

## Part 4



Bury New Road now and as it could be (opposite page)

# MASTERPLAN

**The options process looked mainly at the development options for the centre of Prestwich. The strategy however is much wider than this and draws upon the vision outlined in Part 2 of this report which sees Prestwich as an urban village that is a hub for the local community and a gateway to the surrounding greenspace.**

**The following section develops the masterplan to realise this vision. It starts with proposals for the high street before developing a strategy to maximise the impact of green space, reviving the retail offer, providing community uses and diversifying the offer of the village centre.**



Great Ducie Street, which runs into Bury New Road has already been treated in the manner that we propose.



# Bury New Road

**The first priority is to sort out the high street as explored through the options appraisal. This is based on the concept of reducing the carriageway width to a single traffic lane in each direction, allowing pavements to be widened, street trees to be planted and short stay parking to be maintained.**

## Projects

**1. BURY NEW ROAD:** The single project under this theme is the transformation of Bury New Road. This will involve highway improvements to reduce the carriageway widths in order to widen pavements, create parking bays and allow tree planting. The cost of this work will be in the order to £1.8 Million. It will need to be progressed by Bury Council.

Currently 29,000 vehicles a day use Bury New Road through Prestwich. This represents a reduction of around 5,000 since the completion of the M60 but remains a significant problem for the centre. In parts of Prestwich the pavements are so narrow and cluttered that two push chairs cannot pass. This is because the road has been widened to allow two lanes of traffic to run in each direction in peak periods. The street reverts to a single lane in each direction outside peak hours allowing the other lane to be used for car parking. The problem is that in the rush hour there are often vehicles parked or loading so that the traffic has to filter into one lane adding to congestion.

In developing a strategy for the street we have studied high streets elsewhere in Manchester such as Wilmslow Road through Rusholme, Cheetham Hill Road, Great Ducie Street and Stockport Road

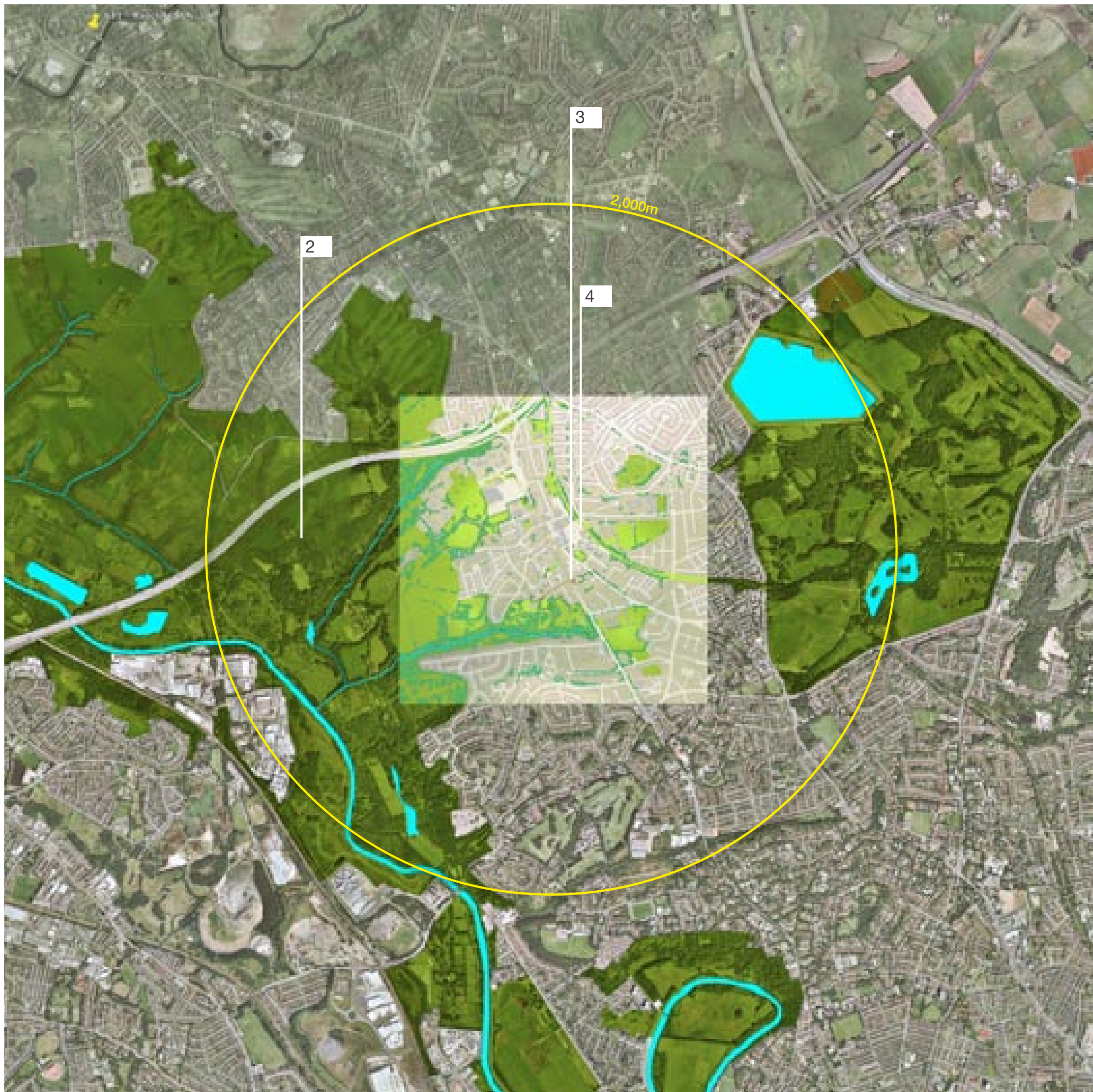
through Levenshulme. On these streets a design approach has been used that reduces the impact of traffic while maintaining significant capacity. This has led to a revival in the fortunes of these centres and is a prerequisite if we are to secure the regeneration of Prestwich.

Our recommendation is that a single lane of traffic is created in each direction and to remove obstructions from this as far as possible so that it flows smoothly. This allows the second lane to be reallocated to permanent parking bays, wider pavements and street trees. The plan to the left shows this applied to Bury New Road.

It is possible that this will impact on the capacity of Bury New Road. The only one of the high streets mentioned above that carries the same amount of traffic as Bury New Road is Stockport Road in Levenshulme. This suggests

that 29-30,000 vehicles a day is at the upper limit of what is possible with this solution but we believe it could be achieved through careful design. The experience in Manchester has been that an initial increase in congestion tends to be followed by an overall reduction in the volume of traffic. An important opportunity is the new junction proposed as part of the Longfield Centre scheme. This will take pressure off Fairfax Road which is currently responsible for much of the Northbound congestion.

