

*Poppythorn*

*Prestwich*

# Conservation Area Appraisal & Management Plan



**Metropolitan Borough of Bury**  
*Creating a Cleaner, Safer, Greener Borough*



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# 1: PURPOSE: Implementing Good Practice

*A Draft Conservation Area Appraisal document was presented to Poppythorn residents in April 2005 to seek their views on the issues to be considered when developing a strategy for the area. These were taken into account when Planning Control Committee approved a range of actions in June 2005. This document contains the original appraisal and the subsequent management strategy which will be used to seek the protection and enhancement of the conservation area.*

## **1.0 Purpose : Implementing Good Practice**

The preparation of conservation area appraisals and management strategies is recommended by the Secretary of State and is accepted good practice by English Heritage, the Government's principal advisory body on conservation areas.

The purpose of this document is to first describe and review the elements that contribute to the special character and historic interest of the Poppythorn Conservation Area including its history, architecture and environment. It will also discuss the challenges to the area's protection and enhancement and consider how best to secure the area's character and distinctiveness into the future. The second part of the document will put forward a management strategy covering issues of development and enhancement. The documents are expected to be reviewed at a minimum of five year intervals.

This appraisal is not intended to be comprehensive, and omission of any particular building, feature or space should not be taken to imply that it is of no merit.

## **2: INTRODUCTION: Context within N. Manchester**

Rather, where alterations are being considered, the best practice principles contained in this document will be the starting point for more detailed discussions between owner / applicant and the Council's Conservation Officer.

### **2.0 Introduction : Context within North Manchester**



Poppythorn Conservation Area is located to the north-west of Prestwich, an historic village which grew up around the medieval church of St. Mary. The topography of the Conservation Area is generally flat, sloping gently up towards the north and east.

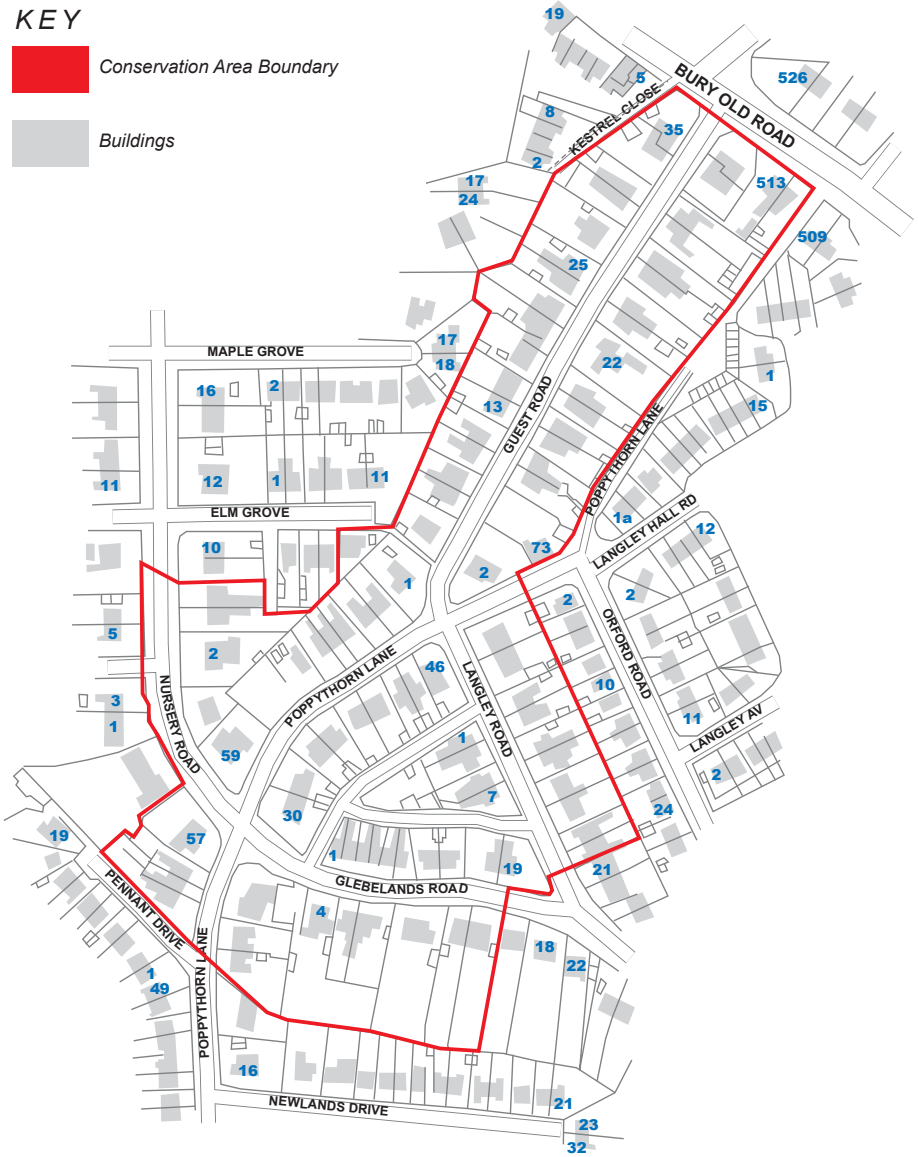
The Conservation Area is compact, comprising Poppythorn Lane, Guest Road, Langley Road, and part of Nursery Road and Glebelands Road. Bury Old Road lies to the north, and the Metrolink line runs close to the southern boundary.

