

**DRAFT**

# HOLT TOWN

REGENERATION FRAMEWORK

September 2013

**URBAN  
STRATEGIES  
INC.**





MANCHESTER  
CITY COUNCIL

URBAN  
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INC .

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#10

THE EVOLVING  
EAST MANCHESTER  
CONTEXT



# 1.0

## The Evolving East Manchester Context

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Prepared in 2007, the 2008 - 2018 East Manchester Strategic Regeneration Framework set out a series of Neighbourhood Development Frameworks, one of which was for Holt Town. A major revision of that Framework is now appropriate for a number of reasons. First, the post-2007 credit crunch and economic downturn radically impacted the housing market in Manchester and more specifically in the area in and immediately surrounding Holt Town, suggesting a review is required of the Framework's primarily residentially-driven regeneration strategy for Holt Town. As well, the transformational activity being promoted by Manchester City Football Club within the environs of the Etihad Campus with their Football Academy under construction, with stadium expansion and diversification anticipated, along with the steady development of the VeloPark site and the continued development of the Beswick neighbourhood and the Beswick Community Hub have created a much more substantial presence to the east of Holt Town. Finally, the dramatic transformation of the Piccadilly Station area and lands

to its east that would be initiated by the proposed HS2 Station will create in the medium to longer term a very different and much improved City Centre relationship.

The Holt Town lands that were the subject of the previous framework were restricted to the area bounded by Bradford Road, New Viaduct Street, Ashton New Road, and Carruthers Street. Given the area changes indicated above and the need to place Holt Town in a wider City context, this Regeneration Framework expands the extent of the Holt Town area to include the area to the west extending to Great Ancoats Street and Ashton Old Road.

These considerations suggest the need to re-think of the role and structure of Holt Town within the wider context of East Manchester and the eastern City Centre. That role and structure is set out in this Regeneration Framework for Holt Town.

# 1.1

## EAST MANCHESTER REGENERATION ACTIVITY

The status of regeneration activities adjacent to Holt Town is described below:



**New Islington:** The New Islington area has been the subject of major regeneration activity resulting in significant residential construction and the creation of the new canal basin. Major parcels immediately north of Holt Town and along the north side of the Ashton Canal await further development activity.



**Ancoats Urban Village:** The historic Ancoats Urban Village, a conservation area, has experienced significant refurbishment of former mill buildings as well as some new infill development and major public realm improvements. Several development parcels suitable for residential redevelopment remain available.



**NOMA:** The NOMA development has been initiated with the construction of the new Coop HQ office building. A substantial residential and commercial development capacity has been planned for future phases.

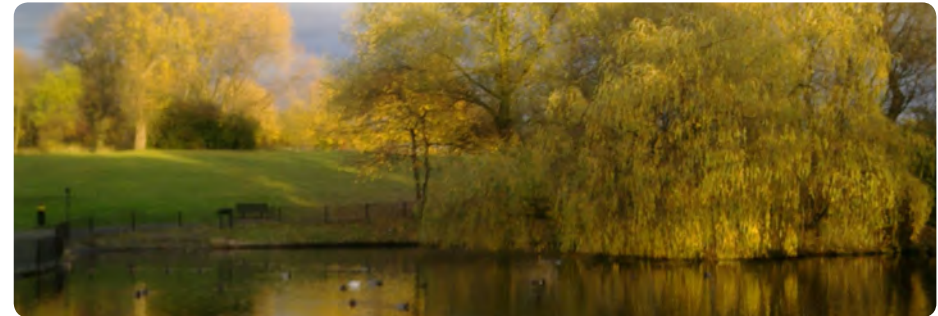


**Great Ancoats Street:** Great Ancoats Street received significant residential and commercial development in recent years, although several parcels are still available. A plan for the major transformation of the Central Retail Park has been proposed that would improve the visual quality of the development, intensify activity on the site and provide pedestrian access through to the New Islington Canal Basin. Consideration is also being given to a more comprehensive re-design of Great Ancoats Street that would make it less of a barrier between East Manchester and the City Centre and improve its streetscape quality.





**Etihad Campus:** Major changes have taken place in the Etihad Campus with the construction of the Football Academy. Further changes are anticipated with the potential expansion of the stadium seating capacity of the Etihad Stadium. Additions to the breadth and level of activity on the Campus adjacent to the stadium and on the parking areas to the north are being contemplated. Across Alan Turing Way a new BMX facility and international quality mountain bike trails have created a world class Velo Park and home to British Cycling.



**Philips Park:** A re-design and animation strategy for Philips Park is being considered to restore some of the original qualities of the park, make it an appropriate home for a range of recreational, cultural and sports activities, particularly cycling-related, and to create a city-wide and national destination.



**Beswick:** The substantial regeneration of Beswick is continuing with the development of new low-scale residential districts and the development of new educational, leisure and retail facilities within the Beswick Community Hub.

