



## **Ancoats & New Islington** Neighbourhood Development Framework Update 2016

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# Executive Summary

## Introduction – A Neighbourhood Regeneration Initiative

The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed masterplanning work for the area and to take into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.

The purpose of this document remains the same as the approved 2014 NDF. This is to guide the positive regeneration of the area comprehensively and to deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live.

The NDF area has all the attributes that mean it can act as a major focus for population growth over the next 10 years, including:

- Proximity to a thriving city centre.
- Exceptional transport connections.
- Natural and man-made character features that provide exceptional plan making potential.
- Delivered and committed investment in infrastructure which will continue to act as a catalyst to positive regeneration.

## The Framework and Character Areas

The NDF area as a whole is an area of different characteristics with varying opportunities. This Framework has been prepared on the basis of six distinct but interconnected zones (as identified on the Framework Study Area Zones Diagram in Section 4), which are each afforded their own masterplanning principles and framework.

## Updated Strategic Context

There have been some key updates to the strategic planning and regeneration policy context at city region and local level since the publication of the 2014 NDF which are relevant, including the following key documents:

- Manchester City Centre Strategic Plan (2016) which extended the city centre boundary to include Ancoats and New Islington.
- Manchester Residential Growth Strategy (2016) which sets the housing agenda for the next 5 years to ensure Manchester can meet the housing demands from a growing economy and population. The overarching aspiration is to develop neighbourhoods of choice. There is a need to improve equality amongst the city's residents in terms of housing choice, quality, affordability, which will help to develop strong communities.
- Regeneration Frameworks for the New Cross and Piccadilly Basin areas, immediately adjacent to the Study Area.

## Placemaking Objectives

Wider strategic objectives need to be channelled into area and site specific design opportunities. These include:

- Ensuring Ancoats and New Islington becomes an integral part of the city centre.
- Improving inter-radial connectivity for pedestrians and cyclists.
- Enhancing the canals – key links, leisure and amenity assets and a special setting for new buildings.

### Core Development Principles

This document reinforces and where necessary updates the guidance provided in the 2014 NDF.

The Core Development Principles (Section 5) provides an overall framework within which key development and urban design principles for the 6 individual character areas (discussed in Section 6) have been further developed and considered.

The Core Development Principles which lie at the heart of the Framework proposals for Ancoats and New Islington include:

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice.
  - Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings. The quality of the wider mix of uses in the area should be carefully managed.
  - New development should exploit the area's locational advantage.
  - New development should contribute towards the creation of a neighbourhood that is spatially integrated.
  - New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.
  - New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource. They should be viewed as a character feature presenting the opportunity to create a special setting for new buildings.
  - More generally, new development should contribute towards a walkable, pedestrian and cycle -friendly environment.
  - New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.
- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport.
  - Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area.
  - To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."
  - A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design.

# 1 Introduction

## Purpose of the Report

- 1.1 The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014.
- 1.2 It has been prepared in order to reflect further detailed masterplanning work for the area and takes into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.
- 1.3 It should be read as an update to the 2014 NDF, the purpose of which was to provide a comprehensive strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live.

Masterplan for the Ancoats and New Islington Neighbourhoods, and the Eastern Fringes of the City Centre' created by Turley, Mecanoo International, Mott McDonald and Cushman & Wakefield (May 2016). It is intended to become a focus for a further period of consultation with key stakeholders.

## Planning Status

- 1.4 The planning status of this document, following its approval, will be as a material consideration in determining all planning applications relative to the Study Area. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the adopted policies of Manchester City Council's 2012 Core Strategy and other approved weighted planning documents.

## Report Contributors and Acknowledgements

- 1.5 This document has been prepared by Deloitte Real Estate on behalf of Manchester City Council with reference to the Framework

## 2 A Neighbourhood Regeneration Initiative

### A Unique Opportunity

2.1 The 2014 NDF noted that this part of the city centre has a significant role to play in delivering the significant number of new homes (25,000 over the next 10 years, Manchester's Residential Growth Prospectus) required in order for Manchester to sustain its positive economic growth trajectory and continue to improve quality of life. In addition, creating neighbourhoods of choice is essential if Manchester is to attract and retain the range of talent that will be essential in terms of fuelling the next wave of economic growth and enhanced productivity.

2.2 The 2014 NDF set out that Ancoats and New Islington has all the attributes that mean it can act as a major focus for population growth over the next 10 years. In summary:

- **Proximity to a thriving city centre:** the area is located immediately adjacent to the city centre's ever expanding employment offer, its diverse range of amenities, its outstanding retail and leisure offer and its expanding cultural offer. Over the last twenty years Manchester has been transformed into one of the most vibrant cities in Europe. It offers a range of bars, restaurants, cafes, galleries, theatres, sporting and entertainment destinations. It has a cultural and leisure buzz that attracts a wide variety of workers, residents, students and visitors. Ancoats and New Islington is therefore likely to be attractive to those who want to live within a short walk, cycle, drive or bus/tram ride from the City Centre, rather than in the heart of this activity.
- **Adjacency to the Northern Quarter:** The Northern Quarter as an area has been a major success story of recent years. It has transformed into a retail and leisure destination focused on

the independent sector. The area has a unique character and offering and has attracted a growing residential community and employment opportunities within increasingly important growth sectors of Manchester's economy. It is popular for example with Design Agencies and other occupiers in Telecommunications Media and Technology (TMT) sectors.

- **Exceptional transport connections:** As long distance commuting continues to become more costly and time consuming, central locations such as Ancoats and New Islington have become increasingly attractive destinations due to their ease of access to employment opportunities and also to public transport. Ancoats and New Islington are extensively served by good transport links and high quality existing infrastructure. Significant investment in the city's public transport infrastructure will ensure it is better connected and has the capacity to grow. In particular, it is worth emphasising the site's proximity to Piccadilly and Victoria Stations both of which are the subject of major public investment in the form of HS2 and the Northern Hub. In relation to Metrolink, a new stop and gateway to the wider network has been created at New Islington which provides quick access back to Piccadilly. The area additionally has excellent access to walking and cycling routes and the city's Inner Ring Road and important arterial routes heading out to the M60 and the wider motorway network.
- **Available and Development-ready Land:** the NDF area has witnessed a significant number of completions and new starts since the 2014 document was approved. Such is the extent of the opportunity; this attribute very much continues to apply. The area contains a number of sites within public ownership, ready to be taken forward for positive regeneration and redevelopment.

- **Supportive planning policy framework:** The Ancoats and New Islington area lies within the East Manchester Regeneration Area and part of a Strategic Housing Location, as identified in the Core Strategy. These areas are identified as the key locations for new housing development in Manchester. Land assembly will be supported in this area to encourage the use of large development sites or clusters of sites providing the potential for significant regeneration benefits.
- **Delivered and Committed Investment in Infrastructure:** Much of the hard work has already been done with significant levels of investment in infrastructure already delivered ranging from and including:
  - A new Metrolink Line including a new stop at New Islington.
  - A major new public space at the heart of New Islington – Cotton Field Park which also delivers a new canal basin connecting the Ashton and Rochdale Canals.
  - A permanent home for the Manchester Grammar School sponsored New Islington Free School - relocating from its temporary site in Ancoats.
  - Delivery of new public space within Ancoats at Cutting Room Square.
  - The restoration of St. Peter's Church as a rehearsal space for the Halle orchestra and event space.

