

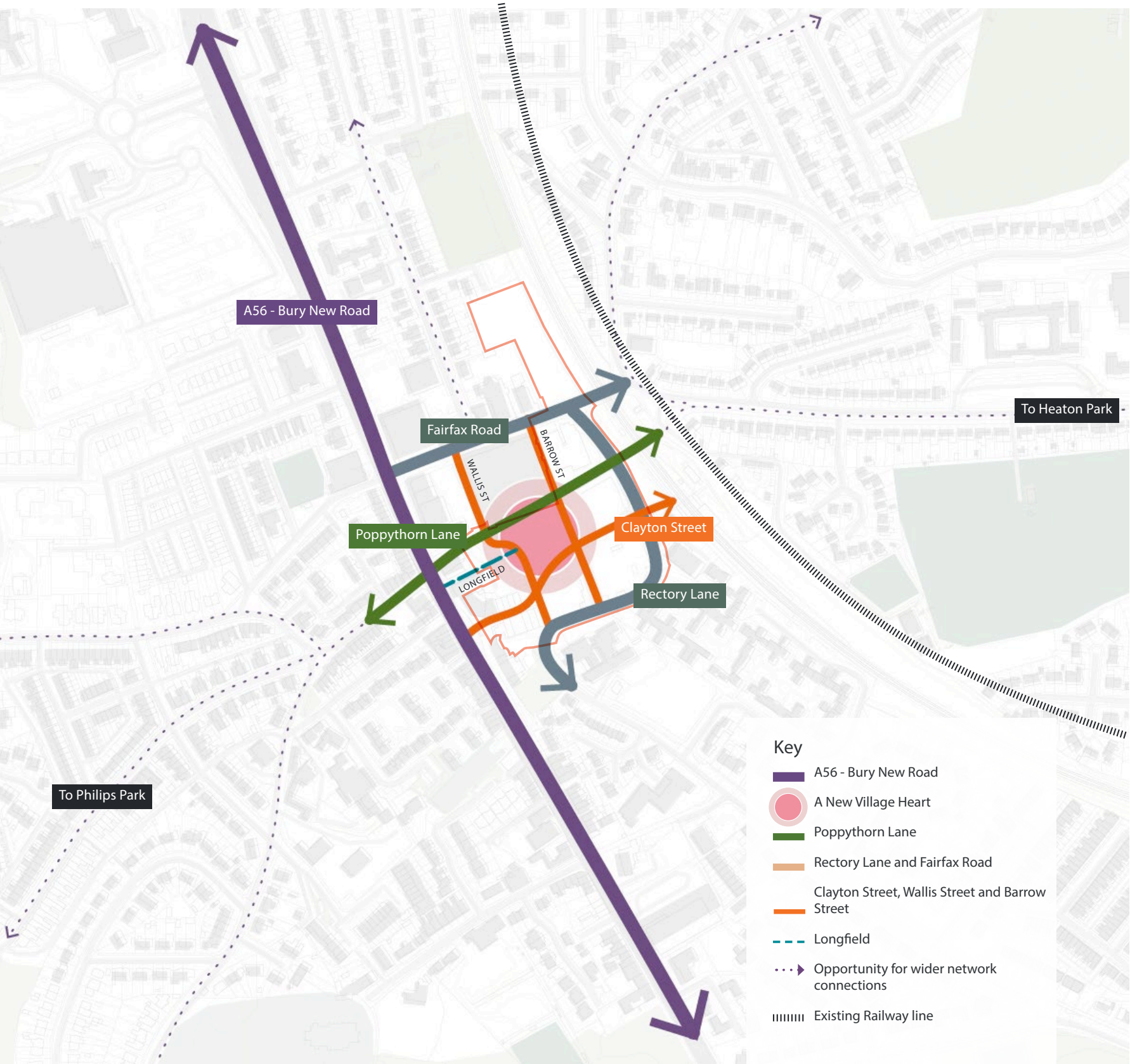
9.0 Landscape

9.1 Landscape
A Vision For The Public Realm

As we move towards a future in urban areas where people travel less and buy locally, we need active and liveable neighbourhoods. This means we must think carefully about how we build and grow sustainably.

The vision for the public realm in Prestwich's new village centre focuses on reducing vehicular traffic, encouraging active travel and integrating green infrastructure in a new hierarchy of streets and spaces.

- Improving connections across the town.
- Improving accessibility to the village centre.
- Restoring the historic grain with a network of interconnecting streets.
- Ensuring pedestrians and cyclists can easily access and explore the village centre.