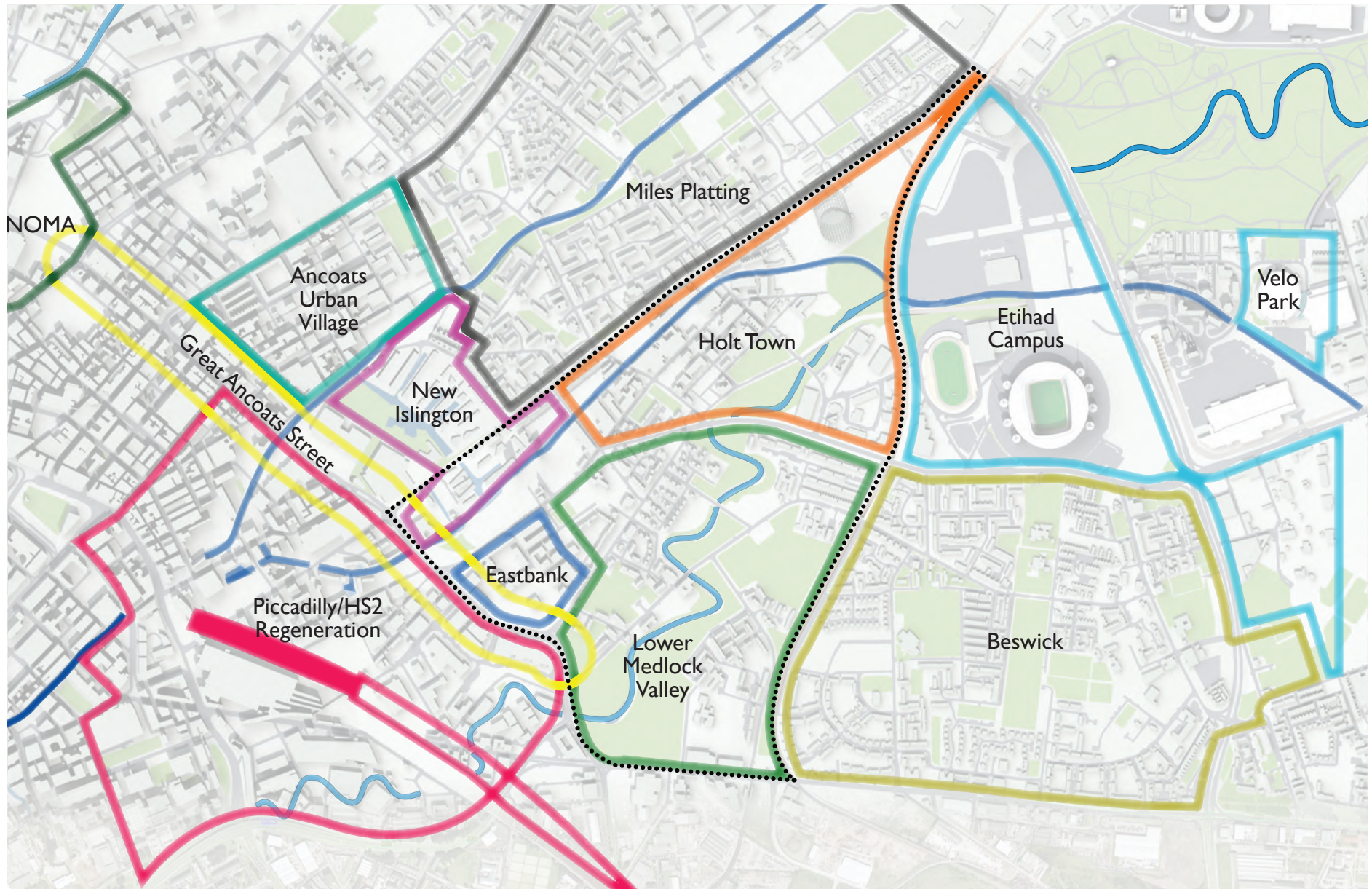


**HS2/Piccadilly Hub:** Active planning is underway for the accommodation of the proposed HS2 station at Piccadilly Station. The general location of the new station, on the east flank of the existing station, is fixed. Master planning of the area between the station and Great Ancoats Street is suggesting a new road, open space and development structure. Although HS2 station construction is not contemplated for completion until 2033, other major improvements to the Piccadilly Hub are contemplated in the shorter term, in particular the addition of new Platforms 15 and 16 and other routing and track improvements, which would ease service congestion at the station.



# 1.1

## EAST MANCHESTER REGENERATION ACTIVITY

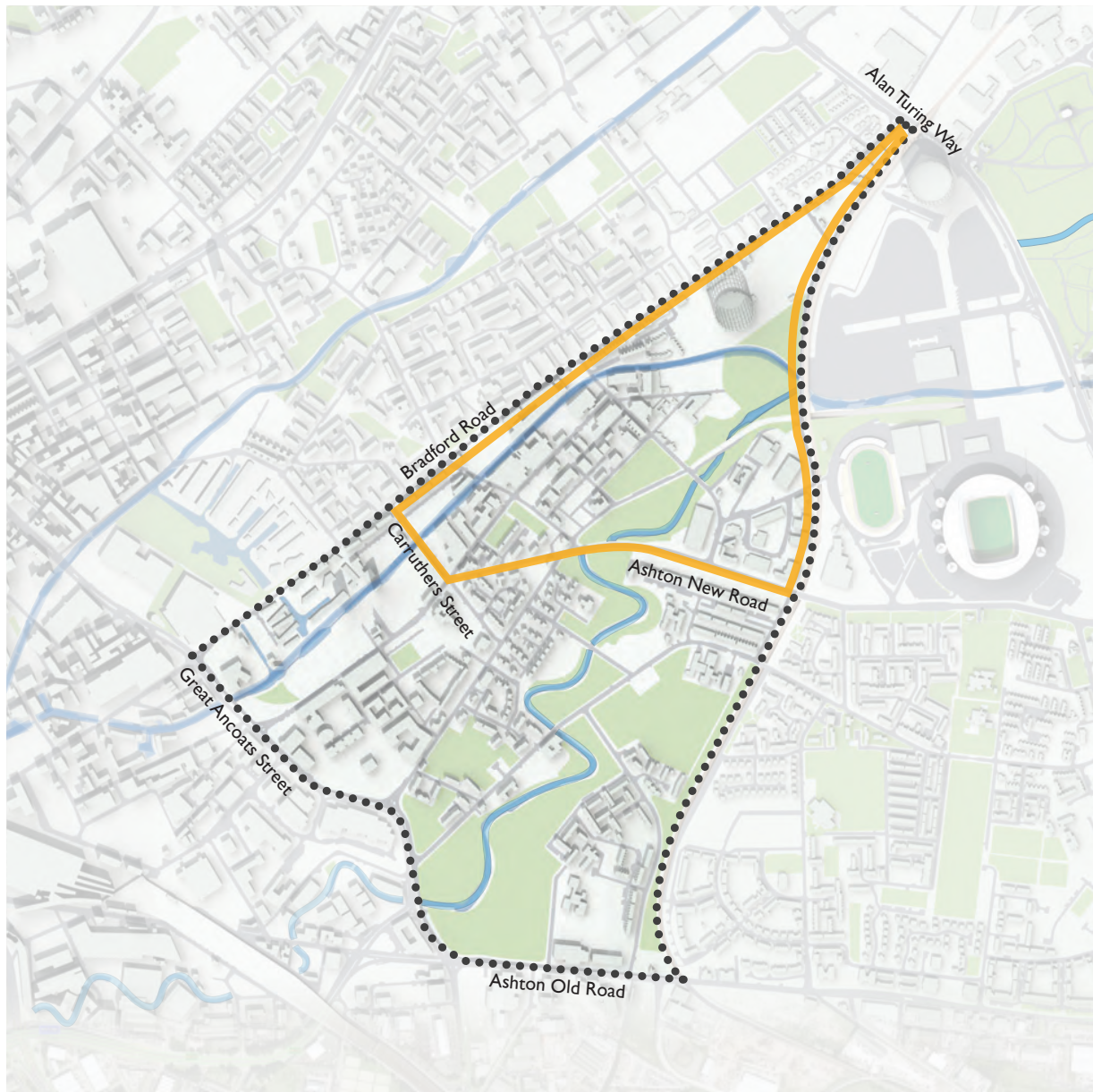




# 1.2

## HOLT TOWN'S BOUNDARIES

This Regeneration Framework expands the boundary of the district to include the area between Ashton New Road and Great Ancoats Street. The expanded Regeneration Framework boundary therefore allows for the impact of economic, market, infrastructure, open space and other initiatives being undertaken in the surrounding areas. Clear direction can be provided for the neighbourhoods on either side of the Lower Medlock Valley, the Eastbank area, the Pollard Street corridor and the areas flanking the Ashton Canal. Such a comprehensive vision for the wider area will establish a positive context for the original Holt Town area, overcome its isolation from actively developing areas of East Manchester and the City Centre, and provide a proper context for the distribution and phasing of appropriate land uses, required infrastructure and open space improvements.



Holt Town Boundary
  Original Holt Town Boundary





#2.0

A STRUCTURE FOR  
HOLT TOWN



## 2.0

# A Structure for Holt Town

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The new Regeneration Framework for Holt Town is organised around the major external influences on the area and on the internal structure of appropriate access, the canal corridor, open spaces and Metrolink stations.

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## 2.1

### MAJOR EXTERNAL INFLUENCES

#### **Development Demand/Phasing:**

The analysis of the areas surrounding Holt Town indicates a very substantial available development capacity, much of which is targeted for residential activity. The Great Ancoats Street corridor, from NOMA to Pin Mill Brow, would appear to have capacity for approximately 8,000 to 10,000 residential units, a substantial proportion of which is on land owned or controlled by the Homes and Communities Agency (HCA) and Manchester City Council. Development activity in this corridor has generally proceeded from the City Centre outwards, suggesting that the Great Ancoats Street corridor sites would typically be more attractive for private sector residential investment than sites further to the east.

This 'pipeline' of residential capacity also has to be seen in the context of likely residential demand in the City Centre and East Manchester. Residential absorption rates in the City Centre have averaged 1,400 units per annum between 2001 and 2011, albeit reflecting the impact of the credit crunch and the economic recession. Higher levels of absorption are however anticipated given recent growth in City Centre employment and other factors, and the opportunity for significant expansion of the rental residential market will potentially generate new demand.

Manchester City Council are currently working with the HCA to bring forward a phased disposal strategy for their land holdings in the Great Ancoats Street corridor in order to bring the residential opportunity to

market as efficiently as possible. This strategy provides an important phasing context for the development of residential opportunities further east in Holt Town. Residential development, and the associated development of other key services and facilities, require the establishment of a clear sense of place and a critical mass to provide a safe, secure and sustainable level of residential amenity. In general, therefore, the first priority for residential development in the eastern sector of the city is seen as being in the Great Ancoats Street corridor, moving generally east from there into Holt Town, when an appropriate residential environment can be created. Major non-residential development of sufficient scale in Holt Town could however create the necessary pre-conditions for associated residential development, and also ensure the diversity and vitality that comes from mixed-use development.