The area around Prestwich was principally open country until well into the 19th century. The area contained small settlements, of which Poppythorn Fold was one, as well as a number of small country estates with substantial villas built by wealthy Manchester merchants and industrialists anxious to escape the dirt and discomfort of the city. With the coming of the railway in 1879, these early residents were joined by better-off middle class families who appreciated the rural suburbia which was being created around Poppythorn Lane and were able to afford the grander houses being built.

# 2: APPRAISAL

## KEY

-  Conservation Area Boundary
-  Buildings



## 3: ORIGINS AND GROWTH OF THE AREA

### 3.1 The Early History

The Parish of Prestwich-cum-Oldham can be traced back to the 12th century. It was one of the largest parishes in England, a fact reflected in the high quality of the Church of St. Mary and its large graveyard, built on high ground overlooking the valley of the River Irwell.

In medieval times the most important local families were the Prestwiches and the Pilkingtons, and in early Tudor times the Stanleys, earls of Derby, acquired property in the locality.

The roughly triangular form of Poppythorn Conservation Area reflects the shape of a patch of glebe land originally vested in the Church of St. Mary, Prestwich, and still commemorated in the name Glebelands Road. This ecclesiastical interest dates back to at least the 16th century. The Poppythorn estate is referred to in a lawsuit of 1565 when it was recovered after its earlier disposal by the then rector, William Langley, to his brother, Sir Robert Langley, to prevent it being sequestered by Edward VI. Within the area, a smaller triangle was under separate ownership, and its presence can still be identified by the two back alleys running off Langley Road which unite and continue to Glebelands Road.

Poppythorn itself was a fold, the name given to the characteristic pre-urban settlement pattern of this part of Lancashire. It was typically a small grouping of cottages and agricultural buildings, linked to its neighbours by a network of lanes and paths; small and numerous, folds were without church, manor house or mill, the characteristics of a typical English Village.

Bury Old Road was little more than a rough track in the middle of the 18th century, but this changed when it became a turnpike in 1754; communications were further improved when a second turnpike, Bury New Road, was constructed in 1826.

### 3.2 Poppythorn Fold in the 19th Century

The Tithe map of 1837 (fig 1) calls the fold 'Pop'oth Thorn', and shows the junction with Langley Hall Road, together with Poppythorn Cottage, and various other buildings which may have been the farmhouse and a barn. Also shown is a substantial house to the south east, possibly that occupied by the curate. The Ordnance Survey map of 1848 (fig 2) shows these buildings and also records the locations of three wells in the vicinity.

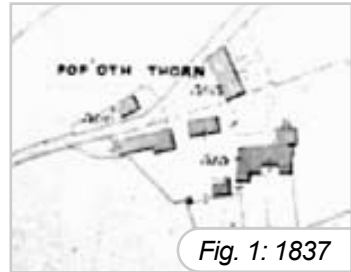


Fig. 1: 1837

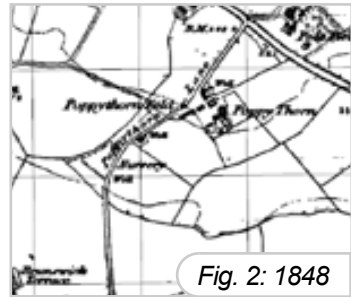


Fig. 2: 1848

By the 1830s there were three property interests in the area.

Poppythorn Cottage was the property of the trustees of George Scholes. He also owned a large field called Thorn Field stretching from Bury Old Road down the west side of Poppythorn Lane occupying approximately the area between Poppythorn Lane and the back of the houses on the west side of Guest Road. The area roughly between Poppythorn Lane and Langley Hall Road, immediately north-east of the four cottages up to Bury Old Road, was called Wellfield and was owned by the Ridehalgh family, who also owned land on the north of Bury Old Road where Pole Field House stood. The glebe land was on the south and south-east sides from approximately the line of Langley Hall Road and Poppythorn Lane including Langley Road and Glebelands Road.

