
PRESTWICH VILLAGE CENTRE

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Prestwich Village Centre Transformation: Our Approach

Nationwide placemaker, Muse and Bury Council have formed a Joint venture Partnership for the regeneration of Prestwich Village. The nationwide placemaker, Muse, has almost 40 years of experience creating mixed-use communities across the UK. Their track record of leading complex, mixed-use regeneration gives us the experience to deliver successful places, with the emphasis on sustainability, community and quality. They are working with partners in 36 places across the UK from Bradford to Brentford, from Salford to Lewisham, with close to 2,500 new homes and 968,400 sq ft of workspace currently on site and a gross development value of over £1.34bn.

Located to the north of Manchester within the vibrant borough of Bury, Prestwich occupies a key position, boasting a flourishing and diverse community. Our approach to shaping the development in this location is firmly rooted in the aspiration to uphold and enhance the inherent characteristics of Prestwich Village. Our vision for the development is one that enhances the local identity, creates a welcoming and unique destination which fosters the needs of the community. This emerging neighbourhood is designed to be cherished by both the established community and new residents, forming a seamless blend into the existing fabric of the Village. Defining this approach began with immersive site visits, and extensive community consultation to preserve, tie into and enhance the character of Prestwich Village.

Guided by architects, urban designers, landscape architects, ecologists, engineers, and developers, the design approach emerged through a collaborative and iterative process. This multidisciplinary effort has given rise to a masterplan that considers inputs from many, into a robust vision with a well-defined layout. The scheme is split into a hybrid planning application consisting of two phases. The mixed-use retail, leisure and community spaces will be submitted as a full application alongside the multi-storey car park. The residential blocks within the scheme are being put forward as an outline application which will be detailed during reserved matters at a later date.

The design team meticulously analysed the site constraints, key connections, and feedback from the first round of community consultation to ensure a scheme that accommodates the complex needs of a masterplan used by such a diverse array of communities. At its core, this scheme must not only fulfil the role of a Village Centre but also deliver an environment that is both functional and beautiful for residents to call home.

↓ Village Square



A series of key principles were defined at an early stage to ensure that the integrity of the site is retained, whilst development is accommodated.



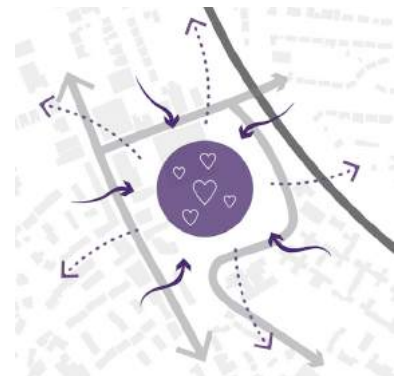
1. A village with a heart

- Creating a sense of place at the heart of the village.
- Community facilities to activate the ground floor and the public realm.
- Landmark focal point for the development.
- Bring people together to encourage social interaction.



2. A welcoming and accessible arrival

- Create a distinctive and welcoming arrival at the tram stop incorporating public art, lighting and seating.
- Single surfaces and reduced kerb upstands create an accessible environment.
- Wayfinding and signage enhance navigation and moving around.



3. A village that reaches out and draws in

- A network of safe and legible streets connecting to existing neighbourhoods.
- Encourage sustainable modes of transport with integrated pedestrian and cycle connections, with high quality public realm at crossings.
- Welcoming spaces to draw people in.

4.



5. Reinstating the historic connections and movement through the village

- Street pattern to be influenced by historic context.
- Character of streets and spaces to be influenced by historic street pattern.
- Reinstatement of linear east west and north south connections.



6. A village with animated streets and spaces

- Active frontages and lighting will help improve visibility and reduce anti-social behaviour.
- Spill out and activity from surrounding ground floor uses creates a vibrant atmosphere.
- Streets and spaces for people and not cars.



7. A green and healthy village

- Promote health and well-being through high quality landscaped spaces.
- Accessible green spaces for all through enhanced pedestrian and cycle connection
- Stimulating sensory landscape qualities

BUILDING FOR HEALTHY LIFE: ASSESSMENT

Key

 Green Rating

 Amber Rating

*Integrated
Neighbourhoods*

Consideration

Rating

1. Natural connections

'Natural Connections' seeks to create places that are well integrated into the site and their wider natural and built surroundings. Full details are provided in BHL p.14-19.