To create long-term successful communities and attract young aspirational professionals, services such as shops, restaurants and bars as well as schools and healthcare are required nearby. Many of these services, as reflected above, have been put in place, and by working with Manchester Life and other development partners in the area, an emerging commercial offer of retail, leisure and business space is being promoted to support the local community and to contribute towards the vitality of the neighbourhood.

- **A Proven Track Record:** The continuing popularity of this area can be highlighted by the fact that 6 schemes delivering 705 residential units have started on site since the 2014 NDF was approved, with a further 6 schemes delivering 542 units in the pipeline having recently obtained Planning Permission.

- **Key Projects on the Doorstep:** the NDF area is in an ideal location to capitalise on some of the most exciting projects in Manchester both in the short and the long term. The site is less than a mile from the NOMA regeneration project near Victoria which is anchored by the Cooperative and aims to provide office and residential space. The proposed plans for High Speed 2 will place new Manchester terminus at Piccadilly on the doorstep of Ancoats and New Islington which provides a unique selling point for any developer. In addition, Ancoats and New Islington connect the internationally significant Etihad Campus, Velo Park and the city centre.
- **Natural Environment:** the NDF area benefits from being located near to the Rochdale and Ashton Canals and the Lower Irk Valley which provide opportunities for leisure activities. Furthermore, New Islington Marina and the Cotton Field Park have the potential to become a landmark area within the City creating a unique setting for development to be framed around.
- **A Distinctive Urban Quarter:** The area's history and its heritage assets continue to offer a fantastic opportunity to create the type of places that people want to live and which are truly differentiated – with a genuine sense of place. People will naturally gravitate towards these areas because they provide many of the features that can be associated with our most successful urban environments and they are distinctive.

#### Progress Since 2014

- 2.3 Figure 2.1 shows the Development Pipeline for Ancoats and New Islington. Significant progress has been made to date within the Framework areas with schemes having been delivered or securing Planning Permission and related consents.

#### Insert Figure 2.1: Existing, Committed and Proposed Development Pipeline

#### Residential Pipeline

- 2.4 Much of the progress has been in the residential sector. Figure 2.2 sets out the residential-led schemes that have been completed, started on site, gained Planning Permission or are currently under consideration – 2,633 units in total.



Figure 2.2: Progress since 2014 – Residential Sector

No.	Developer	Site / Address	Planning Ref.	Date	No of Units
<b>COMPLETIONS</b>					
1	ING Red UK (Manchester Mills Phase 2) Ltd	Royal Mills Phase 2 - Royal Mill, Paragon Mill and Kennedy Building	078181/FO/2006/N1	06.02.07	128
2	ISIS Waterside Regeneration Limited and Manchester City Council	Land bounded by Great Ancoats Street, Old Mill Street and Vesta Street, Ancoats	086367/OO/2008/N2	03.07.08	341
3	Nuovo Apartments	Nuovo – Sarah Point, Site Bounded By Great Ancoats Street / Blossom Street / Jersey Street And Henry Street, Ancoats	092252/FO/2010/N1	08.04.10	166
4	ISIS Waterside Regeneration Limited	Islington Wharf Mews - Land between Vesta Street and the Islington Branch Canal, Ancoats	100317/FO/2012/N2	22.11.12	46
5	McCaul Developments Ltd	The Point Phase 1 – New Islington Plot M, Land bounded by Great Ancoats Street, Old Mill Street and Vesta Street, Ancoats	100541/FO/2012/N	30.11.12	33
6	Martin Breslin	Albion Works Block A- conversion of commercial space on ground floor, Albion Mill, 12 – 18 Pollard Street, Manchester, M4 7AN	101938/LO/2013/N2	28.06.13	15
7	McCaul Developments Ltd	The Point Phase 2 - St Vincent Street, New Islington	102074/FO/2013/N1	04.07.13	81
8	Victoria Mills Developments Ltd	The Hat Box Development - Milliners Wharf Phase 2, Land at Pollard Street and Carruthers Street, New Islington	100991/OO/2012/N2	13.02.14	144
9	RM Development (Manchester) Ltd	Royal Mills Phase 2 - Royal Mill, Paragon Mill and Kennedy Building, Redhill Street, Ancoats	104923/FO/2014/N1	30.05.14	18
<b>Total Number of Units Completed:</b>					<b>972</b>
<b>DEVELOPMENTS STARTED ON SITE:</b>					
10	Residenza – Hillcrest Homes	Land Bounded By St Michaels Church, Loom Street, Sherratt Street And George Leigh Street, Ancoats, Manchester, M4 5DR	107484/FO/2014/N1	20.02.15	14
11	MLDC	Silk Glass- Land At New Union Street, New Islington, Manchester, M4 6HF	108562/FO/2015/N1	02.07.15	302
12	MLDC	Murrays' Mills Complex, Bounded By Murray Street, Redhill Street & Jersey Street, Ancoats, Manchester, M4 6HS	108566/FO/2015/N2	02.07.15	124

No.	Developer	Site / Address	Planning Ref.	Date	No of Units
13	Urban Splash	HoUse Phase 1, Keepers Quay, New Islington Road, Ancoats, Manchester	108445/JO/2015/N1 108614/FO/2015/N1	13.07.15 10.07.15	44
14	Mr L Forshaw	Loom Street Conversion, 32 George Leigh Street, Manchester, M4 5DG	108431/FO/2015/N1	16.09.15	20
15	X1 Media City Ltd and Manchester Ship Canal Developments	X1 Eastbank - Land Bounded By Great Ancoats Street, Isaac Way & Advent Way, Ancoats, Manchester	109948/FO/2015/N2	11.12.15	201
<b>Total Number of Units started on Site:</b>					<b>705</b>
<b>SITES WITH PLANNING PERMISSION:</b>					
14	MLDC	Murrays' Mills Car Parking - Land At Hood Street, Ancoats, Manchester, M4 6AJ	109593/FO/2015/N1	19.10.15	31
15	First Step Group Ltd.	Edinburgh Castle, 15 Blossom Street Ancoats Manchester, M4 5AN	109467/FO/2015/N1	20.10.15	21
16	MLDC	Jersey Street - Land Bounded By Bengal Street, Jersey Street, Murray Street & Blossom Street, Ancoats, Manchester, M4 6AJ	10077/FO/2015/N1	11.12.15	158
17	ISIS Waterside Regeneration Ltd	Islington Wharf Phase 3 - Land Bounded By Old Mill Street /the Islington Branch Canal Arm / Ashton Canal /141-155 Great Ancoats Street, Bradford, Manchester, M4 6EA	109676/FO/2015/N2	11.12.15	101
18	MLDC	Land Bounded By George Leigh Street, Bengal Street, Blossom Street & Sherratt Street, Ancoats, Manchester, M4 6AW	111742/FO/2016/N1	03.06.16	199
19	GW Developments	Metalworks - 11 Radium Street, Ancoats, Manchester, M4 6AY	111616/FO/2016/N1	03.06.16	32
<b>Total Number of Units with Planning Permission:</b>					<b>542</b>
<b>LIVE PLANNING APPLICATIONS (as at 30 June 2016)</b>					
20	Urban Splash	HoUse Phase II - Land Between New Islington Marina, Coppersmith Road & Winder Drive, Ancoats Manchester M4 6HF	111587/FO/2016/N1	n/a	189
21	YO! Homes	Corner Of Old Mill Street & Upper Kirby Street / Lampwick Lane Manchester M4 6BX	111605/FO/2016/N2	n/a	24
22	MLDC and Glass Developments Ltd	Land bounded by Old Mill Street, Weybridge Road, Coppersmith Road & New Islington Marina, Ancoats, Manchester, M4 6FD	112658/FO/2016/N1	n/a	201
<b>Total Number of Units under consideration:</b>					<b>414</b>
<b>TOTAL UNITS (COMPLETED, UNDER CONSTRUCTION, COMMITTED OR PROPOSED)</b>					<b>2,633</b>