Langley Hall was built in 1862 for the substantial sum of £10,000. It was a large property set in extensive gardens with greenhouses and orchards. During the First World War it was used as a military hospital and was subsequently acquired by Prestwich Urban District Council for new housing.

### **3.3 Building Development from the 1870s**

Development began in the early 1870s, probably starting in Glebelands Road. The early developers typically built a number of houses, living in one and selling or renting the others. James Bent is an example of this, building two houses in Glebelands Road in the 1870s, and a further six in partnership with Abraham Marsh in the late 1880s. Bent himself lived at no. 3 Glebelands Road (Victoria Terrace) and Marsh at no. 11. Another developer, C.O. Kenworthy, owned three houses on Glebelands Road and he also submitted plans for nos. 4, 6, and 8 Poppythorn Lane in 1887. Much of the rest of Glebelands Road was developed piecemeal, typically with the erection of a pair of semi-detached houses, such as the built by J. E. Whittaker in 1893.

The new estate of Poppythorn was clearly considered exclusive from the outset. The historian J. F. Wilson records that once building was underway in Guest Road and the upper part of Poppythorn Lane, 'Iron gates were placed across the road where Nursery Road and Poppythorn Lane meet, to make the road more private.' Although not referring specifically to Poppythorn Lane, Barratt's 1883 Directory describes Prestwich as having a 'great number of genteel residences principally occupied by Manchester merchants.'



The development of Guest Road followed a similar pattern to the other roads in the area. The Ordnance Survey map of 1891 (fig. 3) shows that the east side was fully built up with a central undeveloped block on the west side which was built over by 1907.

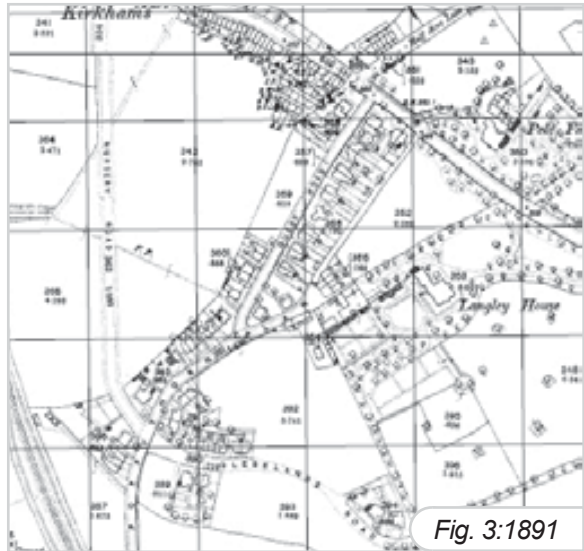


Fig. 3:1891

No. 38 Guest Road, Sandfield, was built circa 1899 as the home of the architect Francis William Maxwell, who almost certainly designed it himself as part of a semi-detached pair with No. 36 (fig. 12). Maxwell was the senior partner in the Manchester firm of Maxwell and Tuke. Their most famous work is Blackpool Tower (1891-4), which won them national recognition. The firm designed many buildings in the North West including churches, schools and commercial buildings. There are several in Bury and surrounding areas, such as the Whitehead Memorial clock tower near the Town Hall. They were also responsible for the layout, and for many buildings, in St Annes, Lytham St Annes, Lancashire. Born in 1863, Maxwell was too young to have contributed to the first phase of the development of Poppythorn estate, but there is a possibility, purely on stylistic grounds, that he may have had some design input to the later phase. He

succeeded his father, James, who had founded the firm in Bury. Maxwell the elder may have had a role in the earlier designs; Milton Terrace, Poppythorn Lane, has key stones identical to those on Maxwell and Tuke's bank building for the Bury Banking Company, Whitefield (1880-83), and Lagos House (1886), built for the wealthy West African merchant John Walkden, has all the hallmarks of an architect-designed house.

The Prestwich Urban District Council register of plans records the submission of a plan for the layout of Langley Road in 1899. Once again James Bent is the principal developer being responsible for even numbers 4 through to 16.

### **3.4 The 20th Century**

Building continued in the early 20th century on vacant plots in Guest Road and Glebelands Road. During this period Langley Road was laid out and started to become built up.