Narrative

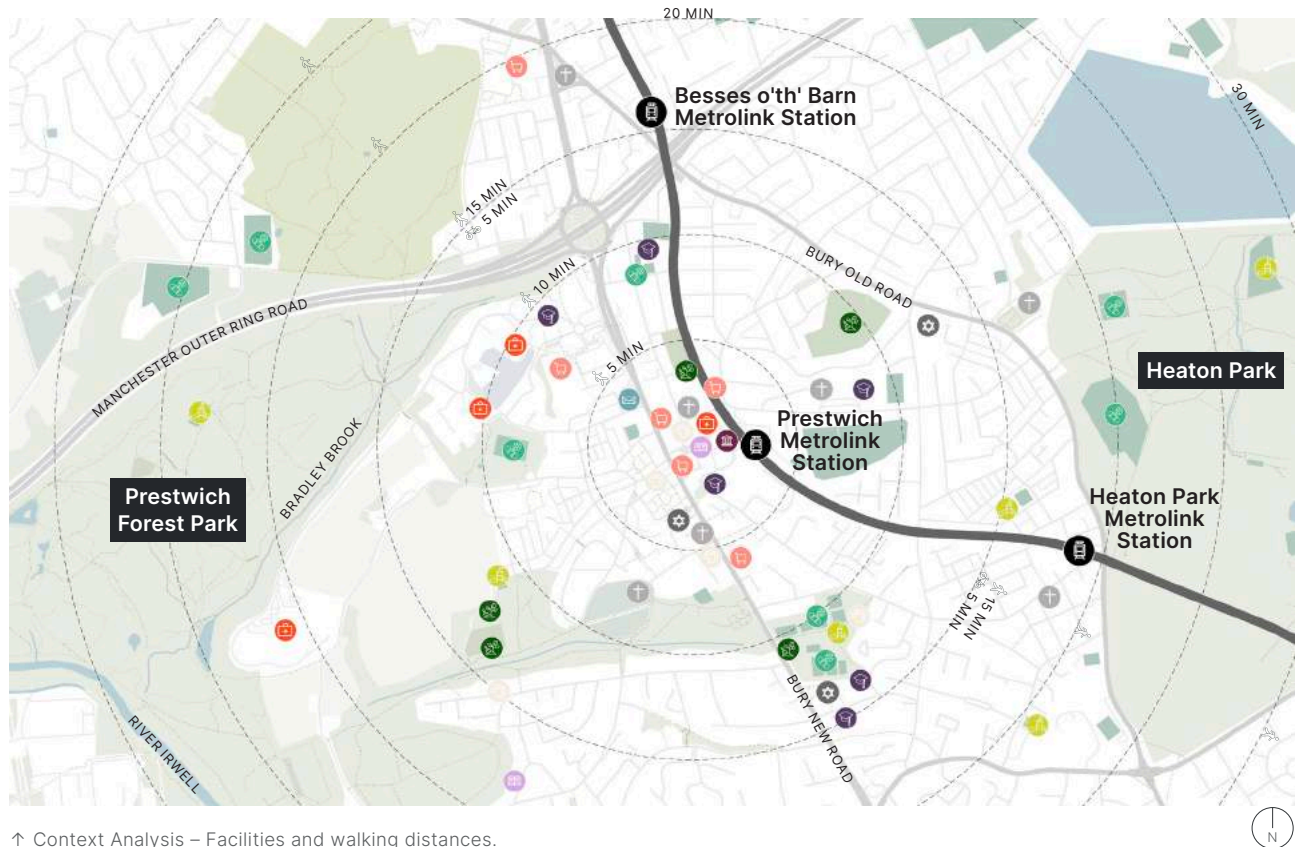
There are several moves which the masterplan sets up to ensure connectivity across the site responds to natural desire lines and to some extent restores the historic street pattern. The main moves are described adjacent.



- 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.

↑ Re-introducing the lost historic east-west connections.



Key

Metrolink Station	Healthcare	Playground
Church	Supermarket	Library
Synagogue	Sports and Recreation	Arts and Media
School	Allotment / Communal growing	Job Centre

• 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.

• Prioritising pedestrian routes and transport links

Key pedestrian pathways that converge at the Village Square have been thoughtfully incorporated throughout the site. These pathways not only establish a robust connection to the Metrolink stop and Bury New Road but also serve as pivotal conduits to the site's primary public transport gateways.

- In delivering on the above, it ensures that connections to destinations and facilities beyond the site boundary are made easier. A clear link between Bury New Road and the Metrolink is established,, connecting bus routes to Metro. The plan also creates clearer connections to the underpass which connects to Heys Road, and Heys School and Prestwich Cricket, Tennis and Bowling club, opening up the eastern side of the Metrolink line.

Consideration

Rating

2. Walking, cycling and public transport

'Walking, Cycling and Public Transport' seeks to maximise the number of short trips that are made on foot or by bicycle by ensuring that the correct infrastructure is put in place. Full details are provided in BHL p.20-25.

Narrative

Walking and cycling and connections to public transport are prioritised through this masterplan, in both its layout, and in the detail of the design. This is achieved through several principles...

- Enhanced safety and thoughtful parking**
 Deliberately opting to relocate parking to the northern region of the scheme highlights a conscientious approach to a people first masterplan. This decision stems from the overarching goal of cultivating a secure and car-free environment that accommodates pedestrians and cyclists within the centre. The incorporation of a multi-storey parking facility also serves as a secure indoor space for cyclists to store their bicycles with confidence. Beyond this, the scheme is underpinned by a commitment to cycling accessibility, evident through the provision of on-street cycle parking dispersed throughout the entire development.

Key

-  Metrolink Station
-  Bus stop
-  Parking lot





↑ Circulation

- **Proximity to public transport**

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.

- **Controlled access and thoughtful road revitalization**

The internal street layout, accessible solely to authorised servicing vehicles during designated timeframes, reinforces a sense of order and safety within the development. Proposing to de-engineer Rectory Lane, which traces the masterplan's southern and eastern borders, underscores a commitment to enhancing the overall environment. 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.