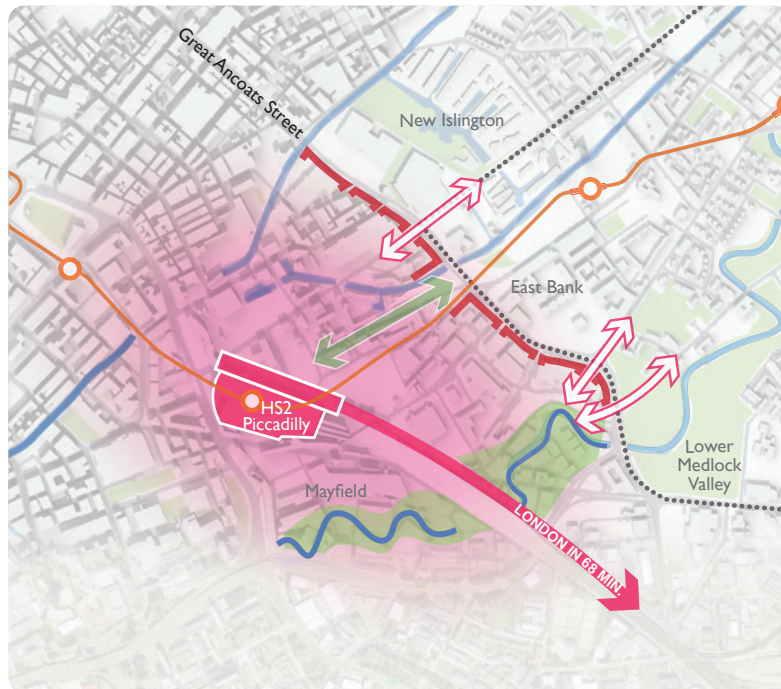
# 2.1

## MAJOR EXTERNAL INFLUENCES

### HS2 STATION-RELATED DEVELOPMENT:

The development of the proposed HS2 station will have a transformative impact on the City Centre and East Manchester; opening up new business and development opportunities, restructuring the road and open space pattern in the area between the new station and Great Ancoats St. Master planning for this area has been initiated and suggest new opportunities for improving the connection between Holt Town and the City Centre, to help overcome the isolation, both real and perceived, that the area now experiences. Specifically, the new road pattern east of the new station and the design of the junctions of Mill, Pollard, Every and Palmerston Streets with Great Ancoats Street should be rationalised to provide for simpler, more direct access. Such improved connections could in turn link to the possible relocation of Fairfield Street to immediately east of the new HS2 station, providing the potential for a clear and attractive route between South Holt Town and the City Centre, which does not exist today.

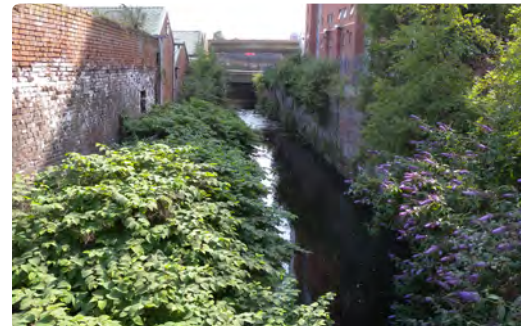
### External Structuring Element



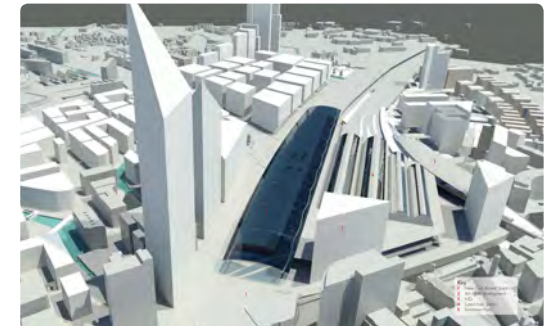
The path of the future HS2 route, north of the existing Piccadilly lines



A view of the schematic masterplan prepared for HS2 Piccadilly



The Medlock River creates opportunity for open spaces



A view of the schematic masterplan prepared for HS2 Piccadilly



**ETIHAD CAMPUS:**

The proposals for the expansion of the Etihad Stadium and the potential addition of leisure, retail, hotel and other uses on the Etihad Campus will significantly increase the levels of visitation to the site. However the connections between the campus and Holt Town are not well developed and it will be important to use that new activity to overcome the sense of isolation that persists in much of eastern Holt Town. The Regeneration Framework explores the addition of new and improved access from the east from, Alan Turing Way via Bradford Street and by better utilising the access potential of Rowsley and New Viaduct Streets from Ashton New Road. Improved pedestrian and open space connections can be also be provided, along an improved Ashton Canal corridor; from the Lower Medlock Valley and by establishing better connections north into Miles Platting.

**External Structuring Element**



The existing Etihad Stadium - home to Manchester City Football Club



Expansion may occur at either, or both, the north and south ends



The Ashton Canal connects the Etihad Campus to the City Centre



Manchester City Football Academy is now under construction

# 2.2

## MAJOR INTERNAL STRUCTURING ELEMENTS

### LOWER MEDLOCK VALLEY

The Lower Medlock Valley is a key undeveloped asset within Holt Town and East Manchester and one that can provide valuable direction for establishing a new character for the district. The boundaries of the Regeneration Framework area allow the river valley to be improved as a whole and make the critical connections to the City Centre, increasing its use and perception as a city-wide asset.

The transformation of the valley should have three primary goals: the appropriate ecological restoration of the river as an aquatic and terrestrial habitat; the attraction of increased people activity through the extension of continuous pedestrian and cycling trails connecting to the City Centre and the Etihad Campus and the creation of appropriate activity areas along the valley; and the use of the improved valley lands as a 'front' for new development. The improvement of the valley should be undertaken not only for environmental and recreational purposes but to enhance a natural asset that can provide improved property value, provide 'address' and a consistent sense of place deep into Holt Town, of city wide scale, extending to the City Centre and Philips Park through the Etihad Campus.

### Internal Structuring Element: Lower Medlock Valley



Vacant sites and surface parking are potential opportunity sites



Recent development in east Lower Medlock Valley/Beswick



A series of trails run through the natural settings of the valley



The River Medlock



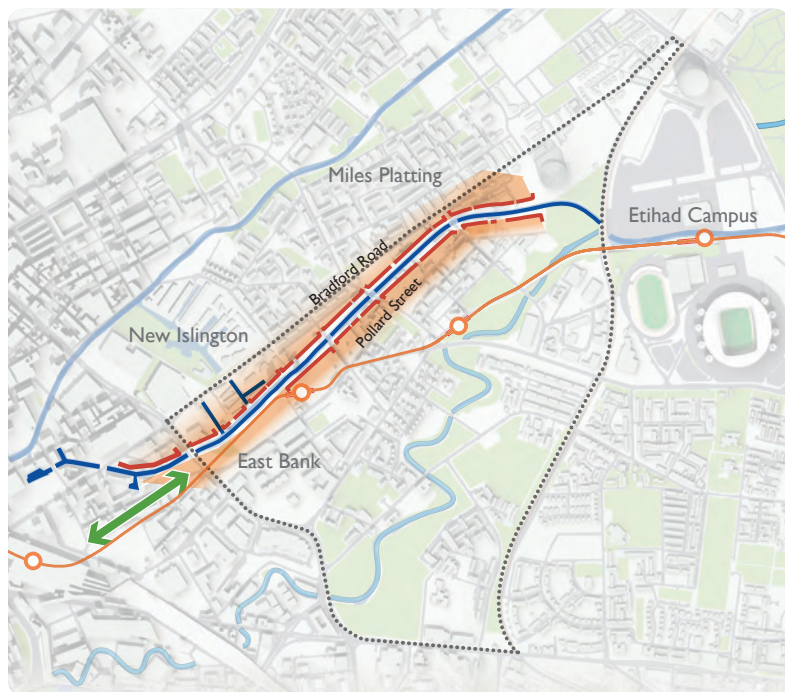
**ASHTON CANAL**

The Ashton Canal is one of the defining features of Holt Town but has never been improved to develop its full potential in comparison to the way the canal-side environment so distinctly sets the character of Castlefield. Substantial new development has occurred at the western end, but large vacant parcels await construction. Further residential development within New Islington and the redevelopment of the Central Retail Park site will establish the pre-conditions for further development to the east along the canal. Several remaining mill buildings provide an important heritage character for the corridor and it is important that these assets are retained.