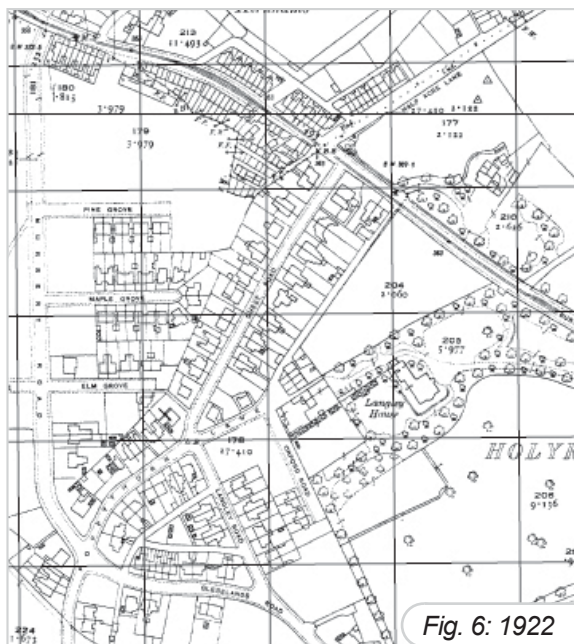
*Fig. 4: Guest Road*

Early photographs, probably dating to the late 19th century, show Guest Road (Fig. 4) and Poppythorn Lane (Fig. 5) soon after development, and although the garden trees have yet to mature, these images show how complete the conservation area remains.



*Fig. 5: Poppythorn Lane*

The Langley Hall Estate and part of the Polefield Estate were purchased by Prestwich Urban District Council in 1923. The Polefield Estate land included the row of cottages which formed part of Poppythorn Fold and the field behind where there were allotments. The Langley Estate was owned by the Ecclesiastical Commission of England. Contracts for the first fifty new houses were issued in 1927 and by 1939 there were just over 1,000 council houses on the new estate. The Ordnance Survey maps (figs. 6 and 7) show the area in 1922, just before this development, and in 1953 when building had been completed.



### 4.1 General Form

Poppythorn Conservation Area is now completely surrounded by housing, ranging from the inter-war developments along Nursery Road and the Langley Hall estate to a limited number of modern low-rise apartment blocks. Despite this, the roads forming the Conservation Area have retained a distinctive character reflecting the completeness of the original layout and the generally unchanged form and appearance of the individual houses, built as they were over a relatively short period from approximately 1870 to the beginning of the First World War.

Much of the Poppythorn development was undertaken by a handful of builders who chose to live in one of their houses on the estate, renting out further properties. They thus had a personal interest in the form and appearance of the roads and houses.

Nothing remains of the original small community of Poppythorn Fold except Poppythorn Cottage, and this has been altered so that in appearance it blends with its late 19th century neighbours.

Fig. 8 shows Poppythorn Cottage on the left and the cottages which stood where Langley Hall Road now joins Poppythorn Lane until their demolition in 1926.



*Fig. 8: Poppythorn Cottage*

Poppythorn Lane itself is probably of considerable antiquity, and another early route is represented by the alley way which presently joins Guest Road to Elm Grove. This can be identified on both the 1837 Tithe map and the 1848 Ordnance Survey map as part of a footpath linking Poppythorn Fold to Hardman's Fold, which were located approximately on the site of Junction 17 of the M60 at the north end of Highfield Road. An original gas lamp-post still exists near the Elm Grove end of the alley, similar to those which can be seen in Figs. 4 and 5.

#### **4.2 Some Significant Properties**

There are no listed buildings in the Poppythorn Conservation Area and, although many are of fine design, none are considered sufficiently significant to warrant inclusion on the list of buildings of special architectural or historic interest. Poppythorn Conservation Area is entirely residential and this is reflected in the scale of the buildings and their set-back



position in relation to the various roads. Because the roads follow old tracks or recognise former boundary lines, they curve through the area obscuring through vistas, the abundant trees and greenery further add to the intimate feel of much of the area. There are, however, a number of houses which stand out and enhance the area's character. No. 46 Poppythorn Lane (Fig 9), which stands at the junction with Langley Road, is an imposing red brick house with a prominent chimney.



*Fig. 9: No.46 Poppythorn Lane*

The mix of substantial detached houses, smaller villas, semi-detached properties and terraces adds to the visual interest of the area. Nos 1-11 Glebelands Road, Victoria Terrace (Fig. 10), is the longest terrace in the area and its well proportioned dwellings with ground floor bay windows is on a smaller scale than many of its neighbours.

No. 59 Poppythorn Lane, Lagos House (Fig. 11), is on a substantial scale, best viewed from the corner with Nursery Road. It was one of the earlier houses on the estate and would undoubtedly have had an influence on later designs. The high quality of the materials used complements the pleasing Arts and Crafts irregularity of its design.