**Employment and other Land Uses Pipeline**

- 2.5 Progress has also been made in other sectors since the 2014 NDF.
- 2.6 In terms of employment uses, a number of developments which seek to address the demand within Ancoats and New Islington from key growth industries and start-ups have come forward, including Urban Splash's Stubbs Mill proposals (flexible workspaces aimed at the creative and digital industries) and Northern Group's Jactin House (accommodation for start-up and medium sized businesses). These complement the existing employment offer within Ancoats and New Islington identified in the 2014 NDF, including Chips (aimed at new start-ups and for companies working within the creative industries) and Royal Mills.
- 2.7 There has also been an increase in retail/leisure uses which provide activity throughout the day, particularly around Cutting Room Square. This activity will be further enhanced through the delivery of many of the committed residential-led schemes, which incorporate active uses at street level to further contribute to the overall image of Ancoats and New Islington as a vibrant neighbourhood.
- 2.8 Since 2014, the Manchester Grammar School sponsored Free Primary School permanent site in New Islington has come forward and the new school will be opened in September 2016.

**Regeneration Frameworks****Central Retail Park**

- 2.9 Manchester City Council approved a Development Framework for Central Retail Park on 3 February 2016. This followed a strategic review taking into account current economic conditions and the city centre's up to date policy and regeneration priorities including those set by the Ancoats and New Islington 2014 NDF.

- 2.10 The Framework sets out the following vision and priorities for the site:
- A consolidated retail park in the north-western part of the site, comprising: retained and refurbished units which are radically improved in appearance and market appeal; a new retail unit; and, a complementary food retail offer which will also serve a convenience function for the local population.
  - Reconfigured parking and servicing arrangements.
  - Creation of a new high quality residential development on the balance of the site, with complementary ground floor uses to activate frontages and create a neighbourhood with a strong sense of place, thereby supporting investment in the wider area;
  - High quality dedicated pedestrian routes through the site, in particular to improve connectivity between Great Ancoats Street and the New Islington Neighbourhood;
  - Enhanced public realm and landscaping throughout, creating attractive public (and private) routes and spaces.

**Future Proposals****Halle St Peters**

- 2.11 In February 2016, the Halle announced the winner of a design competition for the second phase of development at Halle St Peter's, a proposed new build extension to the Grade II listed former church building to provide rehearsal, performance, education and ancillary spaces for the Hallé Orchestra, Choir and other ensembles.
- 2.12 The Stephenson Studio team has been selected from a shortlist of five, and an application is due to be submitted during 2016.

**Ancoats Dispensary**

- 2.13 The Ancoats Dispensary Trust took ownership of the Grade II Listed Ancoats Dispensary in September 2015 and are formulating

proposals to restore and reuse the building as a community beacon for the local area.

### Manchester Life

- 2.14 Manchester Life Development Company Limited is the residential property development company owned by Abu Dhabi United Group and Manchester City Council, which is supporting the sympathetic and sustainable redevelopment of Ancoats and New Islington into vibrant and inclusive communities.
- 2.15 The multi phased Manchester Life initiative combines the best of public and private sector expertise to set a new benchmark for residential property development in Manchester by planning, financing, developing and managing a portfolio of high quality homes. The initiative will increase the lifestyle choices available to existing and new Manchester residents, meeting a need for centrally located, stable, well-managed rental accommodation in addition to apartments for sale.
- 2.16 Since the publication of the 2014 NDF, Manchester Life has gained Planning Permission for 814 units within five schemes across Ancoats and New Islington. Future developments phases are being planned across sites within the NDF area.

# 3 Strategic Context

3.1 The NDF area has been a long-standing regeneration priority for the City Council. This section sets out the updates to the strategic planning and regeneration policy context at city region and local level since the publication of the 2014 NDF.

**Insert Figure 3.1: Regeneration Context of Ancoats & New Islington**

## Updated Policy Context

### Northern Powerhouse

3.2 In the 2014 Autumn Statement, an additional £7 billion of investment was announced by the then Coalition Government to build the Northern Powerhouse, as a rival to the economic strength of London.

3.3 The Northern Powerhouse will utilise the combined agglomeration benefits of the key centres and economic assets in the North of England, the combined population of which could compete with cities at a global level, to deliver economic growth. The intention is to create a single market for people, goods and ideas, which will drive the growth of the knowledge economy. It will promote access to skills, ease of travel and the ability to create talent clusters crucial for the skills of the region and the requirements of local businesses.

3.4 The 2014 announcement also provided that Greater Manchester will have a directly elected Mayor by 2017, with responsibility for a £300m housing investment fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers.

3.5 Central to the vision, is the creation of a world class transport system which links up the cities and towns in the North to allow them to function as a single economy. Strong transport connections will provide the foundations to build the Northern Powerhouse, allowing it to compete with the best performing regions of Europe. This in turn will attract investment from overseas, further driving growth and creating a North which is a global centre for innovation and trade. As the North of England's largest conurbation, and a city which has already been given a number of powers through devolution by Central Government, Greater Manchester is at the heart of the Northern Powerhouse agenda.

3.6 The March 2016 budget builds on the plans for the Northern Powerhouse. The budget commits £60 million to progress plans for the development of 'Northern Powerhouse Rail', an improved east-west rail, with the aim of reducing journey times from 50 minutes to approximately 30 minutes between Leeds and Manchester. In addition, £75 million is committed to develop plans for an 18-mile road tunnel under the Peak District to speed up journey times between Manchester and Sheffield. Construction on both projects will begin in 2020 at the earliest.