So important is this to the revival of Prestwich that we believe that there is no choice but to go ahead. Lesser schemes have been tried in the past and they have not worked. In any case the congestion through Prestwich (in terms of travel times through the centre) cannot get much worse. The benefit of the scheme is that the impact of this traffic on the shops will be reduced.



The regional park will include the existing Irwell Valley sculpture trail as well as opportunities for active recreation.



# Urban Playground

**The plan to the left shows the extent both of the existing Heaton Park and the proposed Croal Irwell Regional Park. The former is the largest municipal park in Europe and the latter will be bigger still. Prestwich has a unique opportunity to exploit its location between these urban greenspaces.**

## Projects

### 2. CROAL IRWELL REGIONAL PARK:

The development of the UK's largest urban park together with a visitor centre including cafe, bike hire facilities and highwire forest adventure course. This will be progressed through the Croal Irwell Regional Park partnership.

**3. GATEWAY TO THE VALLEY:** The improvement of Church Lane, Kingswood Road, Valley Park Road and Glenmere Close as gateways to the valley, including signposting, gateways, parking where possible.

**4. BRANDING:** The branding of the Metrolink stop as the gateway to the Valley Park with an interpretation board at the station showing the valley park and the access points.

Prestwich's location between Heaton Park and the proposed Croal Irwell Regional Park is the equivalent of being located between Hampstead Heath and Wimbledon Common. Heaton Park is a well established park and forms an important open space resource to the east. The Croal Irwell Valley Park is potentially a far larger resource and was originally conceived by the authorities of Salford, Bury and Bolton in the 1970s and is now recognised in the Regional Spatial and Economic Strategies.

A partnership of the three local authorities together with the Red Rose Forest, Forestry Commission, Countryside Commission and Environmental Agency are working on the valley park and environmental improvements, planting and access schemes are ongoing.

The vision for the Valley Park is as: 'An Urban Playground for the City Region which will become the foremost active urban recreation location in the North West of national significance'.

To this end work has been commissioned from Locum Consulting to explore the potential for major leisure facilities in the valley. The area to the west of Prestwich was the main focus for this work because of the potential to create a huge contiguous area of parkland next to a motorway junction. Facilities have been explored such as an equestrian centre or a regional outdoor leisure facility of a similar scale to the Chill Factor in Trafford. However having looked in more detail at the practicality of this we do not believe that it is viable. Sites with good road access, such as the land to the rear of

Tesco have poor access to the valley floor, while sites in the heart of the park can not be easily accessed by car. A facility of this scale would put further pressure on Bury New Road.

There is however scope to create a series of smaller facilities such as a rangers station, bike hire facility and cafe. The council is also keen to explore the possibility of developing a high wire forest adventure course. An operator is interested who has created similar facilities elsewhere including rope bridges, swings and zip slides up to 40 feet up in the trees.







A new shopping development by Modus in Boston (Lincolnshire) shows how modern retailing and parking can be incorporated into an attractive street based scheme.

# Market & Meetingplace

## Projects

**5. THE LONGFIELD CENTRE:** See next page

**6. RELOCATION PACKAGE:** The independent businesses still trading in the Longfield Centre should be given the opportunity to continue trading in Prestwich. This should include relocation either into the vacant premises in the Radius scheme or onto Bury New Road. Relocation packages should include rent subsidies to make space affordable for the duration of the redevelopment. The cost is estimated at £120,000 which should be a cost borne by the Longfield redevelopment.

**7. BURY NEW ROAD BUSINESS IMPROVEMENT SCHEME:** A grant package should be established for businesses on Bury New Road. This should cover 50% of the cost of improvements to the premises and should be targeted at high quality independent retailers and cafe/bar uses. Ideally these should be organised as group enveloping schemes with a contract let for a parade of shops thereby achieving a consistent quality, economies of scale and a greater impact. Planning policy should also prevent any further hot food takeaways in this area. The cost of this scheme is estimated at £400,000.

**8. TOWN CENTRE MANAGEMENT INITIATIVE:** A Town Centre Management initiative with dedicated funding should be established, facilitated via the existing Town Centre Regeneration Working Group, to support and promote Prestwich during the development process. The cost of this scheme is estimated at £15,000 - £20,000 per annum.

**9. TOWER BUILDING:** There is interest in the redevelopment of the block on the corner of Fairfax Road. This used to be the site of the Coop department store known as the Tower Building. The scheme would help consolidate the Longfield redevelopment and provide a better outlook for the units in the Radius scheme.

**10. HPL SHOWROOM DEVELOPMENT:** Development of retail space on this site would help attract pedestrians to this part of the centre. It could also be developed for housing or offices.

**A central function of Prestwich will be as a place where the local community shop, meet and socialise. There is a need to regenerate the retail, leisure and evening economy offer by attracting new customers and retaining a balance between large and independent businesses.**

On the one hand the population of Prestwich is very attractive to retailers which is why Marks and Spencer are there and why there interest from the retail developers. On the other hand the independent retailers in the centre have struggled because of the poor environment on Bury New Road and around the Longfield Centre. The aim of the strategy is to use the development interest in the centre of Prestwich to increase its retail share thereby reviving the whole of its retail and evening economy offer.

To this end it is vital that the strength of an anchor food store be brought right into the heart of the Town Centre where the benefits can properly spread to the smaller shops, cafes and restaurants from customers parking and using all the central facilities. It is therefore recommended that the redevelopment of the Longfield Centre should take precedence over the expansion of retailing space outside the town centre. We are recommending that the Council enter into an agreement with the leaseholders of the Longfield Centre to secure its redevelopment and to release part of the value created for reinvestment in the regeneration of Prestwich. This agreement should include a timetable for redevelopment. In planning terms, retail

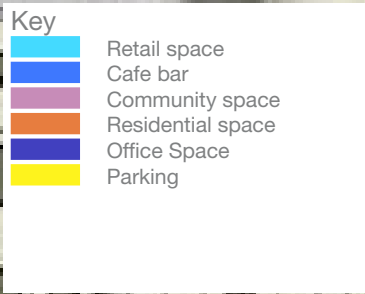
development outside the centre would not be consistent with planning policy while there is a prospect of the redevelopment of the Longfield Centre proceeding. However if there were no such prospect, or indeed once it is complete, then sequentially it would be possible to consider retail developments on the edge of the town centre. If this were to happen the new retail space should be located on, and relate to, Bury New Road.