*Fig. 10: Victoria Terrace*



*Fig. 11: Lagos House*



Nos. 36-38 Guest Road, (Fig. 12), are interesting because of their connection with the prominent Manchester architect Francis William Maxwell. Built as a semi-detached house, but giving the impression of being a single residence, they stand in a prominent position on the corner of Bury Old Road. Maxwell appears to have spared no expense, using white marble for the bay windows.



*Fig. 12: Guest Road*

#### **4.3 Decorative Features and Materials**

Decorative features and varied materials add greatly to the character of individual houses and the overall appearance of the area. Slate is the usual roofing material, though there are some examples of tiled roofs. Red brick is the predominant building material, often with stone dressings, but a few houses were rendered from the outset. There are several examples of the use of contrastingly coloured brick for decorative effect, and there is also use of moulded brick and terracotta. Some houses incorporate mock timber framing and barge boards based on historic Tudor styles. There are also examples of ornamental bracketed cornices and variety in the treatment of bay windows, dormers and porches. Original timber doors, where they survive, are an asset, as are original windows and chimney pots. Some properties have attractive stone plaques with names of the house or terrace and some incorporate the date of building.

The chimney of Lagos House (Fig. 13) bears a datestone of 1886 with the owner's initials. The brickwork is stepped out, and additional decoration added in the form of patterned terracotta and rubbed brick.



*Fig. 13: Lagos House*

No. 13 Guest Road has a number of attractive embellishments:

- the triangular gable over the bay window to the right has ball finials at the top and sides;
- the segmental tympanum in a brick arch with keystone above the first floor window is enriched with foliage to the side of a scrolled heart containing the original owners initials (Fig. 14);
- the entrance with the original door containing coloured glass window and overlight, flanked by a segmental brick cornice supported on terracotta Doric colonnettes (Fig. 15);



*Fig. 14: No.13 Guest Road*



*Fig. 15: No.13 Guest Road*

Many of the properties have contrasting string courses, sometimes black brick, in other cases highlighted in white.

One of the more elaborate examples is the semi-detached Nos. 18 and 20 Guest Road (Fig. 16). Here yellow and black brick forms string courses and a course of striking lozenges below first floor window level.



*Fig. 16: Guest Road*

The sense of individuality of the houses is heightened by the range of porches, dormer windows, and bay windows; designs are either unique or found in small groups of houses built by the same developer. Original dormers are often used to draw attention to bay window features, as at No. 18 Guest Road (Fig. 16), and at Lagos House (Fig. 11). Roofs are generally pitched, but some houses such as No. 46 Poppythorn Lane (Fig. 9) have complex roof patterns. Gables, very much a feature of Arts and Crafts architecture, are common and bring a pleasing sense of irregularity to the houses. As befits a suburb created with better off professionals in mind, the quality of materials and workmanship is consistently high.

## 4.4 Gate Piers and Garden Features

Most properties retain their rough stone garden walls with tooled copings. In some places the walls are bowed where the entrance is, as at Lagos House, and at street corners, whilst in some other instances the walls are stepped down with detailing near entrances. Some of the front gardens still have stone-sett paths, while a few, such as Victoria Terrace, Nos. 1-11 Glebelands Road, have paths of stone flags. The front gardens are almost universally well tended, with a wide range of flowers and shrubs, and the Conservation Area has a number of mature trees which greatly add to the charm of the enclave and help set it apart from the surrounding roads.

Although on-street parking potentially detracts from the character of the area, many of the houses have garages, sometimes to rear, and there are as yet hardly any cases of front gardens being converted to hardstanding. Garden frontages, with walls, gates, gate piers and paths are important features affecting the character of the whole area as well as the individual properties; they need to be retained.

Poppythorn Conservation Area has a rich selection of gate piers, some painted and some natural stone, many with carved house names, such as 'Thornbank (Poppythorn Lane) and Beech Villas (Guest Road). These are distinctive features and together with the original stone walls contribute considerably to the area's general character (figs. 17, 18 & 20).



Fig. 17



Fig. 18

As well as forming an important feature in themselves, the gatepiers preserve house names popular in the late 19th and early 20th centuries and illustrate an interesting aspect of social history. Names such as 'Brantwood' (John Ruskin's house in the Lake District) and 'Rydal Mount' (one of William Wordsworth's Lake District homes) reflect the education, interests and aspirations of the owners or builders. Names such as 'Ambleside Villas' and 'Loughrigg' (both in the Lake District), 'Glencoe' and 'Burnbrae' (in Scotland) and even 'Knott End' (probably after the Victorian seaside resort near Fleetwood) reflect associations with holidays, leisure and areas of natural beauty.