A hierarchy of streets and the Village Heart

9.2 Landscape Opportunities

With a focus on reducing vehicular traffic, encouraging active travel and integrating green infrastructure Prestwich Village Centre has opportunity to radically alter the streetscape to encourage greater access for all users;

The key opportunities:

- Breaking barriers to movement with the improvement of pedestrian and cycle crossings.
- Strengthening pedestrian and cycle connections through the village centre, while reinstating historic street pattern.
- Poppythorn Lane as an active travel corridor that links to a wider network of green spaces and cycle infrastructure, from Heaton Park to Prestwich Forest Park.
- Clayton Street as a link through the village centre to the village arrival, at the metrolink stop.
- Improvements to underpass to enhance pedestrian and cycle links to the wider context and neighbourhoods.
- Opportunity to incorporate Sustainable Urban Drainage Systems.

Key

- Site boundary
- Barriers to movement
- Key travel corridors. Strengthening connections through Prestwich Village Centre
- Reinstating historic street pattern
- Environmental Improvements to Longfield
- Improving crossings over

- barriers
- Opportunity for arrival space
- Future potential sites
- Greening the village
- Village heart
- Wider network pedestrian and cycle links
- Improvements to underpass



9.3 Landscape Street Hierarchy

A network of new green streets interconnect, leading to a vibrant Village Square at its core.

These pedestrian-friendly routes will offer ample opportunities for leisurely strolls, relaxation, and comfortable seating, while also providing versatile spaces for events and markets. Since the initial consultation, the plan has been refined to maximise the introduction of new trees and planting areas, taking into account the valuable community feedback received during this period. This is achieved through several principles:

- **Enhanced connectivity and historic street patterns**
The plans prioritise efficient connectivity across the new Village centre by revitalising the historical street layouts. These facilitate seamless movement for pedestrians and cyclists, reintegrating east-west routes from Bury New Road to the Metrolink stop. This complements the existing north-south connections which have been retained, extending from the proposed transport hub at the north of the masterplan to the southern boundary at Rectory Lane.
- **Pedestrian-focused design and sustainable transport**
A central aspect of the masterplan involves balancing all the core streets, creating a secure environment for pedestrians and cyclists, and prioritising sustainable modes of transportation. Transitioning towards the outskirts, the proposal includes de-engineering Rectory Lane, thereby creating a safer thoroughfare that curbs traffic speed and accommodates pedestrians and cyclists.
- **New green infrastructure**
The integration of street trees and rain gardens for sustainable drainage is a recurring theme throughout the streets, complementing the green roofs planned for various plots. The outcome is a cohesive network of green infrastructure spanning the entire site.



9.4 Landscape

Key Streets and Spaces

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9.5 Landscape
Vehicular access strategy

A defining feature of this development lies in its unparalleled proximity to an array of public transport options.

The western boundary of the site is defined by the prominent Bury New Road, a vital thoroughfare serving as a gateway to and from Manchester. In immediate proximity to the site, a strategically positioned existing bus stop services a collection of essential routes including 98, X43, 66, 97, X41, and 95. Prestwich Metrolink station is located directly on the eastern boundary, offering a connection to Manchester city centre within 20 minutes and the northern town of Bury with 15 minutes.

The plot and building arrangement creates well defined and overlooked streets and spaces, with active ground floor uses spilling out into the public realm, animating the street environment, contributing to the overall social life of the scheme. This pleasant and safe environment is enhanced through the application of high detailing of the public realm, and consideration of ‘access for all’ measures.

Designing accessibility into the new Prestwich public realm is crucial to ensure that the space is inclusive and to everyone. This includes:

- Creating generous, flat pathways that are easy to navigate for those with mobility aids
- Providing accessible seating and tables
- Installing tactile paving to aid those with visual impairments
- Ensuring that all signage is clear and easy to read.



9.6 Landscape
Street hierarchy

A new hierarchy of Streets with a focus on reducing vehicular traffic, encouraging active travel and integrating green infrastructure.

Walking and cycling and connections to public transport are prioritised through this masterplan, in both its layout, and in the detail of the design. Throughout the streets the layout promotes continuous activity, thanks to forward-facing retail units that seamlessly spill into inviting open spaces. Aligning with the historical fabric of the area, these streets receive names that reconnect with the heritage of the site, looking back the original streets that once bisected the site.