**Independent business:** This retail investment is a means to an end, namely the revival of the town centre and particularly the independent businesses. The strategy should therefore include a relocation package for independent businesses currently in the Longfield Centre. This could include rent subsidy and relocation expenses to enable them to move into premises either on the High Street or in the Radius scheme. We suggest that the strategy also includes a business improvement scheme for Bury New Road. If the highway works described on page 53 are to transform the street, they need to be linked to an assistance package to upgrade the premises and to encourage new users, particularly cafe bars and restaurants. This could take the form of an enveloping scheme with a grant contribution to costs.

**The evening economy:** The strategy for retail encompasses shops and the evening economy. The Council has recently undertaken some work with MAKE Associates designed to identify the potential for growth in the evening economy in Prestwich centre. MAKE endorse much of this strategy and recommend that initiatives such as the grant assistance scheme and public realm works be targeted at attracting high quality evening economy operators.

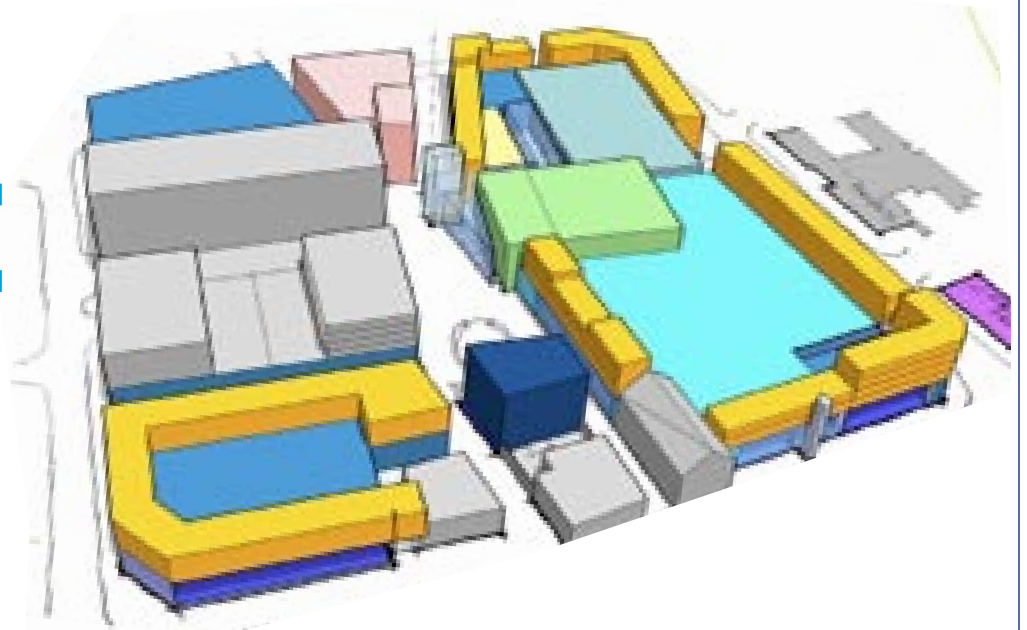
**Town Centre Management:** We believe that there would be benefit in establishing a dedicated Town Centre Management initiative to help promote and sustain Prestwich's role as a vibrant urban village both during and beyond the development process. We recommend that this be achieved initially through reviewing the role and function of the Prestwich Town Centre Regeneration Working Group.

**Showroom site:** We have explored the potential of the HPL Showroom site in the southern part of Prestwich to provide an anchor for this part of the centre. There has been interest from one of the smaller supermarket chains on this site and on balance we believe that this would be beneficial, but not vital to the strategy.





# Marketplace: Longfield



## Project 5 Elements

**5A. TOWER BUILDING REDEVELOPMENT:** See Project 9

**5B. LEISURE BLOCK:** The scheme includes the retention and reconfiguration of the Railway and Naturalist pub to sit alongside other potential cafe/restaurant units to create a leisure block that faces onto both Bury New Road and the Village Square.

**5C. BARCLAYS BANK:** This building is retained.

**5D. SUPERMARKET:** The supermarket fronts Bury New Road and slots under the Longfield Suite (shown dotted)

**5E. LONGFIELD SUITE:** Both the main hall and the memorial hall spaces are proposed to be retained with a new glass foyer that will integrate the space with the library to form a new integrated community centre.

**5F. CLOCKTOWER:** A landmark tower terminating the vista from Bury New Road and the tram station. This will incorporate a lift for the Library and Longfield Suite.

**5G. TRAVELLATORS:** Glazed travellers provide access from the car park to ground level and the supermarket.

**5H. LIBRARY:** A new library is proposed as a modern facility to house the library, meeting rooms and the Jewish museum (See Project 19)

**5I. CAR PARK AND SERVICE AREA:** The car park includes four levels, two of which step over the service yard to the store that is therefore enclosed.

**5J. HEALTH CENTRE:** Two potential locations are proposed for the health centre. These are subject to agreement on land acquisition and possible joint operation with the library (see Project 20).

**5K. METROLINK ACCESS:** A new access is provided to the Metrolink Station with space for a new Job Centre and training centre together with retail/restaurant space.

**Redevelopment of the Longfield Centre is central to this strategy. The centre was developed in the 1970's and is tired and poorly configured. There is now the potential for a viable redevelopment scheme that should be progressed through an agreement between the Council and the owners of the lease on the centre.**

The Longfield Centre was developed in the 1970s and incorporates a shopping parade, library, civic suite and a surface level car park with 170 spaces. The retail element of the scheme is let to the Hollins Murray Group (HMG) on a long lease while the civic facilities and car park are owned and operated by the Council.

