnight. This has been done sympathetically and has prevented Hawkshaw from losing its character as a post industrial ribbon village.



National Planning Policies

Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development warns that poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing and crime and disorder. It further states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development which can be achieved through good and inclusive design that supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities.

PPS 1 requires Local Authorities to “ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change through policies which reduce energy use, reduce emissions...promote the development of renewable energy resources and take climate change impacts into account in the location and design of development” [paragraph 13(ii)].

Planning authorities are encouraged to devise policies to promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime of the development. PPS1 requires planning authorities to prepare robust policies on design and access to ensure that developments are sustainable, durable and adaptable (including taking account of natural hazards such as flooding) and make efficient and prudent use of resources.

Planning Policy Statement 1: Planning and Climate Change (Supplement to PPS1) provides additional guidance on how spatial planning should contribute to reducing emissions of greenhouse gasses and take into account the unavoidable consequences of climate change. When considering the environmental performance of a proposed development *Planning and Climate Change* encourages planning authorities to:

- expect applicants to use landform, layout, building orientation and landscaping to minimise energy consumption, including maximising cooling and ventilation and avoiding solar gain the summer;
- expect substantial new development to gain a significant proportion of its energy supply on-site and renewably;
- secure sustainable urban drainage systems;
- pay attention to the potential contribution to be gained from water harvesting from impermeable surfaces; and
- require provision for sustainable waste management

Planning Policy Statement (PPS 3): Housing states that authorities should locate housing developments in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure. Couple with this, authorities should plan for a mix of housing tenures to support a wide variety of households in both urban and rural locations. Places, streets and spaces should be created which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve character.

Planning Policy Statement 6 (PPS 6): Planning for Town Centres highlights that well designed public spaces and buildings, which are fit for purpose, comfortable, safe, attractive, accessible and durable, are key elements which can improve the health, vitality and economic potential of a town centre. Local authorities should formulate planning policies which encourage well-designed and where appropriate, higher density, multi-storey

development within and around existing centres. In addition, policies should promote high quality and inclusive design, in order to improve the character and quality of the area in which development is located and the way it functions. The inclusion of a diversity of uses in centres makes an important contribution to their vitality and viability.

Planning Policy Statement 9 (PPS 9): Biodiversity and Geological Conservation states that local planning authorities should promote the incorporation of conservation interests within the design of new development.

Planning Policy Statement 12 (PPS 12): Local Development Frameworks states that local authorities must include policies on design and access. It states that “well designed development responds well to the local physical, social and economic context, being safe, clean, attractive and accessible for all users”.

Planning Policy Guidance Note 13 (PPG13): Transport states that local authorities should ensure that priority is given to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses. Authorities, in partnership with the police should promote designs and layouts which are safe (both in terms of road safety and personal security) and take account of crime prevention and community safety considerations. Furthermore, authorities should ensure that developments are accessible to and usable by disabled people as motorists, public transport users and pedestrians through decisions on location, design and layout.

Planning Policy Guidance Note 17 (PPG 17): Planning for Open Space, Sport and Recreation states that local authorities should ensure that open space, sports and recreational facilities are easily accessible by walking and cycling and for people with disabilities. In addition, authorities should ensure that more intensive recreational uses are located on sites where they can contribute to town centre vitality and viability

Planning Policy Statement 22: Renewable Energy promotes the increased development of renewable energy sources in order to facilitate the delivery of the Government’s commitments on both climate change and renewable energy. PPS22 states that “local planning authorities and developers should consider the opportunity for incorporating renewable energy projects in all new developments. In addition, the guidance states that local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial development to come from on-site renewable developments.

Planning Policy Statement 25: Development and Flood Risk aims to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.

Regional Planning Policies

One of the core principles of the Regional Spatial Strategy (RSS) is good design. Policy DP7 states that environmental quality should be protected and enhanced by promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements. Good design, creativity and innovation are essential to improving the built environment.

Local Planning Policies

The Council determines applications for new development after assessing the proposals against planning policies. These policies are set in the Unitary Development Plan (UDP), which at the time of writing is the Bury UDP adopted in 1997. This document provides a framework for rational and consistent decision making.

The development plan for Bury contains policies which require a high standard of design. SPD16 supports those policies by offering more specific advice to illustrate how these requirements may be met. Key policies relevant to the design of new development are EC6, H2, EN1, EN4, ENR6, HT3, HT4, HT5 and HT6.

EC6 – New Business, Industrial and Commercial Development

The Council will seek to ensure that new business, industrial and commercial development is of a suitable acceptable design and does not have a significantly detrimental effect to the surrounding environment and amenity.

H2 – Housing Environment and Design

The Council will encourage good design in residential developments and expects any new development to make a positive contribution to the form and quality of the surrounding area. New residential developments will also be required to demonstrate acceptable standards of layout.

EN 1 – Built Environment

The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

New development should be mindful of the effect on visual amenity to ensure that developments are not inappropriate by reason of their siting, materials or design. The appearance of proposed developments and their relationship to their surroundings are material planning considerations to be taken into account when assessing development proposals.