An unusual feature is the way the road name Nursery Road has been carved into wall coping stones on each side of the south end of the road (fig. 19). In a few other instances house names have been carved into the coping stones.



Fig. 19

No. 61 Poppythorn Lane (fig. 20) was the home of George Middleton, the Prestwich historian; it is a detached house that might have been designed as part of a proposed terrace, but it stands in a largish garden.



Fig. 20

One important item of street furniture which should be preserved is the red Victorian post box in Poppythorn Lane near its junction with Guest Road (fig. 21). It is set between brick piers, which need some re-pointing, and has a stone overlay.



Fig. 21



## 4.5 The 'Triangle' Between Langley Road and Glebelands Road

The detached area of gardens in the centre of the Poppythorn Lane/Langley Road/Glebelands Road triangle is an unusual and attractive anomaly arising from its historically separate ownership, and the setted street surface is a rare surviving feature. These are the only thoroughfares to preserve natural stone paving and kerbs.

Outhouses are a particular feature of these back alleys. They are substantially built, some with tall chimneys, and as some appear on the 1893 Ordnance Survey map, were built for carriages rather than motor cars (figs 22 and 23).



Fig. 22



Fig. 23

## 4.6 Poppythorn Lane Extension

The unmade extension of Poppythorn Lane, from the junction with Langley Hall Road to Bury Old Road, is a rare reminder of the rural past (fig. 24), avoiding development because of the pattern of building adopted on the Langley Hall Estate. The attraction of this leafy path is, however, seriously marred by the group of apparently derelict garages which served the houses on Langley Hall Road.



*Fig. 24*



*Fig. 25*

There are examples of late 19th century coach houses, although not always in good condition, at the bottom of the Guest Road gardens; No. 28 being one example (fig. 25).

## 4.7 Roads, Pavements and Street Furniture

With the exception of the areas covered in 4.5 and 4.6 above, the roads are generally tarmac with a mixture of asphalt and concrete paving for the pedestrian footway. Pavements are generally of utilitarian modern materials and there is no overall consistency in their treatment. Street lights are modern and contrast negatively with the late 19th century character of the Conservation Area.



Perhaps the single most intrusive feature in the entire area is the mini roundabout at the junction of Nursery Road, Poppythorn Lane and Glebelands Road. An overall design scheme should be agreed and the re-instatement of a more appropriate surface should be carried out as part of a continuing repair and maintenance programme.

#### **4.8 Trees**

The area is notable for the number of mature and well-grown trees in gardens and along the pavements of Nursery Road and Langley Road. They make a very important contribution to the character and appearance of the area. Although there are a number of ornamental, exotic and evergreen species in gardens, the dominant species are native or long-established deciduous trees including beech, ash, lime, horse chestnut and sycamore. Particularly important is the group of trees in the gardens in the grounds of houses at the junction of Glebelands Road, Poppythorn Lane and Nursery Road. Another important group, outside the Conservation Area boundary, makes a valuable contribution to views along the eastern part of Glebelands Road as it curves along the edge of a scarp. Many gardens, front and rear, have mature trees which enhance the appearance of the area. The unmade extension of Poppythorn Lane has become partially choked on the sides by self-sown seedling trees which need controlling. The mature trees along this section, however, are an asset.

Because of their importance, a tree survey should be undertaken with a view to identifying those which warrant preservation and appropriate tree preservation orders should then be issued.

### 5.1 Introduction

The character of Poppythorn Conservation Area has been described in the earlier sections of this appraisal. National conservation guidelines place a responsibility on the local authority to formulate and publish proposals for the preservation and enhancement of conservation areas and, in exercising their planning powers, to take into account the desirability of preserving or enhancing their character or appearance.

This conservation area appraisal and the management proposals were prepared for circulation to area residents as part of a consultation process during 2005. There is broad support from the local community for the policies and actions which form the management strategy.

The Poppythorn Conservation Area is a remarkably well preserved enclave which has suffered relatively little large-scale change since the First World War. The changes which have taken place, however, could easily be compounded, and the result would be serious erosion of the character of the area. When alterations which seem minor in themselves become widespread, they can have a far-reaching effect on the appearance of the area. While most residents have taken pride in the original features, certain alterations have already had a damaging effect. Drawing attention to the special features of the place and setting this in a historic framework is seen as a way of highlighting what is best about the area. This should help inform individual owners so they can avoid works which might erode the area's special qualities.