- **A high quality pedestrian environment**

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.

Consideration

Rating

3. Facilities and services

'Facilities and Services' seeks to create places that offer social, leisure and recreational opportunities a short walk or cycle from homes. Full details are provided in BHL p.25-31.

Narrative

The masterplan provides many new social, leisure and recreational opportunities, both within the site, but also improving access to surrounding facilities.



- The newly designated residential plots enjoy a strategically advantageous position, seamlessly connected to both public transportation options and the comprehensive array of amenities offered by the new Village Centre. This assortment of retail and community spaces encompasses a range of offerings, including a bookable community space and library, a fully equipped gym, a bustling market hall, and an array of shops and dining establishments, with a notable emphasis on supporting local independent traders.

Key

- ① Community hub + retail spaces
- ② Retail and leisure hub
- ③ Market hall
- ④ Residential with ground floor retail
- ⑤ Short stay parking / drop off area
- ⑥ Travel hub

- The arrangement of residential blocks is thoughtfully situated along the eastern periphery of the site. However, careful attention has been devoted to the ground floor usage to ensure that the streetscape remains animated and engaging. This strategic approach guarantees the presence of vibrant retail and active frontages, particularly along the thoroughfare that contributes to the lively backdrop of the new Village Square.
- The Village Square itself stands out as a carefully designed outdoor community space, purposefully proposed to accommodate a wide spectrum of events. From bustling markets and fairs to engaging art exhibitions and open-air cinemas, this versatile space is primed to foster a rich tapestry of community interactions. Surrounding this square are intimate pockets of green spaces, thoughtfully curated to offer serene spots for people to gather, relax, and unwind.
- A focus has been placed on ensuring convenient access to rest points within close proximity across the masterplan. This includes proposing benches or spaces to rest at a minimum of 50-meter intervals from all the key gateways that usher people into the site. This will be a mix of informal seating and DDA compliant benches with backrests and armrests to ensure all can be accommodated within the space. The streets themselves will be level and vehicle free to create a safe and easily navigable environment.
- The layout of the development plots and buildings opens up new strategic connections across the site linking up and linking to existing facilities within Prestwich such as Heys School, the Youth Centre on Rectory Lane, and areas of public open space.



↑ Context Analysis - Public open space connections

Consideration

Rating

4. Homes for everyone



Homes for everyone' seeks to ensure that a range of homes that meet local community needs are created. Full details are provided in BHL p.32-37

Narrative

The approach to the site layout is defined by the aim to create a mix of uses and recreate a focal point for the town centre, whilst delivering a range of new homes, through typologies and densities appropriate for the town centre location.

The residential plots are located towards the eastern side of the site, closest to the metro link and furthest away from the traffic along the Bury New Road. These homes will have easy access to the retail, community, health and leisure facilities within the site, and to existing parks, schools and public transport links.

The proposed homes provide for a range of varied accommodation types that cater for differing living circumstances, essential in creating and supporting a sustainable community.

The proposed scheme provides a approximately 200 new dwellings in a mix of apartments and townhouses, which range from 35% 1 beds, 60% 2 beds and 5% beds. The mix will enable a range of tenures to be delivered.

The architecture is designed to encourage frequent doors on the streets to encourage a safe and neighbourly atmosphere.



↑ 'Doors on the Street'

*Distinctive
Places*

Consideration

Rating

5. Making the most of what's there



'Making the most of what's there' seeks to ensure places respond to the site's opportunities and constraints and maximise opportunities to integrate and reuse existing features of value. Full details are provided in BHL p.38-43

Narrative

Bury Council set out a vision for Prestwich village in 2021 "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." This aspiration set the brief for the project to deliver a mixed use development to include a community hub, retail, commercial and residential development along with associated public realm and infrastructure based on active travel principles. This informed a comprehensive redevelopment of the site to deliver on the brief.

The project started with a site walkabout, getting to know the context, the site's constraints and opportunities. The design team then mapped and analysed the findings to ensure that the first design ideas responded to the distinctive site features and characteristics.

Community and stakeholder engagement has been undertaken as part of the development of the proposals and has been central to evolution of the masterplan. Feedback from the events has directly influenced changes to the designs as they have emerged, to ensure that these proposals respond to the needs of the people of Prestwich.

Findings from the consultation revealed what people consider sensitive issues, or value about the site, they are:

- Highways, access and parking
- Relocation of tenants
- Tenant support and commitment to host local/independent businesses
- Sustainability
- Design and height of planned new buildings
- Heritage
- Housing

The masterplan has responded through...

- The allocation of plot shapes and sizes has been an carefully considered process, tailored to accommodate the designated functions of the buildings while maintaining an appropriate scale. Recognising the significance of scale from the outset, it became a guiding principle within the masterplan. Every structure has been designed to exist below the height of the existing residential Radius block to ensure the 'Village' character is not impacted.