- The primary pedestrian connection between Bury New Road transport links and the Metrolink stop. Character varies from civic to green residential streets at the eastern edge.
- Poppythorn Lane

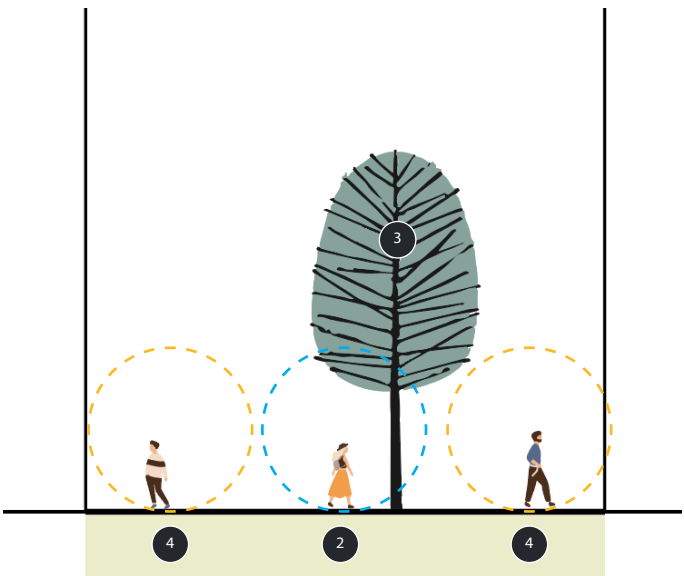
Key west-east route through the site and considered secondary to Clayton Street. Character varies from civic to green residential streets at the eastern edge. Allows for controlled service access.
- A key north-south route through the site with a quick direct pedestrian connection to the MSCP linking through to Rectory Lane. Civic in character.
- Significant greening and rain gardens are proposed along a reduced highway to create traffic calming and a positive environment for pedestrians and cyclists.
- The heart of the Masterplan. All roads lead to the Village Square, which will become a new nodal point allowing people to orientate and have easy access to other areas of Prestwich.



9.7 Landscape
Key Streets & Spaces

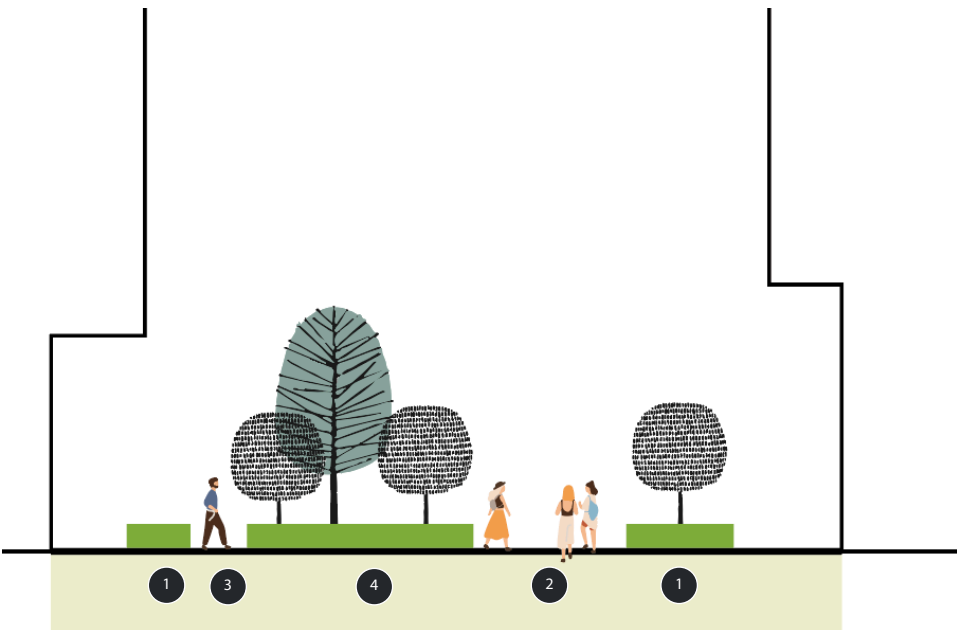
The internal street layout, accessible solely to authorised servicing vehicles during designated time frames, reinforces a sense of order and safety within the development.

The streetscape character is thoughtfully curated through a harmonious array of paving materials, uniting the Village Centre into a coherent and consistent scheme. A strategic integration of green infrastructure underscores the transition from the civic-focused village streets to the residential block. Here, abundant planting fosters a biodiverse street environment, accentuates pleasant outlooks, and adds a layer of semi-privacy to street-level front doors.