### Northern Powerhouse Independent Economic Review (2016)

3.7 The Northern Powerhouse Independent Economic Review (NPIER) findings characterise the North's economic position and the drivers underpinning its performance, and identify opportunities where pan-Northern drivers and collaboration can support local activities.

3.8 The capabilities that were identified are international-class assets: expertise, research and businesses that are genuinely distinctive for the North, are highly productive, and can compete on the national and international stages.

3.9 The Review has identified a number of core messages:

- There is a persistent economic gap between the North and the national average that necessitates a radical change in the economy of the North.
- The North is home to internationally regarded assets, expertise, research and businesses that are pan-regional, highly productive and compete at a national and international scale.
- Agglomeration is driven within the major cities; however, the capabilities are present across the North: By 2050, in a transformed North, GVA is projected to be some 15% higher than a 'business as usual' projection, and productivity some 4% higher, with some 850,000 additional jobs.
- A transformed North will require investment and improved performance in a number of critical areas, especially skills, innovation, and inward investment, alongside transport infrastructure and services.

**Manchester Strategy 2016 - 2025**

3.10 The Manchester Strategy replaces the Manchester Community Strategy 2006 – 2015 and sets out a vision for the City over the next decade, which is the creation of a place that is attractive, clean and green, where residents from all backgrounds feel safe, can aspire, succeed and live well.

3.11 It seeks to secure the Manchester's position as a world class city:

- with a competitive, dynamic and sustainable economy that draws on its distinctive strengths in science, advanced manufacturing, culture, creative and digital business, cultivating and encouraging new ideas;

- with highly skilled, enterprising and industrious people;
- that is connected, internationally and within the UK;
- that plays its full part in limiting the impacts of climate change;
- where residents from all backgrounds feel safe, can aspire, succeed and live well; and,
- that is clean, attractive, culturally rich, outward looking and welcoming.

3.12 The Manchester Strategy recognises that more jobs are being created in new, added value growth sectors of the economy and that there is a growing and changing population. The city needs to respond and provide for this changing market. This means providing the right environment for economic growth and enterprise including the right housing and employment offers as part of sustainable mixed use neighbourhoods.

3.13 In order to ensure a 'thriving and sustainable city' the Strategy outlines it's approach to supporting a diverse and distinctive economy that creates jobs and opportunities. Businesses are already investing in Manchester because of the talent, diversity and size of the labour market and to remain competitive internationally it is recognised that the City must continue to ensure that Manchester is a liveable city. It is outlined that Manchester will continue to plan space for business to grow. This includes planning for the re-use of existing buildings whilst ensuring that there is a good supply of space for well-designed large office buildings to meet the needs of professional and service industries in locations such as Spinningfields, Airport City and Piccadilly, whilst also providing bespoke space for creative and science sectors.

3.14 To meet requirements for providing a 'liveable and low carbon city' the Strategy outlines its approach to delivering a destination of choice for people to live, work and visit. Manchester will pursue growth in new residential accommodation whilst also ensuring that

the basics are right in terms of ensuring that the City is clean, safe and welcoming. The Strategy continues to support growth with well planned communities. The highest densities of housing to be located in places that are best connected to public transport. Alongside new housing, the strategy also outlines the importance of providing good quality public space for people to relax, enjoy and exercise.

### **Manchester City Centre Strategic Plan 2015 - 2018 (2016)**

#### **Extended City Centre Boundary**

- 3.15 The Strategic Plan includes a new City Centre boundary that responds to the rapidly evolving economic geography of Manchester City Centre. As both the economy and population of Manchester have grown, large scale mixed-use developments incorporating commercial, residential and leisure uses are driving change at its boundaries - including Ancoats and New Islington to the east. The city centre boundary has therefore been extended to recognise the contribution of former 'fringe' areas and their relationship with the city centre.
- 3.16 The expansion of the city centre reflects a key imperative of Manchester's Strategy which is to drive the creation of sustainable neighbourhoods of choice which support economic growth and improve quality of life in these areas.
- 3.17 This extension means that Ancoats and New Islington will rapidly evolve into a desirable city centre residential offer as well as a destination in their own right.

#### **Ancoats and New Islington**

- 3.18 The 2016 Strategic Plan recognises that Ancoats and New Islington are increasingly growing in popularity for places to live. The extension of the city centre boundary to include Ancoats and New

Islington increases the overall population of the city centre to almost 50,000 people.

- 3.19 The expanded city centre neighbourhoods are seen as locations where young and skilled workers will choose to live, but also where a broader population, including retirees will choose to live. The City Centre Strategic Plan outlines Ancoats and New Islington as an opportunity to deliver a range of housing tenures to meet demand. In addition, this range in housing offer should provide the flexibility and affordability that many city centre residents require.
- 3.20 The mix of uses within these destinations of choice should benefit the needs of the local community, with a pre-disposition against late night drink and entertainment licences.
- 3.21 As the Northern Quarter is the centre for creativity within the city centre, plans to expand this eastwards into Ancoats and New Islington to maximise the opportunities presented by the growing communities in these areas.
- 3.22 Great Ancoats Street dissects the Northern Quarter from Ancoats and New Islington, and part of the City Centre Strategic Plan's priorities is to reduce this physical and psychological barrier.

#### **Manchester Residential Growth Strategy (2016)**

- 3.23 Recognising the critical relationship between housing and economic growth, Manchester City Council has prepared a Residential Growth Strategy (approved by the Council's Executive Committee on 2 March 2016).
- 3.24 The Strategy sets the housing agenda for the next 5 years to ensure that Manchester can meet the housing demands generated from a growing economy and population. The aim is to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics.

- 3.25 The overarching aspiration is to develop neighbourhoods of choice. There is a need to improve equality amongst the city's residents in terms of housing choice, quality, affordability, which will help to develop strong communities.

### Housing Affordability in Manchester

- 3.26 In June 2016, Manchester City Council's Executive Committee considered a report looking at how affordable housing is currently defined, developed and delivered in Manchester placing this within a wider housing market context.
- 3.27 Linked to the Residential Growth Strategy referenced above, the report identifies the need to provide a sustainable pipeline of residential property within reach of average household incomes, particularly in light of rising house prices, rental levels (especially in the city centre) and the parallel requirement to increase earnings across the city.
- 3.28 In this way, the report introduces an alternative view and approach to affordability linking income to the cost of buying and renting a home within the city. This is in order to begin to match residents with a range of products that will support them into good quality affordable homes for sale and rent.
- 3.29 To support this ambition, the proposes the following as key objectives;
- To provide a quality housing offer, the cost of which is linked to household incomes, ensuring that it is affordable to working households across a range of incomes and values
  - To ensure the city's social housing supports Manchester's Public Service Reform meeting the needs of vulnerable, older households and existing tenants for whom home ownership is not appropriate.