↑ Site Constraints

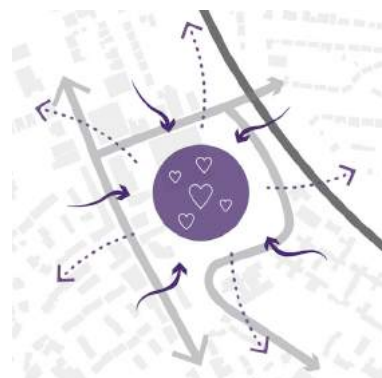
Design Principles



A village with a heart



A welcoming and accessible arrival



A village that reaches out and draws in

- With an intentional focus, the residential plots are concentrated along the site's eastern edge adjacent to the Metrolink. These transition into mixed-use blocks, designed to harmonise with the pre-existing scale of the town centre fabric along Bury New Road. Demonstrating a keen sensitivity to the site's microclimate, a comprehensive sunlight analysis has been executed. This ensures that the new spaces receive generous amount of sunlight throughout the year, contributing to the overall comfort and ambiance of the area.
- Deliberate consideration was devoted to the multi-storey car park block, taking into account the existing context of surrounding buildings. Its scale tapers down as it approaches Fairfax Road, a strategic choice that preserves the elevation of the Our Lady of Grace R C Church. Towards the rear of the plot, a surface car park has been maintained, positioned adjacent to the existing residential properties to establish an appropriate buffer from their back gardens.
- The architectural team undertook a comprehensive study of the local architectural vernacular and existing materials, ensuring seamless integration of new structures into the fabric of the surroundings. This in-depth examination resulted in a predominantly brick-based development, characterized by pitched roofs. The arrangement of blocks was orchestrated to interconnect with the existing blocks. Notably, Plot B was strategically positioned to enclose the existing rear plots that face Bury New Road, effectively shaping the block and guaranteeing active frontages facing the exterior streets.
- Embedded within the streets, a sustainable drainage system takes the form of rain gardens. These not only contribute to green spaces for relaxation but also enhance water quality and elevate biodiversity throughout the masterplan. Existing trees on the site, spanning varying quality classifications from category C to B, underwent a detailed assessment. While a focus on retaining those classified as B was upheld, certain trees—owing to shifting site levels and optimal plot configurations—need to be removed. The masterplan, however, incorporates a proactive approach by proposing the planting of over 100 new, semi-mature trees as an integral part of the development's rejuvenation.



Reinstating the historic connections and movement through the village



A village with animated streets and spaces



A green and healthy village

Consideration

Rating

6. A memorable character

A Memorable Character' seeks to create places with a locally inspired or otherwise distinctive character. Full details are provided in BHL p.44-49

Narrative

The design has developed through an iterative process based around a strong concept of six key themes.

- A village with a heart
- A welcoming and accessible arrival
- A village that reaches out and draws in
- Reinstating the historic connections and movement through the village
- A village with animated streets and spaces
- A green and healthy village

The current iteration of the masterplan was developed through an array of consultation events and localised character studies, culminating in the present layout. An initial stage 1 vision was shared early 2023 for consultation, yielding valuable feedback from various groups. These insights were woven together with a comprehensive, detailed assessment of site and area requirements for retail, communal space, and residential blocks.



↑ Visualisation of Village Square and Market Building

Drawing inspiration from Prestwich's local vernacular, the building character marries scale and materiality to its surroundings. The forms of the buildings take cues from the pitched roofscape intrinsic to the locality, while the choice of materials draws from the prevalent brick vernacular surrounding the site. This fusion of influences is translated into a contemporary architectural style, while distinctive elements like the single-storey market hall, nestled at the heart of the development, lend a unique touch.

The arrangement of buildings serves to demarcate and interlink new streets, ultimately converging at the Village Square—the heart of the scheme. This square, flanked by active and vibrant facades such as the market hall and library, is not only the centre of the scheme but also a nurturing ground for community interactions.

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 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.



Consideration

Rating

7. Well defined streets and spaces



Well defined streets and spaces' seeks to create a network of streets and spaces that are well enclosed by buildings and / or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Narrative

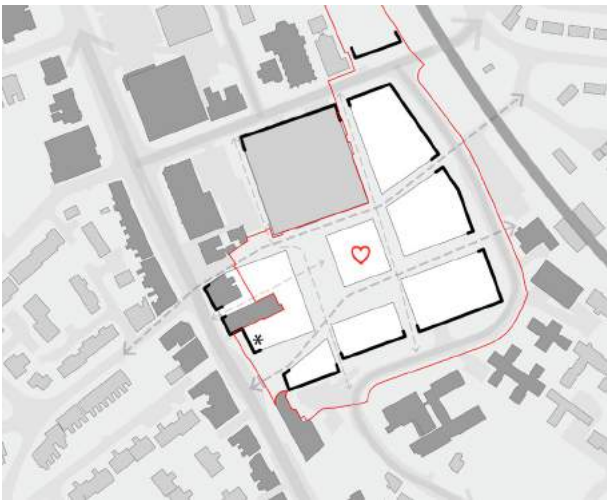
An overarching priority has been given to crafting streets that are not only well-enclosed but also attuned to the appropriate scale.

Phase 1 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.

Strategically positioned active uses find their place at the base of residential blocks, thoughtfully aligned to various vantage points. In addition to this placement of residential front doors to open onto public spaces, orienting themselves toward the connecting routes leading to the tram stop and along Rectory Lane. This deliberate arrangement creates a sense of integration and dynamism, infusing the scheme with a diverse and interconnected character. The architectural blocks adeptly wrap around the site's corners throughout, enclosing the spaces and removing blank façades.