Civic street - Typical Section

- 1 Includes arrival spaces/pocket squares at key nodes
- 2 Mostly hard street to allow space for service access and markets
- 3 Street tree planting in a formal avenue to maintain sightlines
- 4 Space for spill out to adjacent retail units



Green street - Typical Section

- 1 Privacy planting to create threshold to residential
- 2 Key green arrival point from the Metrolink with large, legible route to centre
- 3 Secondary routes included through the green spaces
- 4 Street gardens with dwell spaces facing away from residential units



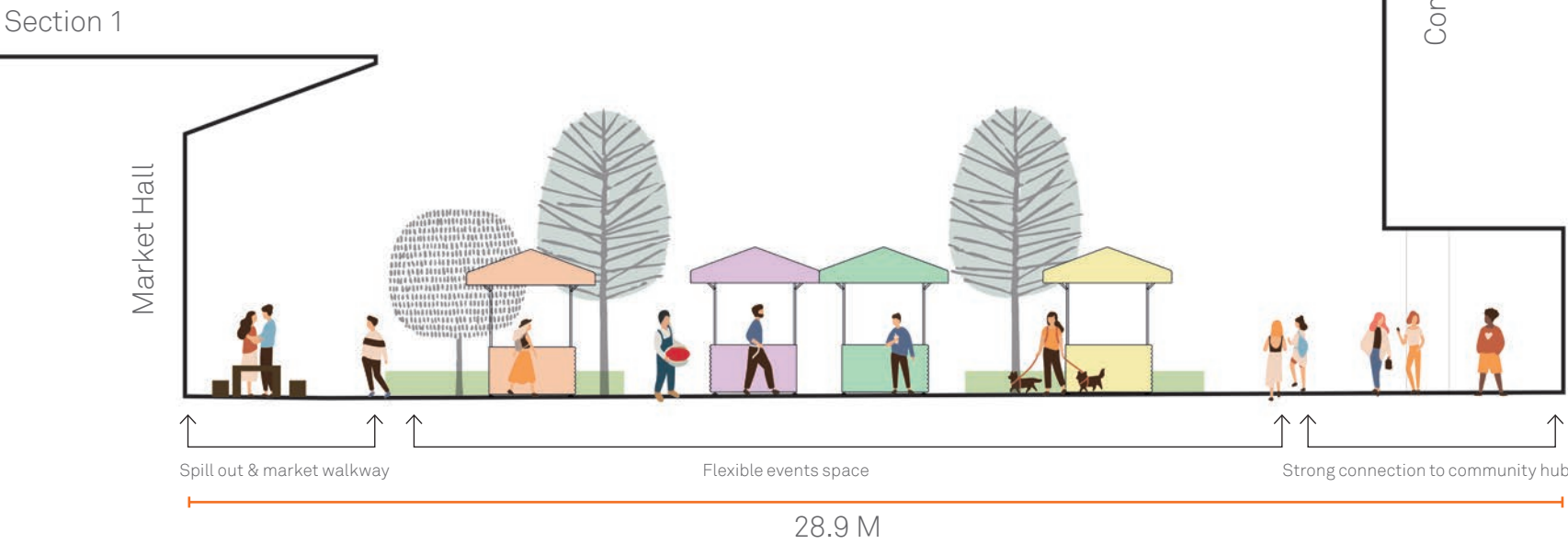
Precedent image - civic streets



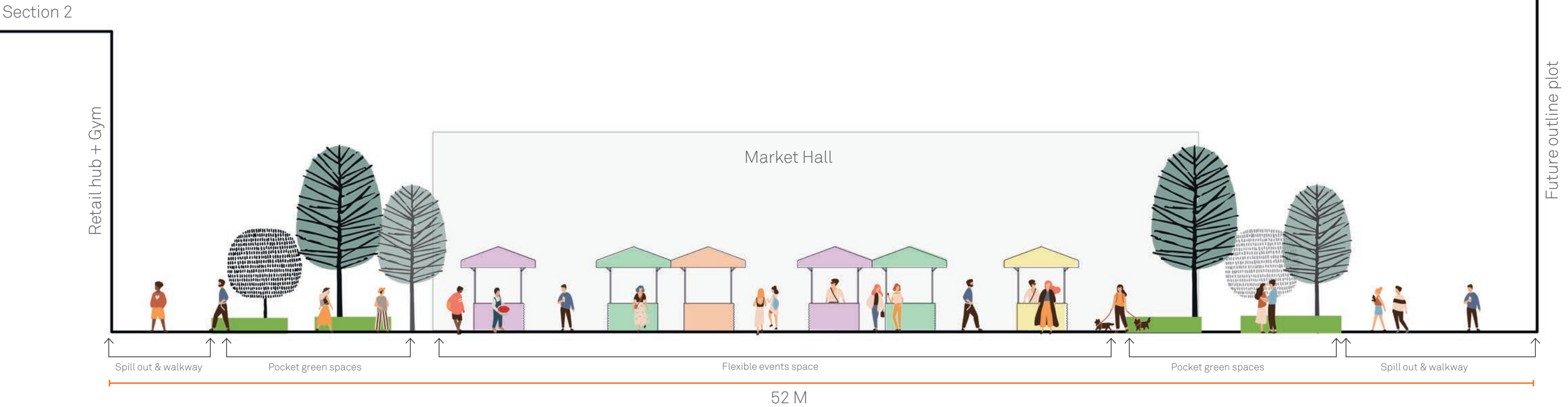
Precedent image - green streets

9.8 Landscape
Key Streets & Spaces

The Village Square is the new heart of the masterplan and provides a flexible events space for the community to come together.



Plan - The Village Square



9.9 Landscape
The Vision For Rectory Lane

Proposing to de-engineer Rectory Lane, which traces the masterplan’s southern and eastern borders, underscores a commitment to enhancing the overall environment.

Rectory Lane has been de-engineered with space reallocated from vehicles to pedestrians and to provide features such as tree planting and SuDS. Consideration was given to pedestrianising Rectory Lane but it is necessary to maintain access for vehicle through traffic not only to provide for local journeys to existing homes and businesses and the existing bus services but also to provide access to the new development, reducing the requirement for vehicles to enter the new streets and public realm within the Village centre. Specific access is required from Rectory Lane to the Community Hub car parking (including accessible spaces for the potential medical centre), on street car parking (including accessible spaces), servicing and access to Loading Bays reducing the need for servicing and access from internal streets and emergency vehicle access.

Opportunities:

- 1 Servicing and drop off bays
- 2 Visitor parking area with dedicated DDA bays for accessibility
- 3 Enhanced crossing points with a focus on traffic calming
- 4 Re-instating pedestrian-friendly links to Bury New Road
- 5 Proposed tree and rain garden planting to create a greener streetscene



9.10 Landscape

The Vision For Rectory Lane

This transformation aims to curtail vehicular speeds, calm traffic and squeeze roads widths, thus fostering a safer and more secure atmosphere for cyclists and pedestrians.