- 3.30 In addition, the following key principles have been set out as a basis for discussion and consultation with residents, key partners and associated organisations:

- Affordability of housing in Manchester should be linked and aligned with household income. As a principle, housing costs should not be more than 30% of a household's gross income.
- There should be spatial and geographical considerations in the provision and type of homes that meet Manchester's affordability thresholds across the city to help maintain mixed communities and balanced housing markets
- New build social and affordable rented housing should only be developed for specialist and supported housing, replacement homes lost through right to buy, demolition or estate regeneration with the overall aim of maintaining the current quantum of social housing in the city.
- There should be a wide range of tenure blind 'affordable' options for residents in the city, including market sale and rent. The City Council should seek to direct and support those who can afford it, into those homes.
- The City Council should consider where appropriate, its Registered Provider and Council owned affordable housing as an incentive and reward for reducing dependency
- The City Council should offer secure tenancies to those residents with long term dependencies where affordable housing will link into a wider health and social care package, reducing costs on the public purse
- The City Council should make the most efficient use of our existing social housing stock including:
  - re-provision where stock is poorly designed or the wrong type; and,
  - adopting a more flexible approach to tenancies e.g. use of fixed term tenancies to enable a review of the need for a secure tenancy



- 3.31 It is also identified that the City Council needs to review the use of its planning powers, policies and affordable housing requirements to ensure that we can continue to develop a sustainable housing market that provides for those who work in our economy whilst sustaining the attractiveness of the market to investors
- 3.32 The consultation process is ongoing and its conclusions will be reflected in the final version of this NDF, after it too has been through a period of consultation.

### **Draft Manchester Residential Quality Guidance Document (June 2016)**

- 3.33 The Draft Manchester Residential Quality Guidance Document (approved as a basis for consultation in June 2016) aims to ensure the realisation of high quality, sustainable housing that meets the city's and its communities' needs. The draft document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city. The components identified in Figure 3.2 identify the elements that are needed if Manchester is going to fulfil its ambitions; respond to the challenges of meeting housing demand alongside the objective to create a city that is a combination of vibrant, healthy, sustainable, safe, resilient and attractive neighbourhoods.

*Insert Figure 3.2: The Components of Residential Quality  
Draft Manchester Residential Quality Guidance Document (June 2016)*

### **Updated Regeneration Initiatives**

#### **Northern Gateway**

- 3.34 The Northern Gateway (extending in a north eastern arc from Victoria Station, to include the areas of NOMA, Lower Irk Valley, New Cross and Collyhurst) represents a vision for Manchester, clearly identified and set out by Manchester City Council in their various masterplans and frameworks. This is to create and deliver

a series of distinctive, but interconnected, residential areas on the northern edge of the city centre as part of an overall requirement for the city to meet the demand for much needed housing to support its future growth.

- 3.35 Neighbourhood Development Frameworks / Masterplans are already in place for NOMA, New Cross, Lower Irk Valley and Collyhurst. These planning exercises have clearly identified that the opportunity exists to link the expanding northern boundary of the city centre, brought about by the NOMA development, to connect through to the northern inner suburbs of the city, providing the widest range of housing choice to meet the needs of a growing and changing population; and retaining and attracting people and families to revitalised neighbourhoods.

- 3.36 In September 2015, the MCC Executive approved the proposal to link the delivery of major residential development across area defined as the Northern Gateway and to identify/appoint an investment partner to work with the City Council to provide access to financing and expertise to ensure the overall delivery of the Gateway. This approach is considered to be the most efficient for an opportunity of this scale and critically, the optimum way of building a platform for seamless delivery within an overall framework of change. The Gateway will be an example of how Devolution can benefit and support the regeneration of the city and sustained long term growth.

- 3.37 The whole Gateway opportunity, including the forthcoming developments of Angelgate and Angel Meadow, has the potential to support circa 7,000 – 8,500 new homes over a 15 year period – offering an investment partner a transformational role working alongside the City Council in the future growth and development of the city.

**New Cross Development Framework (July 2015)**

- 3.38 The New Cross Neighbourhood Development Framework was prepared to guide the future development of New Cross in order to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.
- 3.39 New Cross as a whole is an area of different characteristics and therefore different paces of opportunity. The framework and the accompanying Masterplanning work has therefore been prepared on the basis of three distinct but interconnected zones. The 2015 NDF has a particular focus on Zone A (immediately adjacent to the regeneration priority areas of Northern Quarter, NOMA and Ancoats); however, an update to the document is being prepared concurrently with this update and will provide more detail guidance across the wider New Cross NDF area.
- 3.40 The purpose of the NDF, particularly in light of a significant increase in development activity in the area, is to ensure that the future development of New Cross will deliver a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

**Angel Meadow: A Strategic Update to the NOMA Development Framework (January 2016)**

- 3.41 This document forms part of a strategic update to the NOMA Development Framework to provide guidance on the future residential led development of land adjacent to Angel Meadow as well as to identify potential opportunities to support and enhance the existing residential neighbourhood area focused around Ludgate Hill.

- 3.42 The purpose of the Angel Meadow Strategic Update Framework is to establish a series of development and urban design principles that will inform the future development of this area. These principles aim to ensure that new developments, as well as the evolution of existing developments within the Ludgate Hill neighbourhood, contribute towards the creation of a high quality, sustainable community whilst acting as catalyst for wider regeneration. This is latter point is particularly for Angel Meadow given its important role in providing physical and functional links between the city centre, NOMA, Lower Irk Valley, Collyhurst and New Cross.

**Lower Irk Valley Neighbourhood Development Framework (January 2016)**

- 3.43 The Lower Irk Valley is a key edge of city location that can play a pivotal role in accommodating new residential and commercial development and creating an environment that seamlessly knits the area into the growth and extension of the city centre north and eastwards over the next ten to fifteen years.
- 3.44 The Lower Irk Valley Neighbourhood Development Framework was approved by Manchester City Council's Executive in January 2016 and aims to guide future comprehensive development in a manner that will realise this area's important potential as an important contributor to the long term transformation of the city. The NDF establishes potential for approximately 2,100 new residential units within the Lower Irk Valley area.
- 3.45 The NDF has been prepared on the basis of four distinct but interconnected Character Areas. These defined areas have varying and interlinked opportunities and each area is afforded their own Masterplanning Principles and Framework. In broad terms, this guidance indicates that a higher density apartment led form of development is anticipated in the Character Zones closest to the City Centre, with the density decreasing and becoming lower rise

further up the Valley area; however, in overall terms the area is capable of providing a high to medium density of residential accommodation.

- 3.46 There is an opportunity to transform the Lower Irk Valley, from an insular, remote location that is functionally and physically disconnected from the rest of the city, into a well-connected, active and fully integrated part of the city. This is a key driving force behind the masterplan strategy for the four character areas.
- 3.47 The area lies within a river valley and includes significant opportunities to deliver new development set against green and blue infrastructure with strong cycling and pedestrian connections. The NDF also identifies nodal points and key routes that are likely to be able to support community facilities, local retail and leisure facilities that will serve the area.