There have been various attempts to bring forward schemes for the refurbishment of the centre. The current leaseholders have concluded that complete redevelopment is necessary and are considering a scheme that incorporates the existing car park, civic facilities, the health centre, and properties fronting onto Bury New Road. The plan to the left has been developed through discussions with HMG's architects and meets both the regeneration needs of Prestwich and the commercial aspirations of the developer. This plan is an illustrative

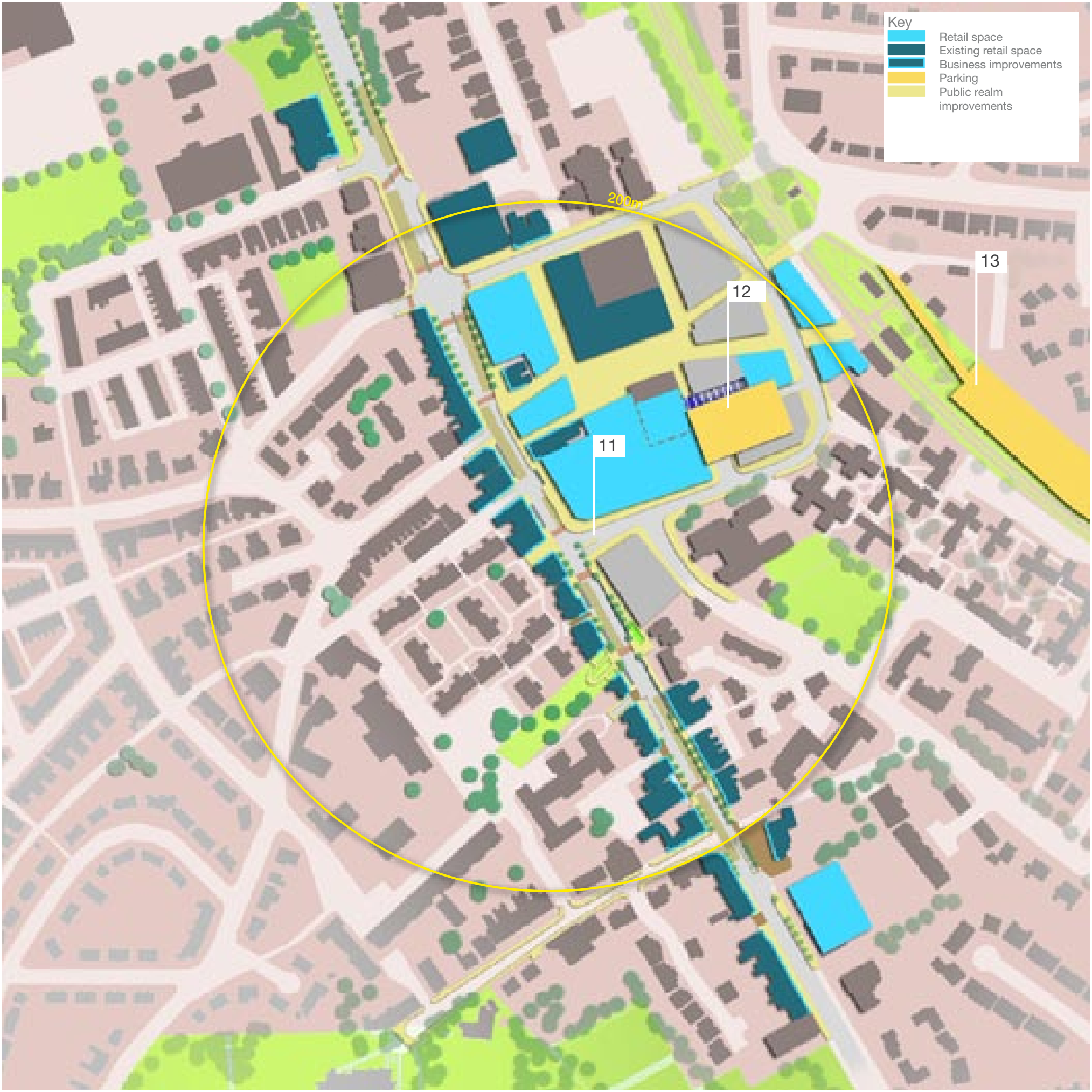
layout to provide an urban design framework to guide the redevelopment proposals.

Our recommendation is that the scheme should be anchored by a supermarket of around 4,500m<sup>2</sup> (net) located on Bury New Road in order to reinforce the high street. A decked car park should be provided to the rear of the store with up to 300 spaces on four levels (two of which step up over the store's service yard). Travellers would provide trolley access from the car park to the store. A glazed atrium would link the car park to a new foyer on the main square with a landmark clock tower (which would also be a lift for the Library and Longfield Suite to form an integrated new community centre).

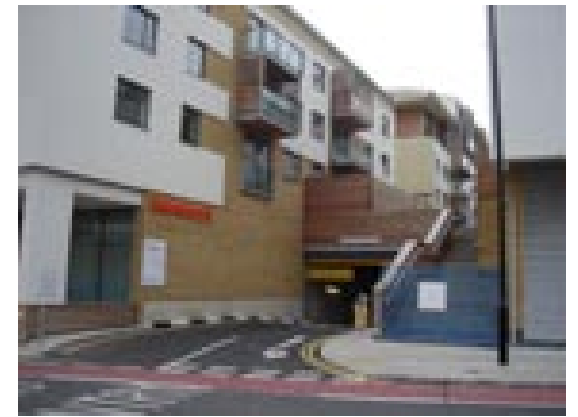
The retail element of the scheme includes the new supermarket together with a series of smaller units and would be linked to other opportunities such

as the redevelopment of the Tower Buildings block and the frontage to the Metrolink Station to create a variety of space for shops, cafes and restaurants. The scheme also includes for a new Library, reconfigured Longfield Suite, redeveloped health centre together with office and residential space as described in subsequent sections.

Our recommendation is that the scheme should be progressed through an agreement between the Council as owner of the freehold interest in the Centre and HMG as owner of the leasehold interest. As part of this agreement the Council will need to agree to use its CPO powers to complete the site assembly, the costs of which would need to be covered by the developer and which will be subject to a degree of uncertainty.



A scheme masterplanned by URBED in Brighton showing a mixed use scheme with a supermarket and housing. The middle image shows the service entrance and the right hand image the entrance to the car park illustrating that these can be integrated into the street scene.



# Access and parking

**Access to the Longfield Centre and adequate parking is vital if the redevelopment is to be viable. The scheme includes a new junction at the end of Rectory Lane to create a more permeable street network as well as a 300 space car park.**

## Projects

**11. LONGFIELD CENTRE ACCESS :** A new road junction is proposed to give access to the Longfield redevelopment. This is on the line of Rectory Lane and will provide access to the service yard and the car park. This will be funded as part of the redevelopment scheme.

**12. NEW CAR PARK:** The redevelopment includes a new decked car park to serve the supermarket, community facilities and public parking.

**13. PARK AND RIDE:** An extended park and ride facility should be provided at the Metrolink Station. This should be located to the east of the line.