The quality of the tow path environment could be significantly improved to increase its effective width for pedestrians and cyclists and provide for more access and better oversight, visibility, and lighting to enhance the sense of personal safety. There are important opportunities at the western end and at the Beswick and Carruthers Street bridges for café-style activity to animate these sections of the canal.

At the eastern end, where the canal crosses into the Etihad Campus, a landscape design could improve the connections to the Lower Medlock Valley and New Viaduct Street and provide an attractive setting for the dramatic confluence of canal, river, road and rail that occurs there.

**Internal Structuring Element: Ashton Canal**



The Ashton Canal tow-path and historic mill buildings



Recent canal side development in New Islington



Canal side restaurants and cafes - Castlefield, Manchester



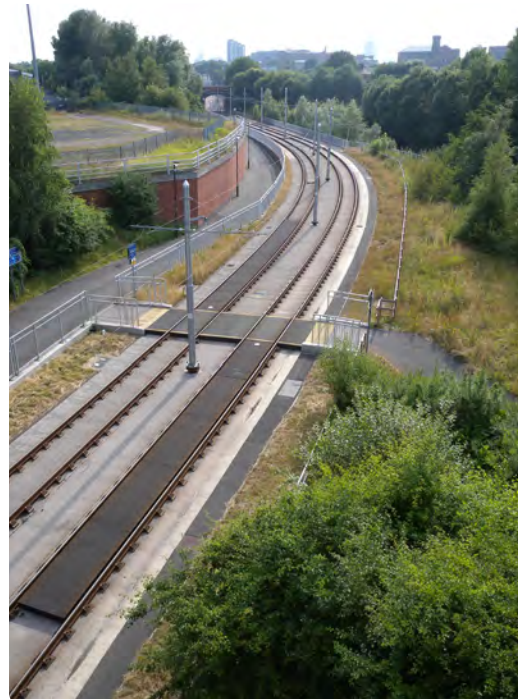
# 2.2

## MAJOR INTERNAL STRUCTURING ELEMENTS

### METROLINK

The Metrolink Ashton Line that passes through the area must be regarded as an important structuring element in the plan for Holt Town, serving to attract mixed-use development that will in turn, increase the usage of the line as new residents and employees take advantage of its accessibility. The line provides direct easy access to and from the City Centre and from other parts of East Manchester. Areas adjacent to the station should be regarded as opportunities for more intense development and to facilitate the creation of a station area with appropriate weather protection, pedestrian and cycling facilities, as well as adjacent retail and café activity.

#### Internal Structuring Element: Metrolink - Ashton Line



A Metrolink tram passing through Holt Town's Medlock Valley

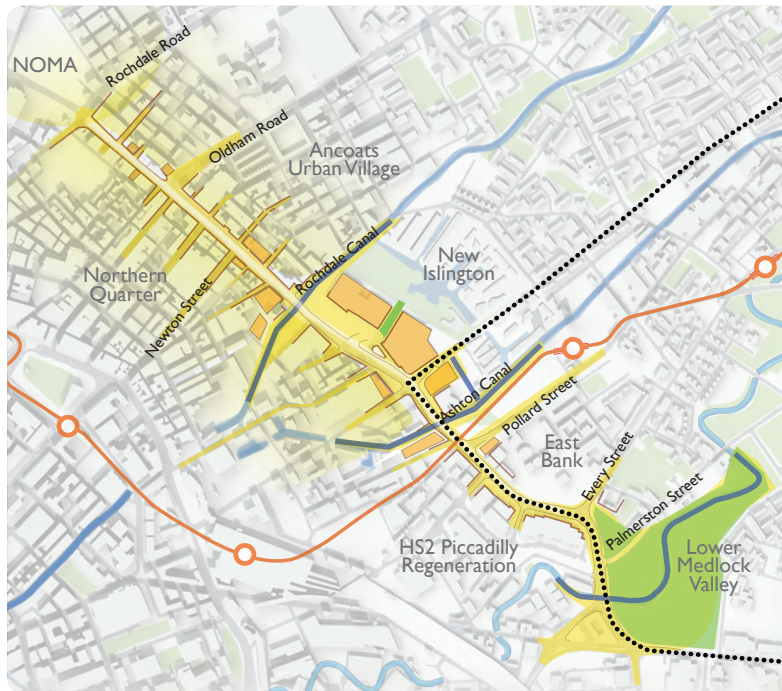


An intensified station area with employment uses in Alexanderplatz, Berlin



## GREAT ANCOATS STREET

The priority for encouraging development along the Great Ancoats Street corridor, and the road system changes that would be provoked by the HS2 terminal, also require a comprehensive re-design of that street to improve its streetscape and traffic character. The street currently represents a substantial physical and psychological barrier to easy pedestrian and vehicular connections between the City Centre and East Manchester. As the corridor develops to become effectively a new dense, mixed-use city district, it is important that its traffic functions and associated load design respond to this new urban role.



Heavy traffic and a poor pedestrian environment characterise the street



Great Ancoats Street and Palmerston Street



Upper portions of Great Ancoats Street have a more intact fabric



A balanced pedestrian/vehicular environment on a major arterial street - Kensington High Street