#### **Piccadilly Basin Regeneration Framework (Draft - June 2016)**

- 3.48 The draft Piccadilly Basin Regeneration Framework seeks to guide the future development of Piccadilly Basin to ensure a comprehensive approach to redevelopment, and to maximise the value of regeneration outcomes for the city, whilst supporting proposals that are viable and deliverable.
- 3.49 Redevelopment of Piccadilly Basin will continue the regeneration of a strategically important gateway site that connects the core of the city centre with in particular the neighbourhoods to the north east of the city centre. The NDF will further enhance the area around Piccadilly through the creation of a high quality city centre neighbourhood, that will transform the image of this area creating a vibrant residential, office, retail and leisure accommodation that is distinctive, well connected and offers life and vitality at all times throughout the year. Importantly, the framework has been developed to create a set of principles that are viable and deliverable.

- 3.50 Overall the framework seeks to deliver around 1,083 residential units and 24,639 sq. m of commercial / retail and leisure floorspace.

#### **Updated Economic Context**

##### **Residential Context**

- 3.51 The Deloitte Manchester Crane Survey (January 2016) outlined that Manchester is showing strong signs in the residential market. The number of residential units under construction at the time of the survey was the highest since 2008 at 2,982 units. This was almost double the number under construction in the previous year (1,426 units) and is also above the 2002 - 2015 annual average of units under construction.
- 3.52 Notwithstanding this point, the city centre market has moved from a perceived oversupply in 2009 to a clear undersupply today. This has led to a number of initiatives aimed at accelerating growth whilst ensuring the right quality is delivered. These include Manchester Life, Manchester Place, the aforementioned Residential Growth Strategy and Quality Guidance, and a £300 million GM Housing fund.
- 3.53 The Crane Survey reported that the anticipated delivery of units for 2016 is 2,175. In terms of what's under construction, there continues to be a number of owner occupier focused schemes which tend to be smaller in scale. There is however an increase in build to rent accommodation being delivered.
- 3.54 Whilst residential development is at its highest in 5 years there is still some way to go to meet the pressing housing need in Manchester. Residential development is still lower than the 2006 peak, when over 4,000 units were delivered and there has been a noticeable and significant downturn in the number of completions over the past five years.

- 3.55 The market area across the recently expanded city centre boundary areas has seen a remarkable change over recent years as a result of both market-led growth and regeneration initiatives. The rapid expansion in apartments has led to an increase in the number of people living and working within its boundaries.
- 3.56 Alongside the increase in numbers of newly started projects during 2015, the planned development pipeline is an encouraging indicator of projected future growth. The Crane Survey research identified that there were currently 21 projects with extant Planning Permissions at that time, approving approximately 7,500 residential units.

### Commercial Context

- 3.57 Manchester's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. Indeed, Manchester's economy grew faster than London in 2015.
- 3.58 The largest numbers of jobs in the city are in the financial and professional service industries. The city has also developed a number of internationally distinctive clusters of creative, media, digital, life sciences and manufacturing industries including the BBC and ITV. These innovative industries are set to grow in Manchester.
- 3.59 Alongside this Manchester has a thriving design business with 10,000 new design jobs created in the City Region between 2012 and 2014. Cultural businesses employ 1,000 directly and this is set to grow with schemes such as 'The Factory' coming forward. The construction sector also continues to grow.
- 3.60 Such growth will create a diverse workforce in a range of professions including not only those listed above but also

supporting industries such as retail, hospitality, teaching, health care and other professions required to support a vibrant, diversifying and growing city.

- 3.61 The high level of demand for new office space in Manchester, the high level of pre-lets and the overall economic outlook moving forwards indicates that there is capacity and need for future office/commercial floorspace in Manchester.

- 3.62 Ancoats and New Islington will certainly have a role to play in meeting demand from the growth of creative, cultural and digital industries as well as professional services. Taken together with the adjoining Northern Quarter which is melting pot of cultural creativity, the area is a prime opportunity to accommodate a potential range of types of future employment floorspace in the city to support key growth sectors and the overall function of Manchester City Centre as a strategic employment location.

- 3.63 Recent examples of the role of Ancoats and New Islington in meeting the demand are already evident:

- Urban Splash's Stubbs Mill - canalside, flexible workspaces housed in a former machine works aimed at companies within the creative and digital industries.
- Northern Group's Jactin House - accommodation for start-up and medium sized businesses. Accommodation varies from as little as one or two person offices up to larger floorplates, to allow growing companies to remain within Ancoats.

# 4 Site Analysis

## The Framework Study Area

- 4.1 The primary focus of this document is Ancoats and New Islington, which represent the two neighbourhoods of the wider East Manchester Strategic Regeneration Framework Area which interface and have closest proximity to the city centre.
- 4.2 The Study Area as a whole is an area of different characteristics with varying opportunities. This NDF has been prepared on the basis of six distinct but interconnected zones (as identified on the Opportunity Areas Diagram), which are each afforded their own masterplanning principles and framework.

*Insert Figure 4.1 – Framework Study Area: Opportunity Areas*

## Land Ownerships

- 4.3 The NDF area's ownership is largely split between a number of major landowners, including Manchester City Council.
- 4.4 There is an opportunity within the NDF to establish a clear set of development principles to create a coherent strategy across the various land ownerships.

## Townscape Analysis

- 4.5 A comprehensive description of the six character areas is set out within the 2014 document. As part of this review, an analysis of the existing townscape features within the NDF area has been carried out and an overview is provided below.

## Access and Movement– Infrastructure Challenges

- 4.6 The vehicle dominated environment of Oldham Road and Great Ancoats Street constrain a sense of connectivity with the wider area and contribute to Ancoats and New Islington's insular character.
- 4.7 The local streets which make up the Ancoats and New Islington area are typically narrow single carriageways and many of the junctions do not include priority control. Formal on-street parking is also prevalent. The local network has been designed this way in attempt to reduce vehicle speeds and improve safety for pedestrians and cyclists.
- 4.8 There is an issue associated with the current vehicular "rat runs" which exist throughout the Study Area. As this has been identified as a specific challenge for the Study Area, it is therefore considered within this update.
- 4.9 From observations, the main route used is from Oldham Road/Radium Street (or Poland Street as an alternative) route to either Redhill Street or New Union Street and Old Mill Street. This route avoids five signal junctions on Oldham Road and Great Ancoats Street between the junction of Radium Street/Oldham Road and Redhill Street/Great Ancoats Street. There are also relatively few parked vehicles on the route which means Radium Street in particular is an unhindered, straight route from Oldham Road to the Redhill Street junction.

4.10 From the Redhill Street/Radium Street junction vehicles either proceed down Redhill Street or turn left to New Union Street which ultimately connects with Old Mill Street. The Old Mill Street traffic appears to be seeking direct access to the large car parks off Store Street, Piccadilly Station and ultimately the rest of the city centre. This is possibly why there are very few turning movements observed at the Old Mill Street/Great Ancoats Street junction as traffic heads straight to Store Street.

4.11 All traffic observed at Redhill Street turns left on to Great Ancoats Street which suggests vehicles are purely using the route to avoid traffic signals. Pedestrians and cyclists were observed to turn right from Redhill Street to the signalised crossing to Port Street.