Mending the grain



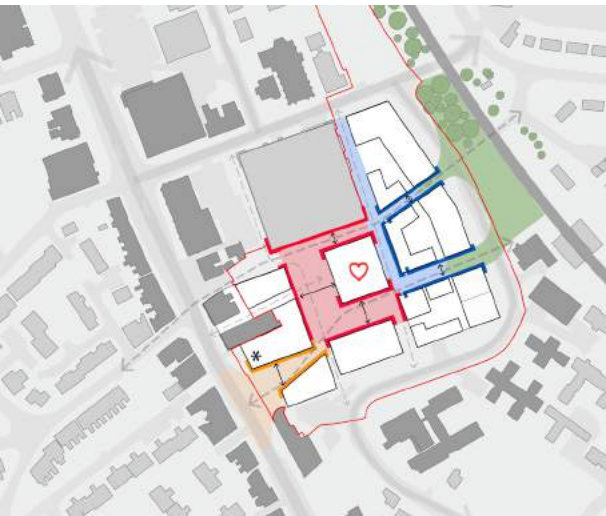
Give back to the street



A people first place



A sequence of spaces



Consideration

Rating

8. Easy to find your way around

'Easy to find your way around' seeks to use legible features to help people to find their way around. This includes creating streets that connect with one another and that are as straight and direct as possible.

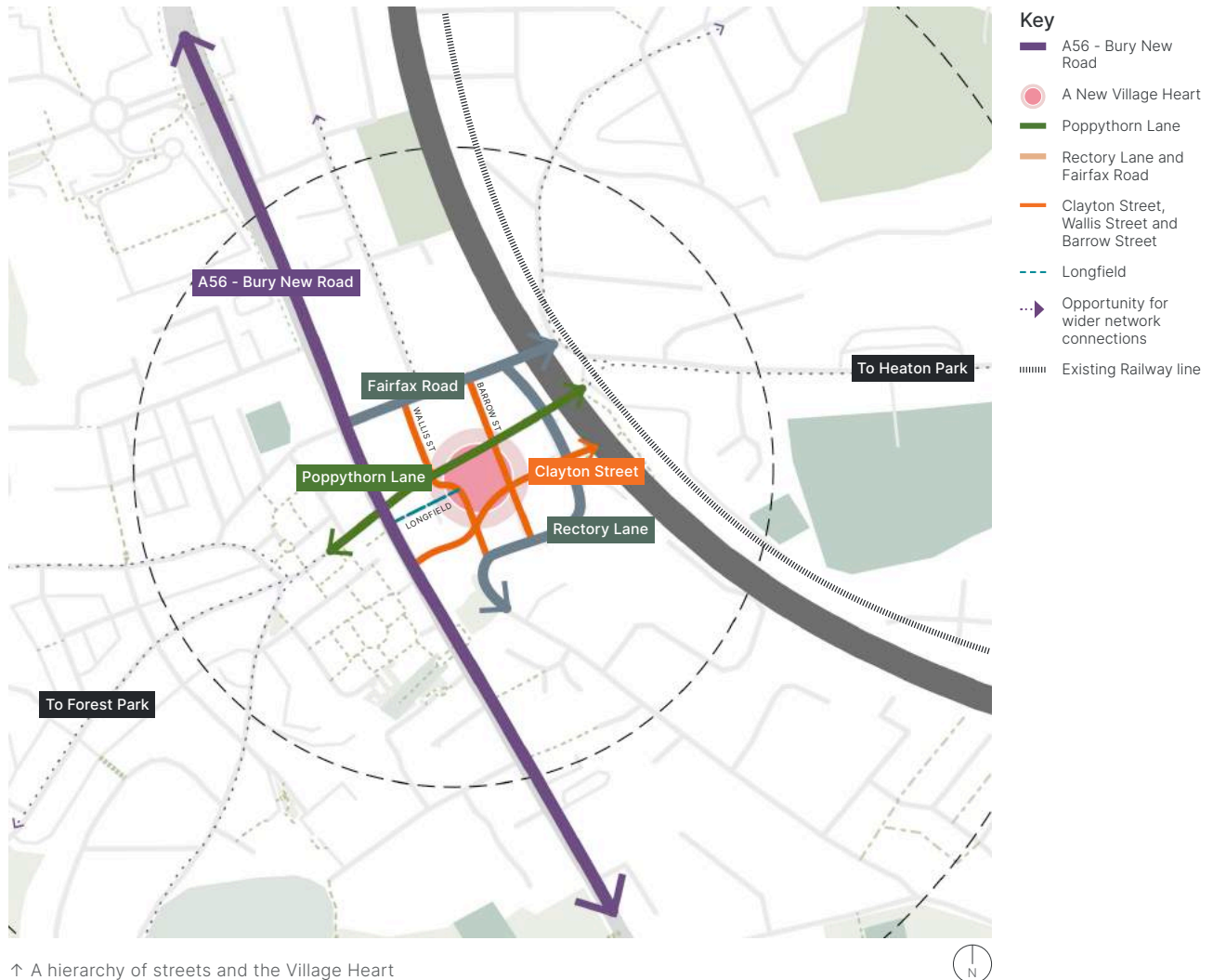
Narrative

The development creates a clear network of streets and spaces, creating new destinations, but also helping to link up wider existing destinations, such as schools, youth club, transport links and areas of public open space.