#3.0

CONCEPTUAL  
DEVELOPMENT  
FRAMEWORK



## 3.0

# Conceptual Development Framework

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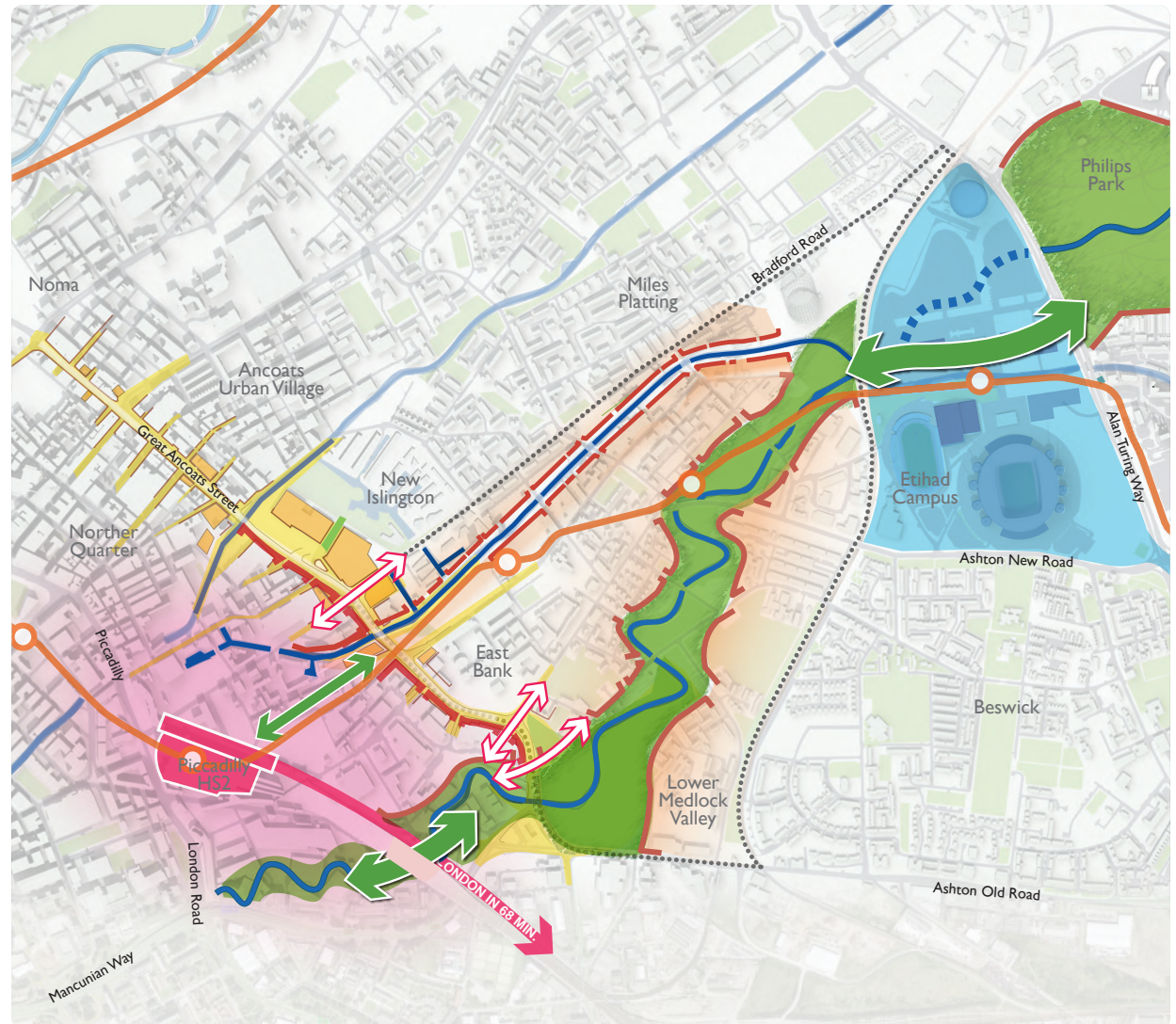
The Regeneration Framework for Holt Town is structured around the major elements reviewed in the previous section, which can be combined to provide an integrated vision for the area. That vision has three components: the essential urban structure established by the canal, the Medlock Valley, Metrolink, the rail viaduct and major streets; the appropriate pattern of land uses that responds to locations within Holt Town and the wider Manchester context; and the appropriate level of development intensity associated with those locations.

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# 3.1

## MAJOR STRUCTURING ELEMENTS

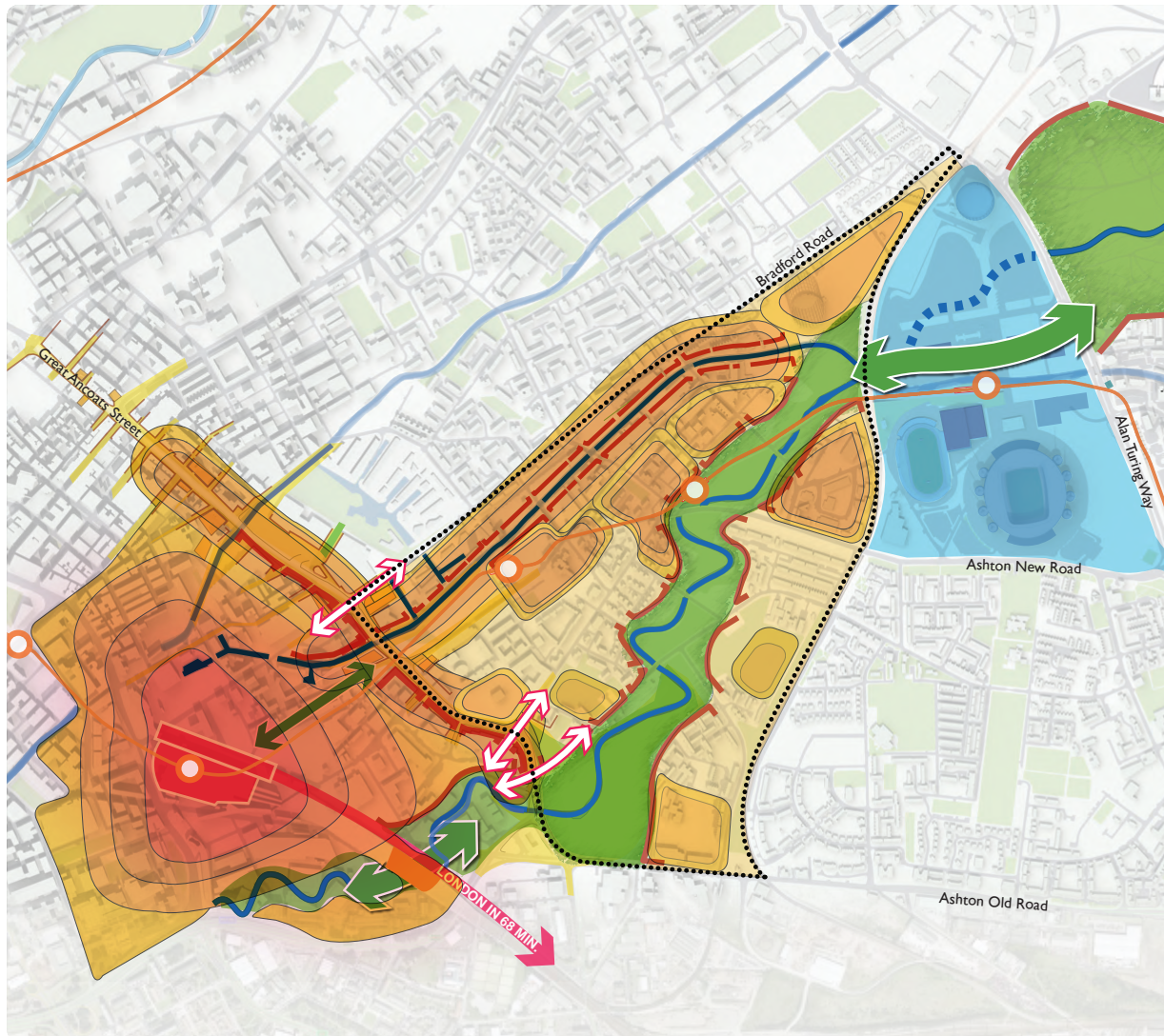
Plan 3.1 indicates the major structuring elements for Holt Town. Great Ancoats Street is envisaged as both a gateway and an edge for the site, with redesigned junctions providing connection to the City Centre, new development providing frontage, and more pedestrian-friendly street design. Pollard, Every and Palmerston Streets are particularly important in providing clear and attractive access deep into the area, and in providing frontage for new development. The Ashton Canal corridor, with its canal-side development opportunities and heritage mill buildings, establishes a strong and, if properly designed, positive image that extends activity to the east. The Medlock Valley provides green frontage for infill development activity that can take advantage of the numerous development parcels available. The Metrolink line, with its two stops in Holt Town, can also become an organising feature of the regenerated district, attracting higher-intensity adjacent mixed-use development.





# 3.2 DEVELOPMENT INTENSITY

Plan 3.2 indicates the suggested pattern and intensity of development for Holt Town. The highest density development is seen along the Great Ancoats Street frontage, the canal corridor and the areas around the Metrolink stations, responding to their accessibility and the scale of existing contextual development. Medium intensity development is seen as appropriate for the land around the Miles Plating gasholder, eastern Holt Town and industrial estate lands. Lower intensity development is appropriate for the sites bordering the Lower Medlock Valley.