One of the most difficult aspects of the Longfield scheme has been access and parking. If the scheme is to be viable it needs to be accessible from Bury New Road yet the existing Fairfax Road junction has no additional capacity. The scheme therefore proposes a new junction at the end of Rectory Lane. This was blocked as part of the original Longfield scheme in the 1970s when the loop road around the rear of the Longfield Centre was created. Creating this new junction will allow us to create a much more logical and permeable street network.

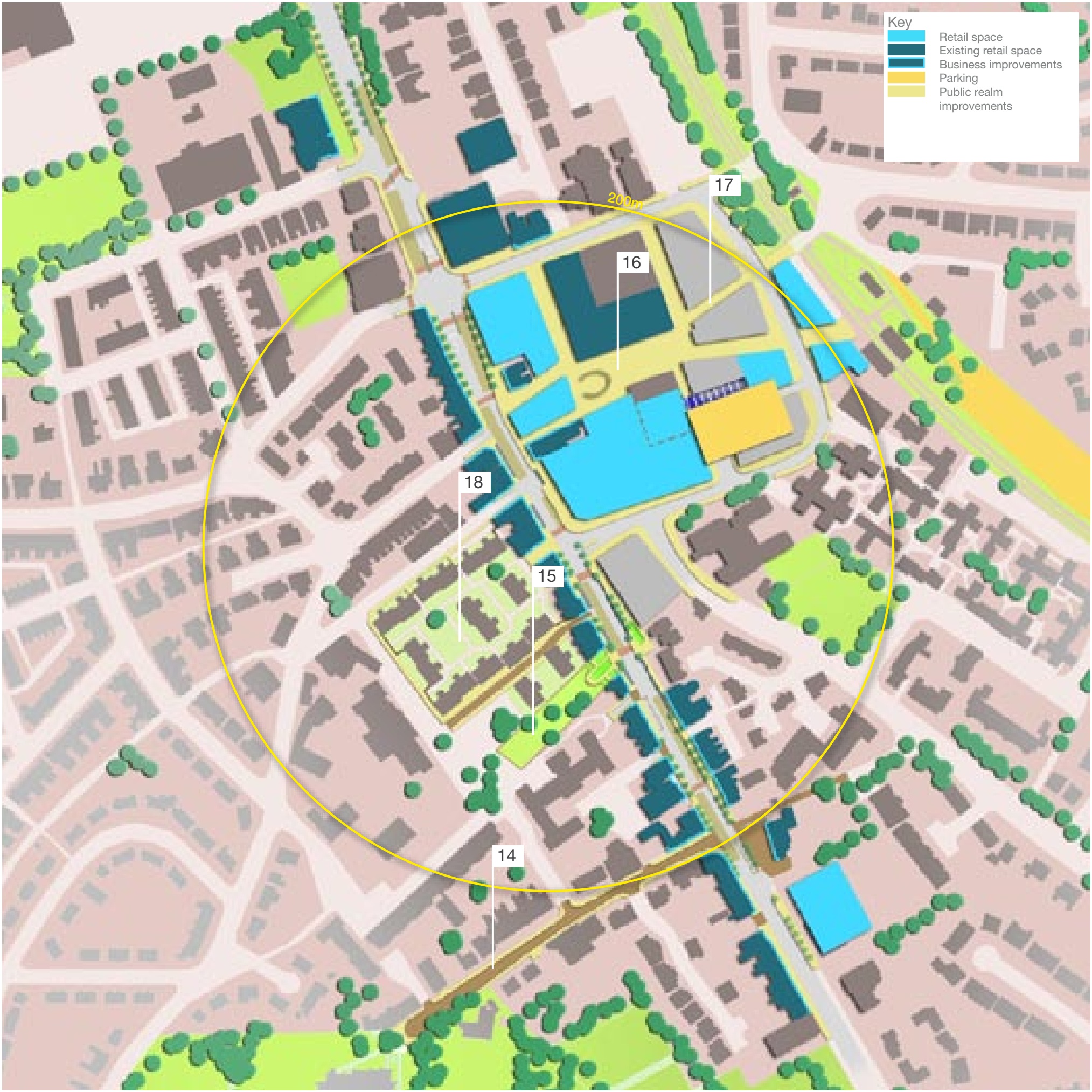
The junction also has some advantages in relation to traffic on Bury New Road since it will take some of the pressure

off the Fairfax Road junction particularly for northbound traffic.

The road also gives access to the service area for the supermarket and to a 300 space decked car park. This will replace the existing 170 place surface car park and will provide public parking facilities. Taking into account the supermarket usage this probably means no net gain in parking. However the flexible use of the spaces should be adequate to serve all town centre uses.

The current car park is heavily used for park-and-ride on the Metrolink by people working and shopping in Manchester. This will need to be controlled in the new car park through

parking restrictions. GMPTE have explored the potential for a dedicated Park-and-Ride facility to the east of the railway line. This will need to be further addressed as part of the wider Metrolink park-and-ride strategy. However the site to the east of the lines indicated on the plan should be reserved for parking use.





The enlarged square will be about the size of St. Anne's Square (far right). The overall quality of the public realm should match the standard of Hebden Bridge (right) which has reinvented its role by transforming its environment.



# Public realm

**The improvements to Bury New Road should be extended into the rest of Prestwich to make it feel like a village. This should include the treatment of Church Lane and a new public realm in the Longfield Centre converging on an enlarged Village Square.**

## Projects

**14. CHURCH LANE:** This is one of the original streets of Prestwich and the best gateway to the Clough and the Regional Park. It should be subject to a heritage restoration, reinstating the cobbled and flagged pavements. This is likely to cost £100,000 and should be part of the Bury New Road package.

**15. JEWISH CEMETERY:** This is part of Prestwich's heritage as the oldest Jewish Cemetery in Manchester and yet is sadly neglected. The Jewish Federation should be consulted on the possibility of opening up views and providing interpretation for the graveyard by inserting railings into the wall on Bury New Road.

**16. VILLAGE SQUARE:** The fountain in the centre of Prestwich is to be retained and the square enlarged. It is currently 22m wide by 40m and will be increased to 22m by 80m which is a similar size to St. Annes Square in Manchester.

**17. POPPYTHORN LANE AND LONGFIELD:** The masterplan reopens Poppythorne Lane on its original line that links to a bridge under the tram line. Longfield is also reopened on its original line to create a new direct route from the entrance to the Metrolink Station into the centre.

**18. SHERBOURNE COURT IMPROVEMENTS:** Public realm of the council housing scheme to the west of Bury New Road should be improved by creating a better definition between public and private realm. Six Town Housing should explore the options for improving the quality of the estate.