New landmark building and public open space, the market and village square not only create a destination at the centre of the plan, but aid orientation through the site from Bury New Road to the Metrolink and under pass– 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.



↑ Market building - a new destination for Prestwich



There is a simple approach to the public realm design, adopting a clear application of materials, which is continuous and from Bury New Road to the Metrolink, and throughout the entire site. This will ensure that it is physically easy to move around, but also aide with wayfinding and orientation.

The masterplan layout and approach the close interaction between the ground floors of buildings and the public realm will ensure that a sociable, safe and well overlooked and lit environment is created. A place for all people to enjoy, spend time in, or move through.

Streets for All

Consideration

Rating

9. Healthy Streets



'Healthy Streets' seeks to create streets where the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Full details are provided in BHL p.62-67.

Narrative

As already described, the masterplan prioritises pedestrian and cycle movement and improves access and connections to public transport links, buses along Bury New road, and Prestwich Metrolink stop. This, along with easy access to local facilities will encourage people to choose active travel options, and reduce car use.

This reduction in car use, the uptake in electric vehicles, and the 'rebalancing' of Rectory Lane will result in cleaner air.

Trees and planting are integral to the design of the streets and public open spaces, and contribute to a significant uplift in biodiversity across the site.

Through clearly defined frontages, active ground floor uses, spill out spaces and lighting, the public realm will encourage a sociable environment, providing reasons to visit, spend time, linger and dwell.

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.

The scale of the buildings and streets are designed at the human scale, and to fit in with the surrounding context, this ensures that the public realm feels comfortable, so people will want to spend time in the place, and enjoy the environment.



Key

1. Market hall Spill out
2. Key link to tram stop
3. Flexible central space
4. Strong connection to community hub
5. Pockets of green envelop square
6. Activity and spill out define space



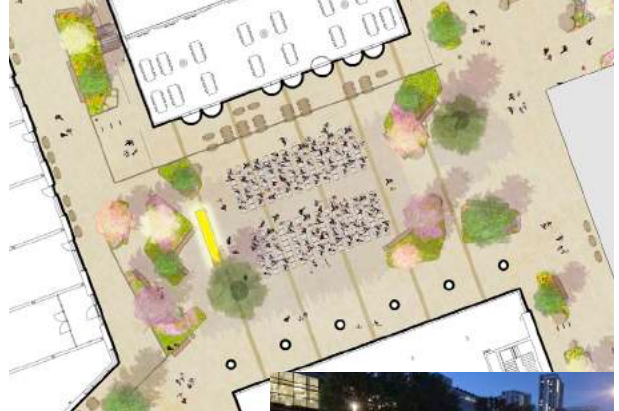
Outdoor stage



Stage + enclosure
for 500 people
(0.5m² per person
outdoor event ratio)



Outdoor cinema



Screen
+ 200 seats



3v3 football



15 x 10m (3v3), a
popular size for
mobile events.



Outdoor Art Exhibition



Consideration

Rating

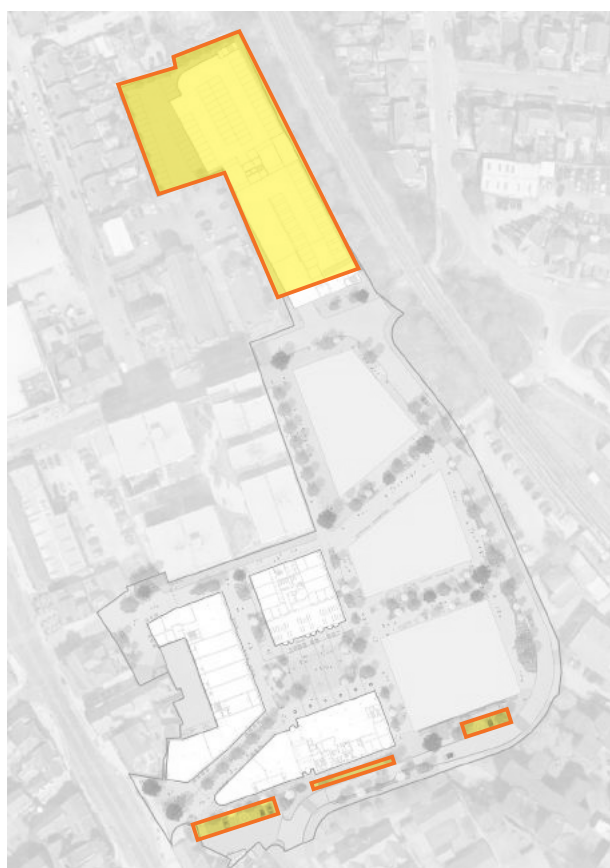
10. Cycle and car parking



Car parking' seeks to create well-designed developments that will make it more attractive for people to choose to walk or cycle for short trips. It also promotes well-designed streets which provide sufficient and well-integrated car and cycle parking. Full details are provided in BHL p.68-73.

Narrative

Sustainable transport will be prioritised, to maximise the potential which the location of the development holds, on the tram and bus network, and within a town centre environment, with many daily needs met within walking distance.