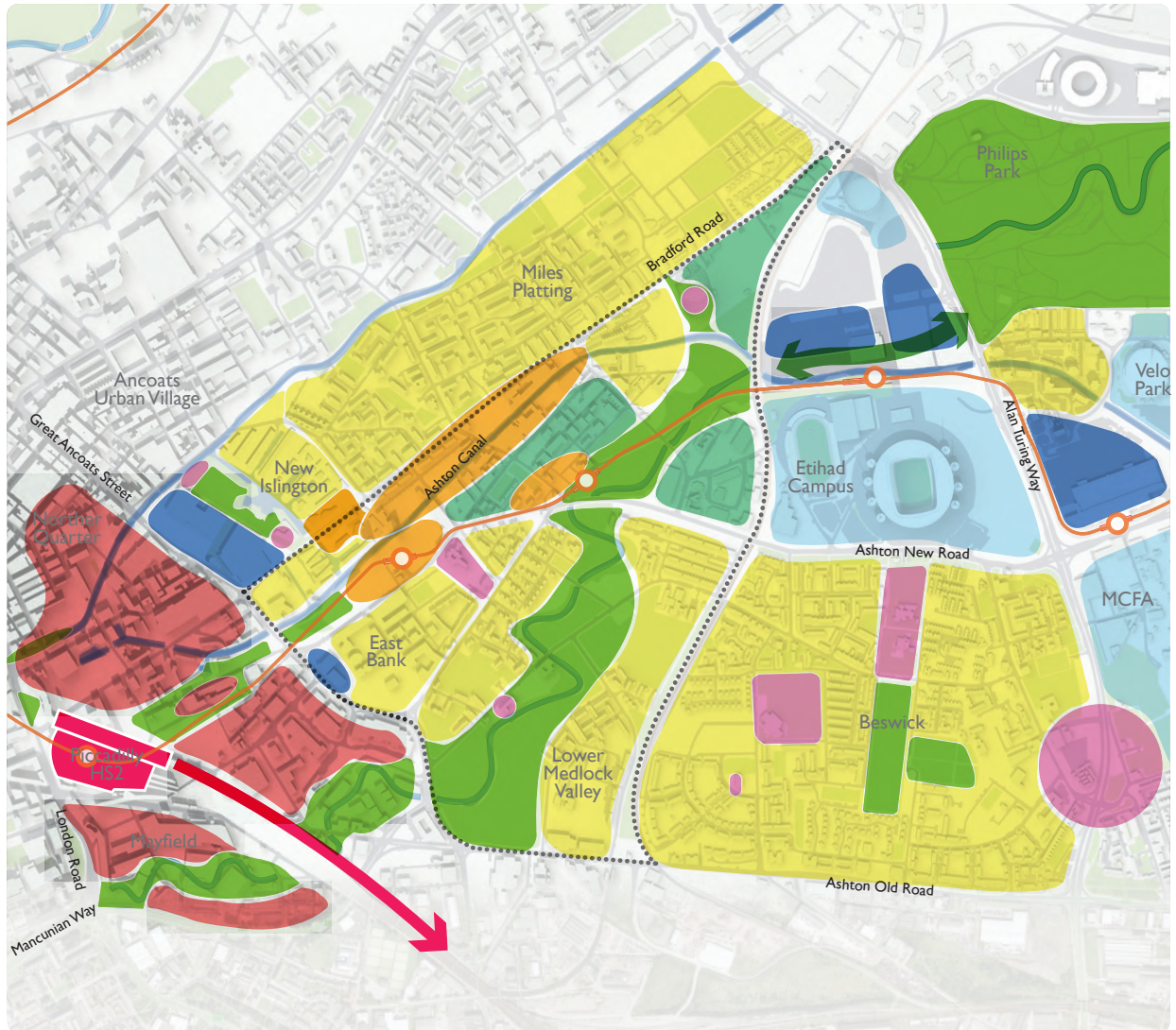


# 3.3

## DISTRIBUTION OF LAND USES

Plan 3.3 suggests the appropriate distribution of land uses for Holt Town. A strong emphasis is placed on various forms of employment activities in the eastern Holt Town lands, particularly on the land around the Miles Platting gasholder and industrial estate lands, whose large sites are suited for various forms of employment generating uses. Mixed-use development is envisioned for the areas around the stations, encouraging a range of residential, hotel, small and mid-scale retail and employment activity. The canal corridor and Great Ancoats Street frontages should be targeted for higher density residential activity, with an associated mix of small scale retail and café activities. Development fronting on the Lower Medlock Valley should primarily be ground-related and house-form in character, of a scale comparable to existing low density residential housing. These proposed land uses indicate the primary, predominant uses desired for each sub-area. Overall, an interesting mixed-use new city district should be encouraged in each of the sub-areas.

- Legend**
- HS2 Regeneration (Commercial/Residential)
  - Commercial
  - Mixed use
  - Residential
  - Employment
  - Community
  - Destination
  - Open Space









A light rail train, numbered 3058, is shown traveling along a curved track. The train is white with yellow accents and is powered by overhead catenary systems. The track is elevated and surrounded by a brick wall and metal railings. In the background, there are residential buildings and trees, suggesting an urban or suburban setting. The lighting is bright, indicating a clear day.

#4.0

REGENERATION FRAMEWORK  
IMPLEMENTATION



# 4.0

## Regeneration Framework Implementation

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The implementation of this proposed Regeneration Framework will take place through a number of processes, as follows:

- Following planning review, any amendments to the appropriate statutory planning documentation required to implement the Regeneration Framework must be considered;
  - A comprehensive phasing plan for residentially-driven development across the northern and eastern fringes of the City Centre must be developed to coordinate all City and HCA initiatives;
  - Residential development within Holt Town should be phased in accordance with the structuring principles set out in this Regeneration Framework report. Residential development would be encouraged along the Ashton Canal corridor, immediately adjacent to Metrolink stations and along the Lower Medlock Valley. Generally, residential development would be seen as proceeding east from the Great Ancoats St. frontage. Appropriate residential development associated with employment uses should also be considered in other areas of Holt Town;
  - Each sub-area of Holt Town will require a programme of infrastructure, streetscape and open space improvements to allow development to proceed and create the desired urban environment. The phasing of these improvements, as well as the responsibilities for their funding and implementation, should be determined in consultation with area landowners.
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# APPENDIX 1

## SUB-AREA

## DESIGN GUIDANCE



# Appendix #1

## Sub-Area Design Guidance

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Each of the sub-areas within Holt Town has significant regeneration potential. These sub-areas fall into three broad categories: Development Areas, Open Spaces, and Corridors. Specific strategies are outlined for each of these sub-areas to detail their contribution to the regeneration of the Holt Town area as a whole.

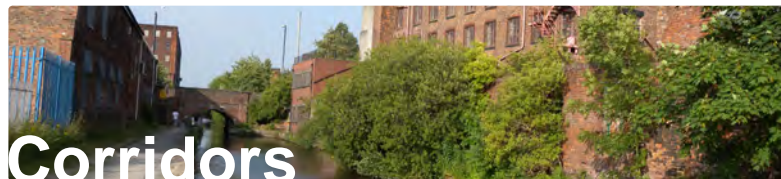
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Development Areas are areas with the potential to accommodate significant development, and therefore represent transformative locations for the Holt Town Area.



Open spaces are the parks, river valleys, canals and plazas that create neighbourhood identity, offer recreational amenity to the community, provide impetus for adjacent development and contribute to the ecological regeneration of East Manchester.



Corridors are the streets and linear open spaces (canals) that connect and unify different neighbourhoods while providing venues for day-to-day commercial and social activity.

# Sub-Area Design Guidance

## A1: Development Areas

### ASHTON CANAL CORRIDOR

#### **The Vision:**

The Ashton Canal corridor is an important structuring element of Holt Town and East Manchester. Once regenerated, it will provide an attractive and convenient recreational trail connecting East Manchester with the City Centre, lined with converted heritage buildings and new high-quality infill development.

#### **Guidelines to achieve this Vision:**

- Undertake public realm improvements, including: improved surface treatment and width of the tow-path; more pedestrian links into adjacent communities; periodic terraces at key locations; lighting and wayfinding infrastructure
- Encourage mixed-use and residential infill development that reinforces the canal corridor character and provides positive frontages onto the canal
- Allow for new canal-side cafe activity at strategic points, particularly at bridges and other community connections
- Encourage the preservation and appropriate restoration of heritage mills



Many opportunities exist along the canal within and adjacent to historic mill buildings



Recent canal-side development adjacent to New Islington





Palmerston Street running through the Medlock Valley



Various 'opportunity sites' lie within the Lower Medlock Valley

## LOWER MEDLOCK VALLEY

### **The Vision:**

The Lower Medlock Valley is well placed to become a neighbourhood that frames and is framed by the river valley. Strategic infill development will help define a continuous valley-neighborhood interface, and improvements to the valley's open spaces and trails will bring more people through the area, further strengthening the association of the neighbourhood and valley.