*Insert Figure 4.2: Existing Highways Challenges*

4.12 Other streets within the Ancoats grid, such as Jersey Street, Blossom Street and George Leigh Street are heavily used by pedestrians and cyclists, though vehicular traffic is limited and slow moving.

**Linkages, Connections and Nodes – Connectivity Challenges**

4.13 Great Ancoats Street forms a major physical and psychological barrier between the City Centre core and the Study Area.

4.14 From a pedestrian perspective, routes out of the City Centre into Ancoats and New Islington lack clarity and quality, and facilities to help cross Great Ancoats Street are poor. This has created a hostile environment for pedestrians and cyclists.

*Insert Figure 4.3: Plan showing critical section of GAS along which interventions are necessary*

4.15 Within the NDF area, there is a weak sense of integration between the character areas, which is compounded by the poor sense of

environmental quality along / around the two canals and Great Ancoats Street, where the edges tend to pose barriers to pedestrian movement, rather than facilitate it.

**Urban Character and Grain**

4.16 Ancoats and New Islington symbolise and evoke a rich industrial heritage. There is no more distinctive area of the city centre in terms of urban structure and built form.

4.17 Current and future development proposals need to understand and respond to the spatial structures that have materialised and matured over 200 years of dynamic change:

*Insert Figure 4.4: Urban Grain*

<p><b>19<sup>th</sup> Century – Revolution:</b> intense urban growth expanding out from the core - the original urban grid soon populated with industrial uses responding to the arrival of canal infrastructure. Unconstrained land facilitates a series of gridded street networks shaping rational plots, with continuous connectivity.</p>	<p><b>Early-Mid 20<sup>th</sup> Century – Maturity:</b> technology and competition help rationalise the grain and location of industrial activity, with housing starting to become more prominent in the land use mix. Original connections largely remain.</p>	<p><b>Late 20<sup>th</sup> Century – Erosion:</b> industrial decline gathers pace and post war development concepts impose lower density, but inherently disconnected housing formats. Original, intuitive street grids and links are eroded.</p>
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**Height and Density**

4.18 Generally, there is a relatively clear 8 storey benchmark that has been set across the northern fringes of the City Centre from NOMA to Ancoats and New Islington to the south and west. This datum of 8 storeys is only exceeded where a clear urban design, townscape and heritage rationale is presented.

- 4.19 Landmark structures include Halle St Peters, the historic mill chimneys and pockets of taller development along Great Ancoats Street, including Islington Wharf Tower (20 storeys).
- 4.20 Around Cotton Fields Park (Coppersmith and Wadebridge Roads) heights are much lower (2-3 storeys). There a considerable stepping down of height to the north of the Study Area into less dense residential neighbourhoods, most development consists of 2 – 3 storeys in height, highlighting a clear transition between the City Centre and these inner city neighbourhoods.

### Public Spaces

#### Cutting Room Square

- 4.21 Cutting Room Square is a public square in the heart of Ancoats located immediately west of St Peter’s Church. A key feature of the Square is that it is at a sunken level compared to its surroundings and is paved with mosaic setts to provide a more historic feel. However, additionally the square has been designed to meld traditional and technological elements creating a unique public realm that includes Sensor Pads and LED lights. There are several public art installations included – the five sentinels – featuring artwork that has designed by local artists.
- 4.22 Phase 2 of the Cutting Room Square public realm looks to complement the existing provision and provide new pedestrian space. This enhances the development potential of the surrounding properties, and Ancoats in general, delivering a high quality surfacing and finish creating space for tables and chairs to be set up on the square.

#### Cotton Field Park

- 4.23 Cotton Field Park is a green space and eco-park at the heart of New Islington. The park consists of a body of water, a 3 metre-

wide boardwalk that forms the main pedestrian route, an urban beach and several distinctive islands.

- 4.24 Extensive planting includes an orchard island, a protective grove of Scots pines around the beach, and wildflowers and reed beds, all helping to attract wildlife. A variety of follies, meeting shelters, bird boxes and floating wildlife islands, as well as lighting, provide a sequence of focal points that are associated with views and routes across the site.
- 4.25 Cotton Field Park sits within a connected sequence of urban green spaces and canal infrastructure, from St Vincents to Piccadilly Basin, accentuating the sense that New Islington has a “green heart”.

# 5 Core Development and Urban Design Principles

## Introduction

- 5.1 This section of the report sets out the key Study Area wide masterplanning principles and overarching themes that should be taken into account as part of a strategy to unlock the true potential of the Ancoats and New Islington neighbourhood.
- 5.2 The strategy provides an overall framework within which key development and urban design principles for the 6 individual character areas (discussed in Section 6) have been further developed and considered.

## Placemaking Objectives

- 5.3 Wider strategic objectives need to be channelled into area and site specific design opportunities. These include:
- Ensuring Ancoats and New Islington becomes an integral part of the city centre.
  - Improving inter-radial connectivity for pedestrians and cyclists.
  - Enhancing the canals – key links, leisure and amenity assets and a special setting for new buildings.

*Insert Figure 5.1: Broad Placemaking Objectives for Ancoats and New Islington*



### Core Development Principles

5.4 The following Core Design principles lie at the heart of the Framework Proposals for Ancoats and New Islington:

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice. This should take into account Manchester's Residential Growth Strategy and the emerging housing affordability strategy referenced in section 3 of this document.
- Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.
- Given that the Ancoats and New Islington neighbourhoods will be predominantly residential in character, late night uses including bars (Class A4) and nightclubs (*Sui Generis*) will generally not be appropriate or supported where there would be a potential conflict with residential amenity.
- The quality of the wider mix of uses in the area should be carefully managed. Start-up businesses and independent operators should be encouraged through flexible leasing strategies, as well as established operators. For build-to-rent schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.
- New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canalside settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.
- New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be: across the neighbourhood as a whole; with the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities.
- New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.
- Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.
- A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered.
- New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource. They should be viewed as a character feature presenting the opportunity to create a special setting for new buildings. New development adjacent to the canals should provide activity and surveillance creating human scaled streets and spaces. Better quality canal crossing points should be considered in appropriate locations reflecting principal desire lines.
- Opportunities to retain and enhance both shorter and longer range views across the 3 areas should be carefully considered, in contributing to a more connected and cohesive neighbourhood.

- More generally, new development should contribute towards a walkable, pedestrian and cycle -friendly environment. To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality. In moving forward, it will be important to ensure that design responses are based on a thorough understanding of the significance of heritage assets and their settings as well as the character of the Conservation Area as a whole.
- New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors and windows, which will provide enhanced animation to the street scene.
- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g. listed buildings). On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.
- Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and employees in the area. Public realm design should seek appropriate opportunities to celebrate the historic features of the district which define its special character.
- New development should promote a form of development to the edges of Great Ancoats Street and Oldham Street which respond to the environmental conditions of these heavily trafficked streets, encourage improved integration across the expanded city centre, and, promote a quality of design that is appropriate to what are key points of entry into the Ancoats and New Islington Neighbourhoods as well as the heart of the City.
- This will also complement planned improvements to Great Ancoats Street that will enhance the quality of the environment, introduce enhanced crossing points and reduce the barrier effect of this route (to be undertaken without any reduction in its vehicular capacity).
- To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."
- A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design.