Long-stay cycle parking will be provided in secure, dedicated cycle storage rooms to accommodate parking for employees of the development. Showering and changing facilities will also be provided. The level of provision will exceed local policy.

Cycle parking for residents will be provided in line with local policy, with the aim to exceed policy within each building, and will be detailed at the reserved matters stage.

In addition a new cycle storage offer will be provided in the new Travel Hub, with a range of storage types available to members of the wider public, including people who may be commuting by Metrolink from the Prestwich stop.

Short-stay cycle parking will be distributed around the new public realm, close to building entrances, and will provide convenient parking for shoppers and visitors.

All options will include accessible cycle parking for larger models and cargo bikes. The quantum will mirror local policy requirements.

Car parking will mostly be focused in the new Travel Hub, with circa 350 car parking spaces, and approximately 25 surface level car parking provided around the development, most of which will be for blue badge holders. For residents, there will be a car parking provision of 30%, with some provided in the Travel Hub, and some provided on plot, prioritising disabled parking.

Key

 Areas created for parking and servicing bays



↑ Traffic calmed Rectory Lane



In addition, a robust and ambitious Travel Plan will be in place to encourage and enable residents and people visiting and working at the development to make sustainable travel choices and/or to reduce the need to travel. Measures are currently being discussed.

Changes to Rectory Lane will create the vehicle dominance of the environment, and new crossing points will prioritise pedestrians, creating links to the tram stop and to the wider area.

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

Consideration

Rating

11. Green and blue infrastructure



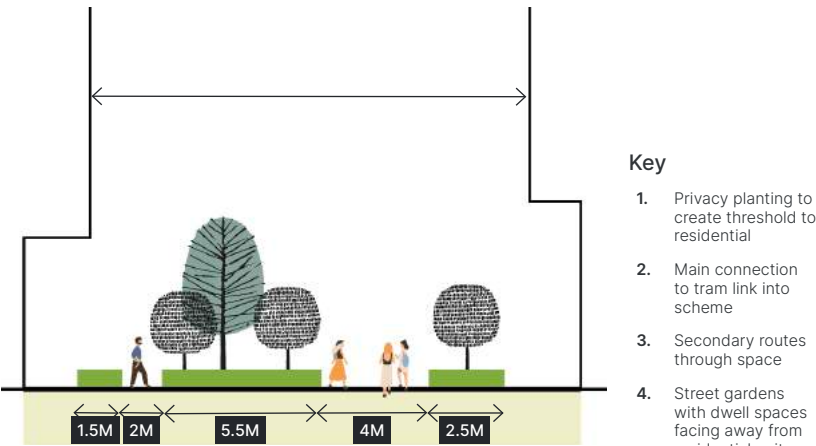
‘Green and blue infrastructure’ seeks to promote creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. Full details are provided in BHL p.74-79.

Narrative

The site sits within a town centre context, surrounded by retail and residential areas, despite this urban situation there are some significant landscape areas within 10-20 minutes’ walk from the site. Heaton Park lies to the east, and Prestwich Forest park to the west with a patchwork of additional local parks between. There is an opportunity through the Prestwich Village development to improve the strategic green connections between these important areas of green infrastructure.

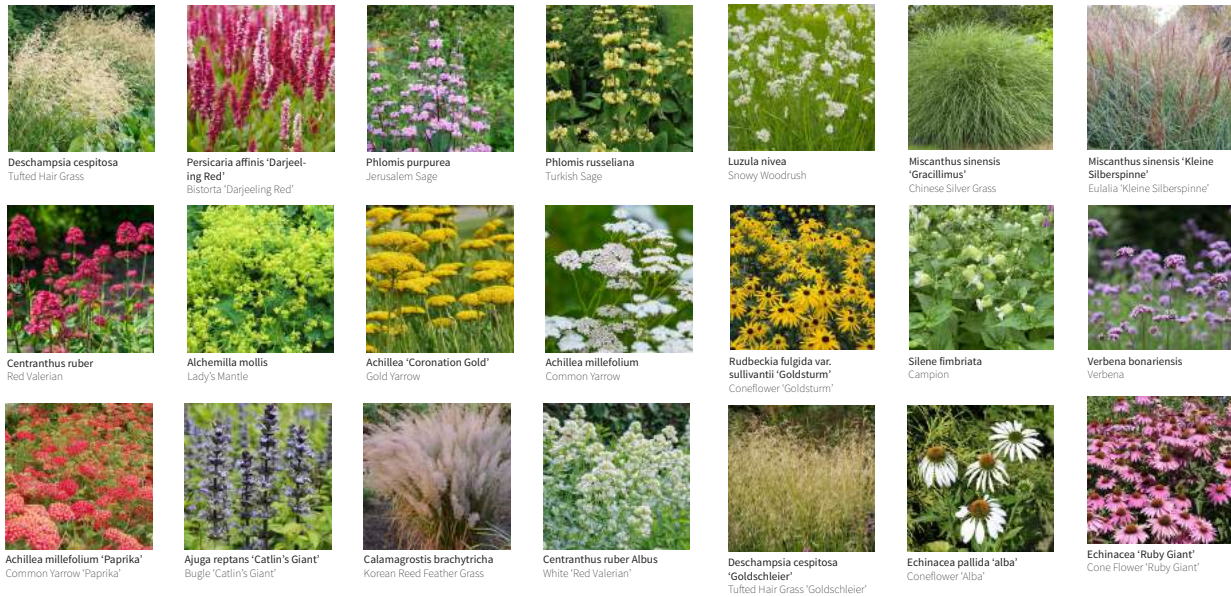
The proposals reflect the urban characteristics of the immediate context, through hard landscaping to provide suitable spaces for social gathering, seating, and walking, however planting and street trees have been incorporated into the streetscape at every opportunity to increase biodiversity, provide sustainable urban drainage and create sheltered spaces to sit and relax.