### **Guidelines to achieve this vision:**

- Create radial road connections into the Piccadilly Station HS2 lands
- Improve the streetscape quality of Palmerston Street
- Direct infill development to target sites and ensure that new developments face onto the river valley
- Where existing homes do not create a positive interface with the valley, encourage trails and promenades to better define this edge
- Establish a continuous walkway/trail/road between the neighbourhoods and new development
- Incorporate numerous 'green links' connecting the communities to the river valley



# Sub-Area Design Guidance

## A1: Development Areas

### EAST HOLT TOWN

#### **The Vision:**

East Holt Town is comprised of the Miles Platting Gasholder land and eastward to the Alan Turing Way. The area benefits from its proximity and access to Alan Turing Way, the River Valley and Etihad Campus. This provides significant opportunity for employment-led development within a mixed-use environment. The Gasholder lands constitute a large site, rare in Holt Town, for significant employment development, but will require decommissioning the gas facilities on this site, and the site immediately east in the Etihad Campus.

#### **Guidelines to achieve this Vision:**

- Provide direct vehicular and pedestrian connection into the site from Alan Turing Way via Bradford Road, in order to increase access and unlock development potential
- Encourage employment and commercial uses that will help contribute to the success of the Alan Turing Corridor; and contribute to the mix of uses in Holt Town
- Extend New Viaduct Street from Ashton New Road to Bradford Road, establishing a new north-south link
- Link Bradford Road to the Ashton Canal and River Medlock with clear and frequent pedestrian connections
- Provide a positive edge to the Ashton Canal
- Create a strong connection between the river valley and Miles Platting via a widened 'greenway'
- Consider the partial retention of the Gas Holder structure, either integrated into a new building or as a part of the open space link
- Ensure pedestrian/cycling connectivity to Varley Street to link the Lower Irk Valley to the Lower Medlock Valley



The triangular area adjacent to Alan Turing Way



The Gasholder lands





The New Islington Metrolink station



Development at Piccadilly Place helps to 'frame' the Metrolink line

## METROLINK: NEW ISLINGTON

### **The Vision:**

The New Islington Metrolink stop provides the opportunity for mutually-supportive transport infrastructure and development: the Metrolink Station will attract new development in the area, and that increased development density will in turn increase transit ridership and establish a sense of place around the station area. It will also help 'fill-in' a key piece of the East Manchester fabric, as well as reinforce the Ashton Canal Corridor.

### **Guidelines to achieve this Vision:**

- Create higher density mixed-use development opportunities immediately adjacent to the station, with supportive retail/cafe activity
- Provide numerous pedestrian connections and visual links to the Ashton Canal tow path
- Provide seating, bicycle parking, and other pedestrian and cycling infrastructure to ensure a functional connecting point between the Metrolink line and the Canal corridor
- Orientate developments to provide a positive edge to the Canal and Metrolink Stop
- Locate active uses at grade around the Metrolink stop
- Avoid development forms that create overly long, continuous barriers between the community and the Canal corridor
- Facilitate smaller scale infill development opportunities south of Pollard Street



# Sub-Area Design Guidance

## A1: Development Areas

### METROLINK: HOLT TOWN

#### **The Vision:**

The Holt Town Metrolink Stop should become a central focus of the community, providing excellent transit connectivity, active retail and community uses at grade, and pleasant vistas over the newly regenerated Medlock Valley. It will serve a wide catchment within from Holt Town, and has the potential to attract significant development density and function as the community hub, while overcoming the sense of isolation of the area.

#### **Guidelines to achieve this Vision:**

- Create higher density, mixed-use development opportunities immediately adjacent to the station, with supportive hotel and retail/cafe activity
- Provide and numerous pedestrian links and a positive edge to the Medlock Valley
- Provide community services and active uses at grade around the Holt Town Stop
- Harness the Holt Town station area's access to the valley system to attract higher development densities, which will in turn produce higher Metrolink usage.



The Metrolink line passing through Medlock Valley - Holt Town station



Aerial view of Holt Town station





Upper Helena Street



An aerial view of Central Holt Town

## CENTRAL HOLT TOWN

### **The Vision:**

Central Holt Town will be defined by its unique position facing onto both the Ashton Canal and the Medlock Valley, capable of accommodating significant development predominantly for new employment opportunities.

### **Guidelines to achieve this Vision:**

- Ensure that development creates a positive face onto Medlock Valley and the Ashton Canal
- Provide well placed connections linking to the canal and valley
- Establish a positive building frontage onto Cambrian Street with concentrated at-grade active uses at strategic points
- Provide clear connections to the Metrolink Station



# Sub-Area Design Guidance

## A1: Development Areas

### ASHTON NEW ROAD INDUSTRIAL ESTATE SITE

#### **The Vision:**

The Ashton New Road Industrial Estate Site benefits from key frontages onto Ashton New Road, the Medlock Valley, and Etihad Campus. Its good exposure and large site size make it ideal for significant employment uses.

#### **Guidelines to achieve this Vision:**

- Establish a critical mass of employment-lead development
- Provide and numerous pedestrian links and a positive edge to the Medlock Valley
- Reserve space for a pedestrian path running between the development land and the Medlock Valley
- Establish a positive face to Ashton New Road with numerous points of pedestrian entry
- Extend New Viaduct Street to Ashton New Road



The foot-path to the east of the area



Chiswick Park London



# Sub-Area Design Guidance

## A2: Open Spaces



A natural river valley setting that is highly accessible to the community



Existing houses in the area back onto the valley

### LOWER MEDLOCK VALLEY

#### **The Vision:**

The River Medlock and its associated development lands are defining features of Holt Town, and the transformation of this city asset will allow the valley to achieve its full potential as a recreational amenity, green corridor and ecological resource.

#### **Guidelines to achieve this Vision:**

- Undertake the ecological restoration of the river as an aquatic and terrestrial habitat
- Attract people activity through the extension of continuous pedestrian and bike trails and the creation of activity areas along the valley
- Provide an open space connection into Piccadilly HS2 lands
- Re-naturalise the former 'Lads Club' site
- Incorporate night-time lighting at strategic points within the valley trail system



# Sub-Area Design Guidance

## A2: Open Spaces

### CANAL ENVIRONMENT

#### **The Vision:**

The Ashton Canal will evolve into the defining open space spine of Holt Town, bringing together recreational paths, heritage fabric and access to the water.

#### **Guidelines to achieve this Vision:**

- Undertake substantial public realm improvements, widen the tow-path, including new surface treatments, new pedestrian links into adjacent communities, periodic terraces at key points, and new lighting and wayfinding infrastructure
- Identify key locations for animation and activity along the canal with retail, cafe and recreational uses



Castlefield, Manchester



The existing tow-path and historic mill buildings



# Sub-Area Design Guidance

## A3: Corridors



The beginning of Pollard Street and a gateway to Holt Town



North-eastern portions of Pollard Street contain numerous vacant sites

### POLLARD STREET

**The Vision:**

Pollard Street provides a very important connection between Ancoats Street and Holt Town. Its high connectivity, access to transit and heritage stock make it ideal for retail and community uses at grade.

**Guidelines to achieve this Vision:**

- Encourage active uses at grade
- Provide improved streetscaping, including adequate foot paths, street trees, lighting
- Develop a small transit plaza around New Islington Station
- Provide clear way-finding and pedestrian connections that link people with the Ashton Canal and the Medlock Valley



# Sub-Area Design Guidance

## A3: Corridors

### BRADFORD ROAD

#### **The Vision:**

While Bradford Road is a quiet street, it performs an important function as a radial connection between the City Centre and Alan Turing Way, and marks the northern boundary of Holt Town. In the short and medium terms, Bradford Road will have a mixed character, running through the 'Gateway' character of Old Mill Street, small scale housing, and mid-rise canal corridor development.