The Council requires new development to make provision for incidental open space and landscaping as well as encouraging the provision of suitably located and well designed street furniture which satisfies the requirements of pedestrians, shoppers and other users as well as enhancing the character and appearance of the urban street scene.

The Council promotes development proposals which encourage environmentally sensitive design features which discourage crime. The Council will encourage the incorporation of works of art in appropriate new developments. Where new development is proposed along through routes and at gateways the Council will require a high standard of design and landscaping.

EN4 Energy Conservation

The Council will encourage development which contributes to energy conservation in the Borough. The use of renewable energy resources and the incorporation of energy efficiency measures in built development and the transport system will be encouraged.

EN6 – Conservation of the Natural Environment

The Council will seek to ensure that new development takes into account existing features of ecological or wildlife value. In addition new development within or adjacent to identified wildlife links or corridors should contribute to their effectiveness through the design, landscaping and siting of development proposals and mitigation works where appropriate.

HT3 – Public Transport

The Council will encourage land use measures aimed at maintaining and increasing the use of public transport.

HT4 – New Development

The Council will seek to ensure that new developments support the principles of sustainable development, assist in the implementation of a balanced transportation strategy and minimise the environmental impact of traffic.

HT5 – Accessibility for those with Special Needs

The Council will seek to improve accessibility and the means of movement for the mobility impaired.

HT6 – Pedestrians and Cyclists

The Council will seek to provide new and improved facilities for pedestrians and cyclists

Appendix 3 - Glossary

Active Frontages	Building elevations that have frequent doors and windows, with few blank walls, internal uses visible from the outside or spilling onto the street
Adaptability	The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions
Building Line	The line formed by the frontages of buildings along a street
Built Form	The layout, density, scale, appearance and landscape of a development
CABE	Commission for Architecture and the Built Environment
Context	The area surrounding a development site. This may be the immediate local area (the site context) or a much wider town-wide context (the strategic context)
Defensible Space	Semi-public space that is defensible because it is surveyed, demarcated or maintained by somebody
Diversity	The range of different activities, uses and building types within an area
Footprint	The ground floor plan of a building (not the entire plot area)
Frontage	The part of the building that faces onto the public realm
Gateway	An arrangement of buildings to give a sense of entrance through a 'gateway' into a place.
Grain	The pattern of the arrangement and size of buildings and their plots in a settlement and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent or large and infrequent.
Green Infrastructure	The physical environment within and between our cities, towns and villages. It is a network of open spaces, waterways, gardens, woodlands, green corridors, street trees and open countryside that brings many social, economic and environmental benefits to local people and communities
Home Zones	Residential streets in which the road space is shared between drivers of motor vehicles and other road users, designed with the wider needs of the residents in mind.
Landmark	A building or structure that stands out from its background by virtue of height, size or some other aspect of design
Legibility	The degree to which a place can be easily understood so that people can find their way around (way-finding)
Local Distinctiveness	The positive features of a place and its communities which contribute to its special character
Magnet Uses	A use within a building that generates a high level of pedestrian and other traffic
Massing	The combined effect of the height, bulk and silhouette and shape of a building or group of buildings (3D expression)
Mixed Uses	A mixed of different uses (for example retail and residential) within a building, on a site or within a particular area
Natural Surveillance	The extent to which the public realm is over-looked from neighbouring buildings, increasing the likelihood that anti-social behaviour will take place
Natural Ventilation	Ventilation provided by non-mechanical means, such as openable windows
NWRA	North West Regional Assembly
Passive Solar Heating	Orientation, design and construction of buildings to maximise benefits from solar energy
Perimeter Block	A form of development that locates buildings around the perimeter of each development block, giving rise to internal enclosed spaces

Performance Criteria	A way to assess whether development achieves a particular requirement rather than specifying absolute standards
Public Realm	Those parts of towns and villages that are available for use by everyone free of charge and include streets, squares, lanes and open spaces
Renewable Sources	Renewable sources of materials can be replenished naturally in a short period of time. Renewable energy sources capture their energy from on-going natural processes such as sunshine, wind and flowing water
Scale	The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person
Sense of Place	The particular character that a places possess and which people can relate to
Strategic Flood Risk Assessment (SFRA)	A Strategic Flood Risk Assessment identifies areas of land which are at risk from flooding, identifies those factors which are relevant to current of future flood risks and to outline measures to mitigate and manage flood risk.
Street Furniture	Structure in a street or space. For example bus shelters, light columns, signs, seating and litter bins
Supplementary Planning Documents (SPDs)	SPDs provide additional detail to Local Development Framework policies, providing guidance to developers and their designers on what are expected of them. If applications for planning do not conform with the SPD they may be refused.
Sustainable Development	Development that simultaneously meets environmental, economic and community needs without compromising the needs of future generations
Sustainable Urban Drainage System (SUDs)	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques
Townscape	The overall effect of the combination of buildings, changes of level, greenspaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure and views
Traffic Calming	Traffic management measures designed to reduce the speed of vehicles along routes, particularly in residential areas
Undercroft	Often refers to a room or space below ground floor level. Also used to refer to ground floor access beneath a first floor arch
Urban Design	The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities and the establishment of frameworks and processes which facilitate successful development



www.bury.gov.uk/planning/home.htm

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