Although not yet widespread, erosion of detail has taken place with the introduction of storm porches, dormers and satellite dishes in an unsympathetic way. Replacement of original doors and windows, changes to roofing materials and the introduction of unsympathetic fencing and replacement garden walls are all alterations which can often be avoided or carried out in a more sensitive manner.

Other alterations, such as replacement of street lamps and original pavement materials, introduction of signage and so-on, relate to works of maintenance and road safety measures by the Council. Such works are essential for the safety and comfort of residents but there may be scope for replacing some elements in more sympathetic materials as routine repairs and replacements are undertaken.

As well as guarding against damaging alteration, the strategy aims to consider how the area can be enhanced and to ensure that modern needs can be catered for in a sensitive way.

The Poppythorn area has successfully accommodated many changes, even quite radical ones, such as the introduction of cars, electricity and all the modern conveniences taken for granted today. Conservation policies recognise that change takes place and that individuals wish to improve their properties and environment. What they seek to do is to guide the way changes are made so the traditional character of the area is retained and enhanced.

## 5.2 Policies for the Control of Development

The following policies are directed at ensuring that change is in sympathy with the area's character. These should be read in conjunction with the Council's booklet Conservation Areas of Bury, which gives general guidance on conservation areas and explains when planning permission is required for the alteration and extension of dwellings. They should be taken into account when consideration is being given to proposed alterations and when guidance is required.

### Demolition of Buildings

The Town and Country Planning (Listed Buildings and Buildings in Conservation Areas) Regulations 1997 requires the approval of Conservation Area Consent for the demolition of most buildings within a conservation area. Very little new building has been undertaken in the Poppythorn Conservation Area, but a low-rise apartment block has been built at the corner of Poppythorn Lane and Glebelands Road. It respects the general area character in terms of size, massing and materials, but nevertheless does not enhance the area's character.

**Policy:**

**The demolition of existing houses and their replacement with new houses or apartments should be resisted.**

## Article 4 Directions

Local planning authorities are empowered to remove generally permitted development rights so that proposed development which would not normally require planning permission, such as small extensions, porches, and the creation of hardstandings, is brought under control. Article 4 directions can also be used to prevent the painting of unpainted brickwork, and the removal of garden walls and hedges. During consultation the use of this power did not receive the full support of the local community.

### **Policy:**

**That the Council delay consideration of the implementation of an Article 4 direction (removing permitted development rights set out in Classes A, B, E, F and G of Part 1 of Schedule 2 of the Town and Country Planning (General Development Order) 1995) until the impact of any further changes on the ground are reviewed in due course.**

**That a design guide be prepared providing advice and guidance for residents on the subject of extensions and alterations and for use in connection with voluntary arrangements for compliance with good practice.**

## Doors, Windows and Joinery

Although not yet widespread, there are examples of inappropriate window and door replacements.

**Policy:**

**Renovation is preferable to replacement. Window sills which require replacement should be cut out and replaced with new matching timber pieces joined in a traditional way. Where windows and doors have deteriorated beyond repair, consideration should be given to having new units made to the original design, rather than to replace them with modern commercially available alternatives. Replacement windows should be timber, which should be painted. Joinery should be painted rather than stripped or stained.**

## Loft Conversions

There are isolated cases of loft conversions which are not in sympathy with the area's character.

**Policy:**

**New dormer windows should follow traditional patterns, proportions, materials and details. Generally, rear elevations may be the most suitable for roof alterations such as dormer windows. Conservation rooflights are an alternative to building a dormer structure.**

## Satellite Dishes and Burglar Alarms

Satellite dishes are common, in some instances in quite prominent positions; similarly burglar alarm boxes can be detrimental in their appearance.

**Policy:**

**Where possible new aerials, satellite dishes and alarms should be mounted below eaves level and at the rear or side of the property. Main elevations should remain uncluttered. See through mini satellite dishes cause the least harm.**

## Side and Rear Extensions

Minor additions, such as side and rear extensions, which qualify as permitted development, could have an adverse impact on the character of buildings if carried out without properly considering size, form and details.

**Policy:**

**Side and rear extensions, which are permitted development, should be designed to compliment the design and detail of the house; single storey is preferable with a pitched roof.**

## Roofs

Poppythorn Conservation Area is characterised by the varied pitched roof forms. The original roofs are covered with natural slate, many with decorative terracotta ridge pieces.