The public spaces have been designed around uses and events to draw people into and through the site, and to maximise the opportunities for social interaction. Natural surveillance is designed into the layout, and reinforced with a mixed use ground floor overlooking the streets and public open spaces.



↑ Green street - Typical Section

Rain gardens - illustrative mix



↑ Rain Gardens - Illustrative planting mix

The existing proposals create a biodiversity net gain of 39% across the site, incorporating sustainable drainage features such as rain gardens and green roofs. These gardens will host a diverse array of species, carefully selected to thrive in the site's varied micro-climate, accommodating different levels of sunlight and shade in various spaces.

Tailored planting mixes have been designed for both the rain gardens and ornamental planting beds, each uniquely suited to its specific environment.

The management and adoption strategy is currently under development in collaboration with the council. Early discussions in the process have ensured a balanced division between publicly and privately managed areas, aiming to optimize overall site management quality.

Tree Codes	Tree Planting:				
Code	Species - Latin	Common Name	Size: height (cm)	Size: girth (cm)	Habit
Aa	<i>Amelanchier arborea</i> 'Robin Hill'	June Berry	500-550	25-30cm girth	semi-mature specimen, 6 x transplanted, with 2.2m clear stem
Ac	<i>Acer campestre</i> 'Streetwise'	Field maple	350-400	-	multi-stem specimen, 6 x transplanted, minimum 2-3 strong stems,
Ag	<i>Acer griseum</i>	Paper bark maple	350-400		multi-stem specimen, 6 x transplanted, minimum 2-3 strong stems,
A gl	<i>Alnus glutinosa</i> 'laciniata'	Common Alder	700-900	30-35cm girth	semi-mature specimen, 5 x transplanted, with 2.2m clear stem
Cc	<i>Cercis canadensis</i>	American Redbud	350-400		Multi-stem specimen, 5x transplanted, minimum 3-5 strong stems,
AcS	<i>Acer campestre</i> 'Streetwise'	Norway Maple	500-700	30-35cm girth	semi-mature, with 2.2m clear stem, underground guyed
Axf	<i>Acer x freemanii</i> 'Autumn Blaze'	Freeman maple	600-800	40-45cm girth	semi-mature specimen, 5 x transplanted, with 2.2m clear stem
BaF	<i>Betula albosinensis</i> Fascination	Upright Birch	500-700	30-35cm girth	semi-mature specimen, 5 x transplanted, with 2.2m clear stem
Bn	<i>Betula Nigra</i>	River birch	350-400	-	Multi-stem specimen, 5 x transplanted, minimum 3-4 strong stems,
Bp	<i>Betula pendula</i>	Silver birch	350-400	-	multi-stem specimen, 6 x transplanted, minimum 2-3 strong stems,
Pp	<i>Prunus padus</i> 'Albertii'	Bird Cherry	500-600	25-30cm girth	semi-mature specimen, 5 x transplanted, with 2.2m clear stem
Gt	<i>Gleditsia triacanthos</i> 'Skyline'	Honey Locust	500-700	30-35cm girth	semi-mature specimen, 5 x transplanted, with 2.2m clear stem
PrS	<i>Prunus</i> 'sunset boulevard'	Juneberry Tree	600-700	30-35cm girth	semi-mature, with 2.2m clear stem, underground guyed
Ps	<i>Prunus serula</i>	Cherry Blossom	600-700	30-35cm girth	Tree to be relocated from existing planters on site

↑ Proposed tree schedule

Consideration

Rating

12. Back of pavement, front of home



Back of pavement, front of home' considers the space between the back of the pavement and the face of building. This space has a significant impact on the quality of place. It seeks to ensure clear demarcations between public and private spaces and that care is taken to integrate level changes, utility boxes and waste storage.

Narrative

There are a number of moves which the masterplan is based on which ensures that there is a clear demarcation between 'back of pavement and front of home'.

The first is that the masterplan adopts a perimeter block approach, creating mixed use and residential blocks with clearly defined fronts and secure backs, and a clear definition between public and private spaces.

In addition frequent entrances to retail, community, leisure and residential buildings delivers 'doors on the street', encouraging social interaction, natural surveillance a lively street environment.

Careful design has ensured that there is level access across the site, and that all buildings can be accessed by all abilities.

Due to the nature of the mix of uses, and the high density design, the solution for utilities and waste storage are dealt with at the block and communal level.

Although largely flat, there are key existing and proposed level constraints on the site which have driven the proposals.

Proposed levels plan



KEY

-  Key entrance locations
-  Proposed spot heights



↑ Approach to levels and access

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