The most important public realm improvements relate to Bury New Road as described in previous sections. This however needs to be part of an integrated set of environmental works that change the appearance of Prestwich and make it feel more like a village.

Part of this relates to the reinstatement of the original character of Church Lane as the historic heart of the village and gateway to St. Mary's Church, the Clough and the Regional Park. We are proposing a heritage environmental scheme that reinstates the cobbles on the street (that remain under the tarmac) together with flagged pavements and new lighting. This would include signage and interpretation for the Regional Park.

We are also proposing the opening up of the Jewish Cemetery, at least visually because it is such an important part

of the village's history. This is currently screened by a high wall and garden. There is scope to cut a window in the wall and to use the garden to interpret the cemetery's heritage.

North of the cemetery is Sherbourne Court which is a council estate of walk up flats that has a poor environment. There is scope to improve this estate by creating a clearer definition of public and private areas and more attractive pedestrian routes to the high street.

The other public realm improvements relate to the Longfield Centre redevelopment. The new roads should be treated to create an attractive environment with quality surfacing and street trees.

The layout of the scheme is based on the creation of direct routes and sight lines from the Metrolink Station

and Bury New Road into the heart of the scheme. This involves reopening Poppythorn Lane and Longfield on their original lines to create a permeable and logical network of streets to connect the village centre to its surroundings and make it more lively and welcoming.

These public routes converge on a central square that is an extension of the existing square. The new square will be 22m wide by 80m long making it similar in size to St. Annes Square in Manchester. The fountain is retained as a focal feature together with a new clock tower (doubling as a lift). The additional area will provide opportunities for farmers markets and events to take place and will become the heart of the village.





Good quality public facilities such as Luton Health Centre (left) and Brighton Library (right) have played an important role in regenerating town centres.

# Community infrastructure

## Projects

**19. THE LONGFIELD SUITE:** Following an options appraisal the plans include the retention of the Longfield Suite with a new entrance through a glazed foyer facing onto the Village Square. The works would include the reconfiguration of the existing building and would be funded as part of the overall redevelopment.

**20. THE LIBRARY:** A new library facility is proposed with ground floor library and museum facilities, meeting rooms and offices. This would be developed as part of the Longfield redevelopment.

**21. THE HEALTH CENTRE:** A new health centre of 4,000m<sup>2</sup> is proposed. Two locations are identified due to uncertainty over the relationship with the library and land acquisition. This would be funded through the PCT's redevelopment programme.

**22. THE ARTS COLLEGE:** The Arts College are developing a Schools for the Future bid for redevelopment funds. This would create a community school with a range of shared cultural and sports facilities.

**23. SPORTS FACILITIES:** Assistance to the Marauders Football Club to secure their ground and to Prestwich Tennis Club to refurbish their facilities.

**24. PRESTWICH HOSPITAL:** The Hospital is a major employer in Prestwich and has long terms plans to expand its facilities. This will include the redevelopment of the upper part of the site for conference facilities.

**25. YOUTH FACILITIES:** The options for creating a skateboard and cycle park should be fully explored. The preferred location would be St. Mary's Park if a suitable site could be made available.

## At the heart of the village will be a series of community facilities including a new library and health centre, the refurbished Longfield Suite together with improved schools.

A true Village includes far more than just shops. It lies at the heart of its community, providing places to meet and to access services, to worship and to learn. Prestwich already has a broad range of facilities including the schools and churches. At the heart of the village are three facilities where there is potential for redevelopment, the health centre, the Library and the Longfield Suite. The options for each of these facilities was assessed in the options appraisal on Page 45:

**The Health Centre:** This is to be redeveloped as part of the LIFT programme, which is seeing the redevelopment of all health centres across Bury. The PCT is planning to redevelop the centre to accommodate offices, GP Surgeries, a pharmacy and facilities for acute care. The building will be 4,000m<sup>2</sup> ideally over a number of floors to reduce the length of corridors. This cannot be on the site of the current centre because of the need for continuity of operation. The two options

considered are the National School site on Bury New Road and a site on Poppythorn Lane. The former has the advantage of visibility on the high street but is not in public ownership while the latter links better to the proposed library. In advance of a decision on the preferred site the strategy includes both and in each case the alternate use would be offices over retailing.

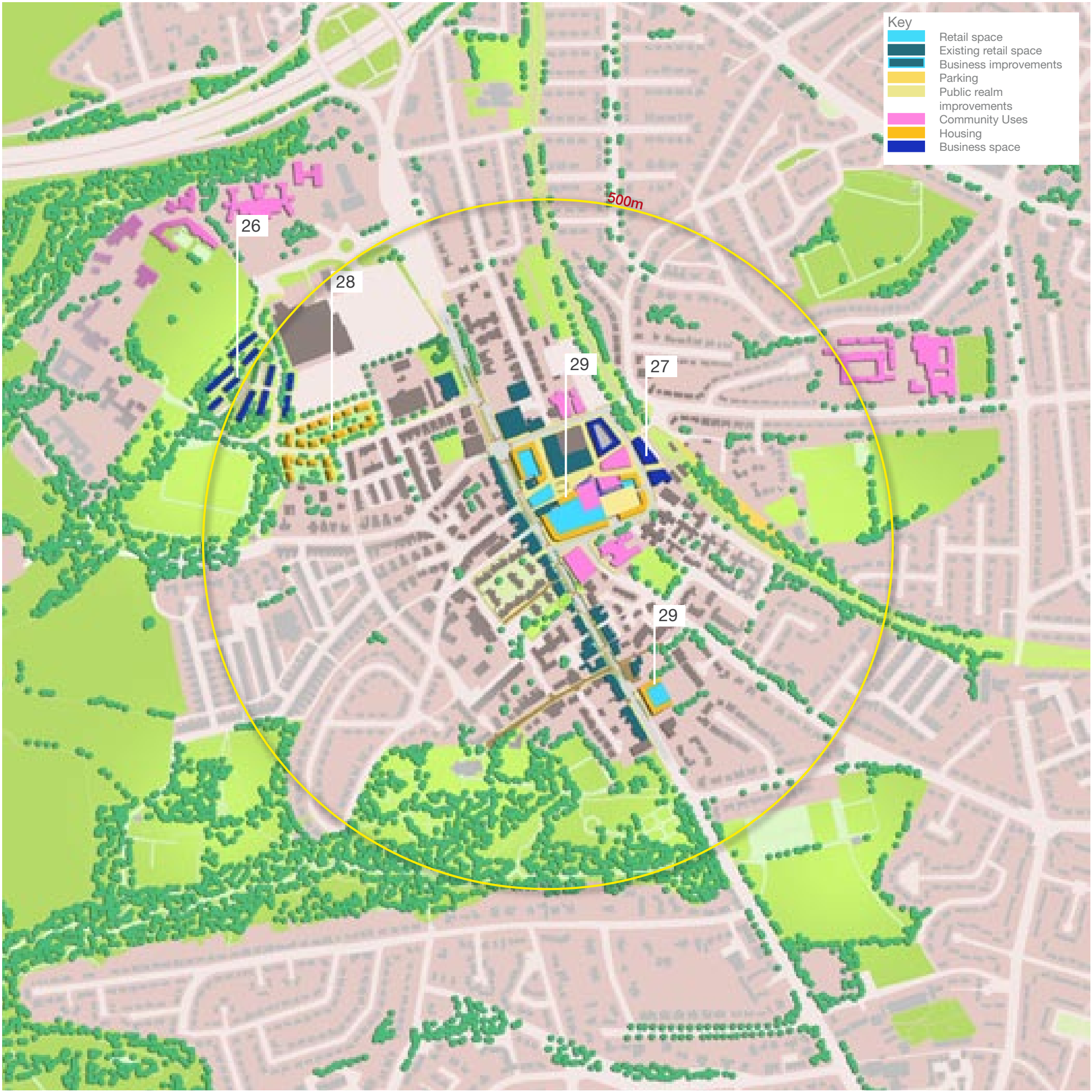
**The Library:** This is a very well used facility and includes the library, a council information point, a heritage and a Jewish museum and meeting rooms. It is generally accepted that the building is outdated so that the redevelopment proposals should create a new facility, of a similar size but with more ground floor space.