**Policy:**

**If re-roofing is required, salvageable slates should be reused where possible, the balance being made up of reclaimed material. The use of concrete tiles or synthetic 'slates' can be inappropriate. Where possible semi-detached houses and terraces should be re-roofed as a whole to preserve a unified appearance.**

## Chimney Stacks

Brick chimney stacks with terracotta pots make a strong contribution to the skyline and add to the character of the area.

**Policy:**

**Chimney stacks and pots should be retained although the flues may not be in use.**

## Rainwater Goods

Rainwater gutters and down pipes were originally cast-iron, with lead flashings.



**Policy:**

**Where replacement of rainwater and soil pipes is necessary, off the shelf upvc is seldom appropriate. There are convincing copies of cast iron and timber sections in other materials that are lighter and less expensive. The installation of additional and new pipe work on the front elevation should be avoided.**

## **Brickwork**

The brickwork of the houses is an attractive feature and is a key component of the area's appeal.

**Policy:**

**Brickwork should not be painted and, if it is to be cleaned, a non-abrasive method should be used. Careless repointing of brickwork can seriously affect the appearance of the property, and the work should only be entrusted to an experienced contractor using a weak mortar mix, and traditional pointing method.**

## **Boundary Walls and Gates**

The boundary walls and gates posts provide some of the most interesting architectural features in the area and make the scene along a number of streets very special.

**Policy:**

**The existing boundary walls and gateposts should be retained and protected from removal and relocation. In some streets, proposals to create car hardstandings by removing walls and gates should be resisted. In others, designs should take great care not to lose this part of the area's heritage.**

## **Trees**

Trees are an important element of the areas character, and replanting should be encouraged when mature trees die. It is important, however, that replacement trees should be species which conform to the existing pattern described in page 24 of this appraisal.

**Policy:**

**When trees are removed or die they should be replaced with new trees of appropriate species and size.**

### **5.3 Policies for Enhancement**

On the 28 June 2005 the Council's Planning Control Committee approved the following broad approach to area enhancement : -

That enhancement and management proposals be prepared for the conservation area and that these should take on board the recommendations of the appraisal and the issues raised through the consultation. In particular they should include proposals for street lighting, trees, highway and traffic issues, the garage court on Poppythorn Lane, other elements of the streetscene such as boundary walls, and the Langley Road/Glebelands Road triangle. The proposals should also be conscious of future maintenance and management costs. They should be used in the bidding for funds to support the works and, in the interim, all parts of the Council should ensure that the character of the conservation area is fully respected when alterations to the public realm are made. The specific matter of rat-running will also be referred to the Borough Engineer for consideration within the Local Safety Scheme programme.

The Council does not normally make general grants available for repair and restoration work in Conservation Areas. The Council does operate a Buildings at Risk grant scheme aimed at saving and securing threatened historic buildings (largely listed buildings), with an annual budget of £15,000. It is proposed to investigate good practice elsewhere in Conservation Areas together with the effectiveness and value

of grant aid to private property. The results of the investigations will advise on the review of Council repair and restoration grants in conservation areas.

The Council has delayed consideration of stricter planning controls until the position on the ground is reviewed following a reasonable period after the 2004 designation of the conservation area. However, design guidance is to be prepared to assist area residents in altering or extending their homes. This will be prepared as general advice and will also cover the St Marys, Prestwich, and All Saints Conservation Areas.

## 6: APPENDICES

If you need to contact the Council in connection with the conservation area in general, or about changes to land and individual buildings, please use the Conservation Officer and development control telephone numbers.

**Brian Daniel, Chief Planning and Economic Development Officer**  
Bury MBC, Department of Environment and Development Services,  
Craig House, 5 Bank Street, Bury BL9 0DN

**Conservation Officer** (address as above) 0161 253 5317  
Or email: M.Nightingale@bury.gov.uk

**Development Control** (address as above) 0161 253 5432  
Or email: planning@bury.gov.uk

### **USEFUL CONTACTS**

Prestwich Heritage Society, Secretary: Ian Pringle  
0161 773 6912

Bury Archives Service, Joanne Fitton, Bury Museum  
0161 253 6314

English Heritage, North West Region, Suites 3.3 & 3.4, Canada  
House, 3 Chepstow Street, Manchester, M1 5FW.  
0161 242 1400

### **ACKNOWLEDGEMENTS**

Fig 1 – Bury Archives  
Figs 4, 5, 8 – Bury Library Photographic collection  
All other figures – Bury MBC

 Language Line  
0161 253 5000

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**Craig House, 5 Bank Street, Bury, BL9 0DN  
(March 2006)**

**Environment & Development Services**

Bury ● Prestwich ● Radcliffe ● Ramsbottom ● Tottington ● Whitefield

***Metropolitan Borough of Bury***