#### **Guidelines to achieve this Vision:**

- Ensure that development provides pedestrian connections toward the canal corridor and Lower Medlock Valley open spaces, connecting Miles Platting with Holt Town
- Provide cycling lanes along the length of the corridor
- Incorporate at grade commercial uses in new canal corridor development has the potential to provide commercial uses at grade



Bradford Road is characterised by residential housing and canal mill buildings



Green connections link to Miles Platting





The Etihad Stadium frontage onto Ashton New Road



Grassed areas and trees line most of Ashton New Road

## ASHTON NEW ROAD

### **The Vision:**

Ashton New Road is another key radial route linking the City Centre with East Manchester. It is defined by its frontage onto Etihad Stadium, the Lower Medlock Valley, and future employment development at Ashton New Road Industrial Park Site.

### **Guidelines to achieve this Vision:**

- Extend New Viaduct Street to Ashton New Road, continuing on to Councillor Street
- Require development on the Ashton New Road Industrial Park Site to provide major public frontages and entrances onto Ashton New Road
- Provide priority pedestrian and cyclist crossings at the Holt Town Metrolink station, connecting either side of the Medlock Valley



# Sub-Area Design Guidance

## A3: Corridors

### LOWER GREAT ANCOATS STREET

#### **The Vision:**

Great Ancoats Street is an important corridor that will evolve into an improved connection between East Manchester and the City Centre. Presently, the southern section of the street is challenged by a changing topography, blank retaining walls, industrial building stock and heavy traffic. The regeneration of lands west of Great Ancoats Street will provide opportunities to rethink some of these conditions, and move toward a more integrated and pedestrian friendly street experience.

#### **Guidelines to achieve this Vision:**

- Create radial road connections into Piccadilly HS2 lands
- Emplace pedestrian priority crossings between open spaces on Piccadilly HS2 lands and the Lower Medlock Valley
- Encourage views into the Lower Medlock Valley, and allow the Valley to influence the character of Great Ancoats Street
- Explore traffic calming measures around Pin Mill Brow, including more regularised pedestrian crossings, and potential development of the vacant retail buildings on the island



Looking across to the Lower Medlock Valley



Changing topography results in blank retaining walls





Palmerston Road running through the Lower Medlock Valley



Varley Street links the Irk Valley to the Medlock Valley

## CONNECTORS

### **The Vision:**

East Manchester is served by numerous 'radial' streets that connect the City Centre with Alan Turing Way and beyond. However, many of the communities have poor north-south connectivity. As Holt Town evolves, strategic north-south linkages will help unify the communities of East Manchester and provide logical routes for cyclists and pedestrians, while connecting the many canals and river valleys of East Manchester.

### **Guidelines to achieve this Vision:**

- Provide enhanced pedestrian and cycling facilities on the following Connectors:
  - Collyhurst Street/Varley Street
  - Beswick Street, Butler Street, Livesey Street
  - Palmerston Street



# Sub-Area Design Guidance

## A3: Corridors

### NEW VIADUCT STREET/ ETIHAD CAMPUS WESTERN INTERFACE

#### **The Vision:**

Though small and unassuming, New Viaduct Street has significant potential to provide good north-south connectivity, allow for more connections into Etihad Campus, and provide generous vistas across the Medlock Valley and Holt Town.

#### **Guidelines to achieve this Vision:**

- Extend New Viaduct Street from its current terminus at Philips Park Road to Ashton New Road
- Extend New Viaduct Street northwards towards Bradford Street with a clear and rationalised entry/exit point
- Improve and widen the street where required, and provide cycling lanes
- At key spots points, allow for views down and over the Medlock Valley, and where possible provide viewing platforms and vertical connections to the valley below



The existing foot-path east of the Ashton New Road Industrial estate



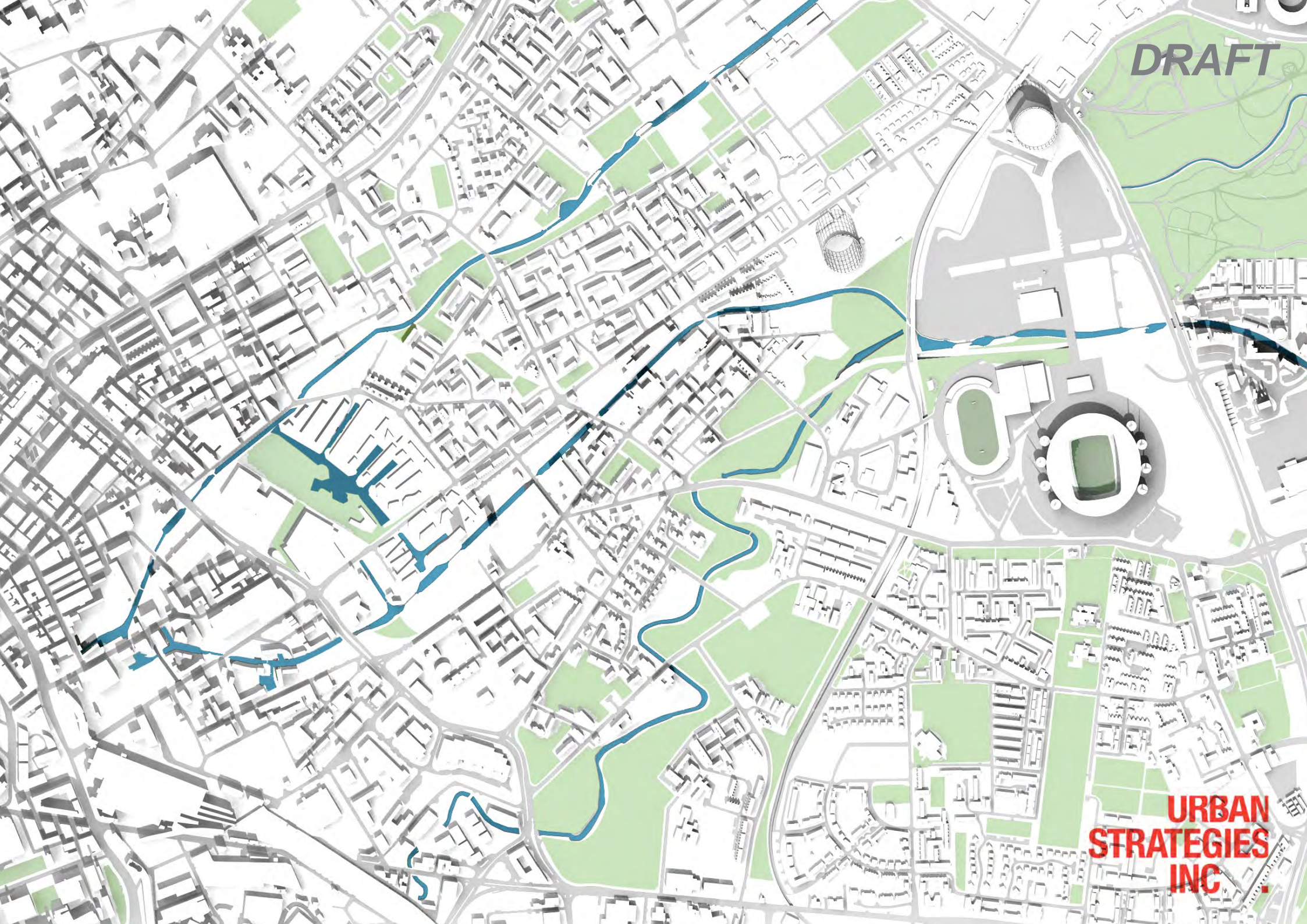
The road provides generous vistas over Holt Town and Great Manchester







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