**The Longfield Suite:** The proposal would be to reconfigure and redesign the existing facility to provide a modern adaptable community venue. The redesign of the Longfield Suite could include; a new glazed entrance foyer

onto the Village Square linked to the new library and to the car park to provide a sense of arrival, creating flexible internal spaces for large and small scale events and activities, new facilities such as modern toilets, a bar, coffee shop and catering facilities available to all areas, and re-branding to reflect new usages.

**Prestwich Arts College:** The community facilities also include plans for the redevelopment of the Arts College as a centre of excellence for the Arts and for Sports as part of the Schools for the Future Programme. This would include community facilities such as a community theatre (operated in conjunction with new uses in the Longfield Suite), a sports hall and possibly a swimming pool.

In addition to this the sports facilities in Prestwich should be upgraded as part of the strategy including the Marauder's Football Club and Prestwich Tennis Club.







There is an opportunity for high quality housing and business space overlooking greenspace as in the Cotswold Water Park (left). There are also opportunities for housing and offices over the retail space as in URBED's masterplan for the New England Quarter in Brighton.

# Diversifying the centre

**The village centre should include new opportunities for living and working. There will be flats and offices above the new shops as well as the opportunity for parkside development around the fringe of the open spaces.**

## Projects

**26. BUSINESS SPACE:** A development of 3 and 4 storey office accommodation in a green setting overlooking the valley. This would be progressed as part of the Tesco's expansion if it were to proceed. If it does not there is scope to develop the site separately, benefiting from the green setting and access to the motorway junction.

**27. OFFICE DEVELOPMENT:** Ideally a significant element of the space over the new shops should be office space. Realistically we have however concentrated this around the Metrolink Station and suggested that it be targeted at a specialist developer. It could also be targeted at public sector users such as new accommodation for the Job Centre and Training organisation currently located near the station.

**28. FAMILY HOUSING:** The development of new good-quality family housing should be encouraged throughout Prestwich. However, there are not many sites and the main opportunity is the site on Kingswood Road.

**29. APARTMENTS:** There is value in new apartments over the retail space provided that it does not exceed 4 storeys. This would be developed as part of the retail scheme.

Urban Villages such as Prestwich benefit from a mix of uses. People living and working in the centre make it more lively and supports a broader range of shops and activities. However, new housing development is not popular with local people in Prestwich because of the perceived problems and scale of the Radius scheme. There is community support for business space but limited evidence of demand at present. The proposals have been framed with these constraints in mind and fall into two areas – space above the proposed retail development on the Longfield Centre, Tower Buildings block, the car showroom site, and the site to the rear of the Tesco.

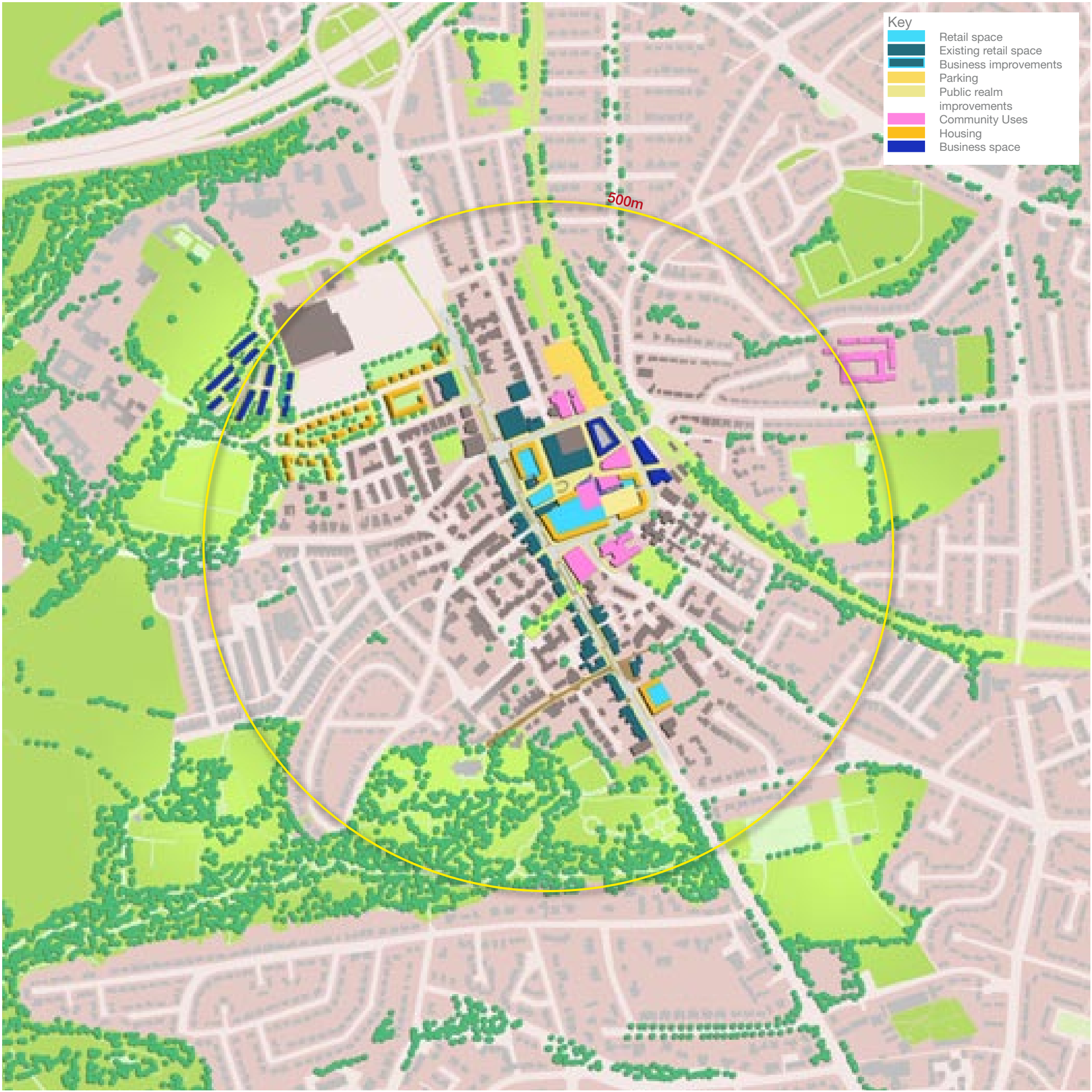
Space above the retail space should be developed as a mix of housing and office space. Neither is likely to be