This holistic approach, while prioritising safety, also manages to strike a balance by retaining car access in carefully chosen locations. The proposal envisions upgraded crossings and utilising raised tables strategically placed along Rectory Lane, effectively weaving a thread of connectivity not only to the Metrolink station but also to St. Mary's Primary School situated to the southern expanse of the site. This addresses the significant desire lines identified during public consultation events from Rectory Lane up to the Village Square and connecting across to Bury New Road.



9.11 Landscape

The Travel Hub

The public realm outside the travel hub is planned to undergo enhancements aimed at softening the front facade. Additionally, it involves introducing greenery along the Fairfax Road Streetscape and, wherever feasible, providing a visual buffer for adjacent residents.

- 1 Green buffer to adjacent residents
- 2 Street trees proposed to Fairfax Road
- 3 Informal seating space adjacent to entrance
- 4 Improved crossing point connecting into the Village.

Proposed buffer tree planting:



Alnus glutinosa 'Pyramidalis'



Acer platanoides 'Columnare'



Betula pendula Fastigiata



9.12 Landscape

Phase 1B

Phase 1b of the development places a strong emphasis on a careful blend of retail and community spaces. This orchestration is thoughtfully balanced by ample zones for active frontages that can seamlessly spill out into the public domain.

Within these designated areas, the proposed landscaping serves a dual purpose: it introduces verdant pockets of green and delineates spaces primed for diverse activities, available to engage the community all year round.

A unified architectural vision underscores the entire assemblage of buildings, harmoniously brought together by a single architecture firm. Each building carries a distinctive style while benefiting from a collaborative approach that ensures a consistent vernacular envelops the entire scheme, lending it a positive cohesiveness. The design of public spaces has been strategized to ensure robust surveillance from adjacent residential blocks, instilling a sense of safety and security that spans from day to night.



9.13 Landscape

The Village Square

The village square not only creates a destination at the centre of the plan, but aides orientation through the site from Bury New Road to the Metrolink.

All roads lead to the Village Square, which will become a new nodal point allowing people to orientate and have easy access to other areas of Prestwich.

The Village Square is designed to be flexible and accommodate a range of activities from market stalls, outdoor cinema, it will be where Prestwich gets together. The pocket gardens create spaces to sit, and create a more intimate environment away from the larger square. A choice of spaces to spend time are created.



View 1 - Looking east across the square



View 2 - Looking west across the square