viable in the short term but residential or office development will be important to the viability of the Longfield and other town centre schemes as the market picks up in 2010 and beyond. These apartments should be a combination of 3 and 4 storey blocks over the retail space. This would be sufficient to ensure the apartments or office developments are viable but would be in keeping with the scale the town centre around the Radius scheme (which has eight residential floors over the retailing). There is scope for 130 new apartments as part of the Longfield Centre redevelopment. Including the Tower Buildings block and the car showroom at the southern end of Bury New Road this could rise to 220 apartments in total.

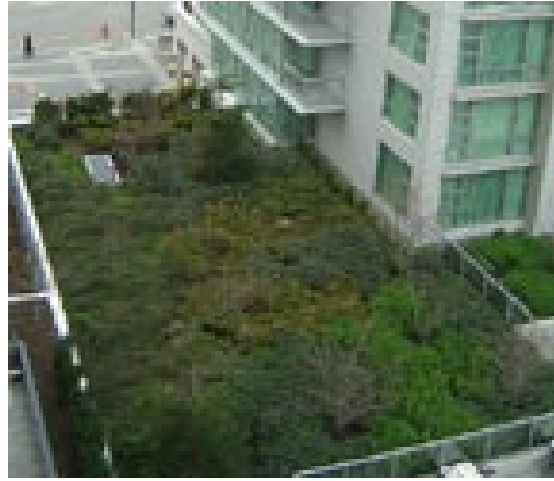
The scheme should also include office

space, possibly around the Metrolink station or on the current health centre site. This should be explored with a specialist developer such as Network Space who may be interested in a scheme of around 3,000m<sup>2</sup>.

The site to the rear of Tesco is clearly linked to the possible expansion of the store. If this were to go ahead in the future the site to the rear would be developed as a business park with the scope for housing on Kingswood Road. If the store scheme does not proceed there is the potential for a modified version of this scheme as illustrated. This would provide high quality office space, overlooking the valley with access to a motorway junction together with family housing.



Opportunities should be taken to create green roofs and to promote cycling as in the examples to the right.



# Low Carbon Village

## Projects

**30. ENERGY EFFICIENT BUILDING:** New Development in Prestwich should represent good practice in reducing their energy use. In line with PPS1 all new housing should meet the Code for sustainable Homes Level 3 or equivalent. This should ratchet up in line with government policy to achieve Code level 6 by 2016.

**31. ENERGY INFRASTRUCTURE:** The opportunity for a Combined Heat and Power system should be explored through a jointly commissioned feasibility study for the Longfield redevelopment with a possible link to Prestwich Hospital. This should include the potential for renewable energy such as biomass fuel, photovoltaics or wind power.

**32. GREEN INFRASTRUCTURE:** Opportunities should be taken throughout the public realm works and through green roofs to create green infrastructure. This will increase biodiversity, reduce water run-off and improve the micro-climate.

**33. RECYCLING:** The Longfield Centre redevelopment should integrate waste and recycling infrastructure, both for the uses within the scheme and for public use.

**34. GREEN TRANSPORT:** The level of parking in all new development should be minimised. All new employers will need to produce green transport plans and the potential for a car share and cycle hire scheme should be explored.

**35. FOOD:** As part of the renaissance of Prestwich as a village centre there should be a campaign to promote local and organic produce. This would involve the town centre management initiative working with local traders and promoting a farmers' market.

**The vision for Prestwich should be based on a low carbon future. This is the only responsible approach, however given the environmental commitment of local people it also has the potential to give the village a distinctive image and appeal.**

It is important that the vision and strategy for Prestwich is based on sustainability principles. This is the only responsible course given the impact of global warming. However it is also in line with the concerns of local people and has the potential to create a distinctive image for the centre.

The strategy is inevitably focused on new buildings which should meet minimum standards for energy efficiency. For housing this is measured through the Code for Sustainable Homes and Bury's policy should be that new homes currently meet Code Level 3. Over time the government intends to ratchet up the code to a requirement

that all new homes meet Code level 6 (zero carbon) by 2016 and the policy for Prestwich should incorporate this.

The strategy should also explore the potential to go beyond this by looking at the energy infrastructure of the area such as a combined heat and power system. This is already in place at the hospital and there may be scope to extend the system to cover the Longfield redevelopment. Alternatively the redevelopment could include its own CHP Plant because the mix of retailing space, housing, community and health facilities makes it ideal. Renewable energy such as biomass fuel from forest waste in the valley, wind or solar power could be incorporated into this.

Other aspects of the low carbon strategy should include green infrastructure (including green roofs and the use of sustainable urban drainage systems where appropriate), recycling, reduction in car use and food production. There is the potential through initiatives such as green roofs, a local car share and cycle hire scheme, organic farmers markets and local traders and public recycling points to make the scheme a sustainability model and to create a very visible statement about the aspirations of local people.