*Insert Figure 5.2: Neighbourhood Connectors: Key Links and Activity Nodes*

## Urban Design Considerations

### Ancoats

- New development should respond to and reinforce the existing character and pattern of development within the area, reflecting the strong street grid and active ground floor environment. Building frontages should be consistently to the back of pavement; however appropriate opportunities to introduce a carefully controlled variety should be considered where that allows subtle but distinct character areas to evolve within that grid. These subtle shifts in built form as well as use mix will aid legibility and support the neighbourhood connections described within the core development principles.
- In relation to the Poland Street Zone, new development should consider opportunities to reinstate the grid-development structure and the character of the perimeter-block where it has been lost or eroded.
- New development should consider the height and scale of existing patterns of development and take into account context materiality.
- Generally speaking, variations in the height of new buildings should respect a general maximum datum of 8 storeys across Ancoats. All new development should come forward on the basis of a clear urban design and townscape justification to support that proposed form and massing of new development and this appraisal will require a full consideration of the effects of the new development on the character and quality of the neighbourhood as a whole. New development will not be allowed to exceed the 8 storeys datum without a planning and townscape justification discussed and agreed with the Local Planning Authority.
- Where feasible, the use and referencing of surviving significant components and features of the historic public realm such as buried canals, bridges and basins should be explored as part of the place making strategy and differentiation of the area. Notwithstanding, important consideration should also be given to how new design can contribute to sense of place.
- The street wall of new developments should maintain the established vertical rhythms within the Conservation Area, and create subtly textured elevations, by the use of deep reveals and clearly defined entries and private spaces.

- Given the strong sense of place of Ancoats, the ability to create successful connections and gateways between Ancoats and adjoining development should be considered.
- New buildings should be designed to support active streets. Opportunities to create retailing and workspace adjacent to Cutting Room Square and along key routes and desire lines, such as Blossom Street and Bengal Street should be fully explored and exploited. These uses should be compatible with the residential character of the area and therefore protect residential amenity. In addition, there is an opportunity for buildings to be designed which are future proofed, through the design of their ground floor such that retail and other commercial uses can be established over time as the area further regenerates and the critical mass of activity and footfall increases.
- Ground related residential uses should be designed to establish appropriate privacy levels in relation to the adjoining areas of public realm.
- Where the ground floor is intended to contain commercial or retail uses at street level it should incorporate active frontages to promote street life and provide visual interest for pedestrians.
- Facades should contribute to street life through the use of elements such as appropriately proportioned windows and doors.
- Storage for refuse should be enclosed and contained within the perimeter block avoiding any impact on key elevations and the street-frontage.
- Development of the Murrays' Mill block should preserve views of the historic basin from the edge of the site and explore the practicality of introducing an element of active use adjacent to the basin.
- Re-use of the historic mill buildings should maintain the maximum amount of historic fabric, relevant to their defined significance.
- New services should be planned to minimise their impact and to avoid damage to any significant part of the built fabric or below ground archaeology.

### New Islington and the Ashton Canal Corridor

- New buildings should encourage interaction with the Marina/ Canals and encourage access between existing residential areas and these assets.

- Architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development.
- The setting of Ancoats, including key views out of the Conservation Area, should be considered as part of new developments within New Islington,
- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.
- New development should support improved pedestrian connectivity to the New Islington Metrolink stop. As part of this, improved connections along the eastern edge of Cotton Field Park and the Marina should be supported.
- Buildings along the eastern edge of the canal basin should be designed to take maximum advantage of the waterside environment, increase natural surveillance and where possible animate those waterside spaces.
- Streets adjacent to the canal edge at Cotton Field Park should be designed as shared surfaces - suitable for both pedestrians and vehicles.
- New development should preserve the extension of Winder Drive west to the water's edge.
- Development adjacent to Great Ancoats Street should be sited to enable the extension of Laystall Street east to the water over time.
- Facades should contribute to street life through their design.
- Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.
- Support improved connectivity between Great Ancoats Street and Cotton Field Park via delivery of the Central Retail Park Strategic Regeneration Framework over time. Encourage development that is contemporary in design and massed to provide adequate spatial definition along Great Ancoats Street in order to improve the quality of environment along this street and to allow these areas to form a more cohesive part of the extended city centre as well as the Ancoats and New Islington Neighbourhood as a whole.
- The New Islington Metrolink stop should be promoted as a threshold into the wider city and as a hub of activity within the area, including

commercial, residential, retail and leisure uses, focused on an area of new public space, which includes green space and is well connected to the wider neighbourhood and the adjoining canal corridor.

### Approach to Car Parking

- 5.5 The approach to car parking should be considered in line with the guidance set out in the Draft Manchester Residential Quality Guidance Document (June 2016). This states that there can be no 'one size fits all' approach to car parking and it should be considered on a site by site basis taking into account a number of variable that will affect demand, including tenure, price point, availability of public transport. Car parking will generally be required to be provided on site and successfully integrated into the design of a scheme; however, there will be specific circumstances e.g. listed buildings where alternative approaches are required, including off-site provision, in order to establish an appropriate urban design response (in line with the objectives set out in this guidance).
- 5.6 The NDF area falls within Manchester City Centre and therefore new development will be required to provide a minimum 30 - 40% parking provision for developments within 800m walk of a public transport node (bus corridor, tram stop or train stop).
- 5.7 Reduced on site provision may be justified on the basis of:
- Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)
  - Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
  - Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in

accordance with the wider principles of the Manchester Residential Quality Guidance document. Demonstrating that the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages (in this scenario suitable off site provision will be required).

- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

### Developer Contributions

- 5.8 As emphasised from the outset, the purpose of this document is to create a series of safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live.
- 5.9 As such, the Local Planning Authority (LPA) will utilise this document to ensure that quality outcomes are achieved in terms of building design/architecture and that the key objectives in terms of public realm, open space provision, enhanced cycling and pedestrian connections, highways and community infrastructure, as identified in this document, are delivered.
- 5.10 This approach is in line with the approach set out in national planning policy (National Planning Policy Framework) and is consistent with the principle of sustainable development which lies at its heart. At paragraph 6, this document advises that: "the purpose of the planning system is to contribute to the achievement of sustainable development." At paragraph 7 it identifies the economic, social and environmental dimensions of sustainable development including:

*"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying*

*the coordinating development requirements, including the provision of infrastructure;" and,*

*"creating a high quality environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being."*

- 5.11 Paragraph 57 focuses on the role of good design and the quality of the built environment in achieving sustainable development:

*"It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes."*

- 5.12 Paragraph 58 sets out a number of criteria that should be considered carefully in planning policy and decision making with regard to ensuring that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials; while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and,
- Be visually attractive as a result of good architecture and appropriate landscaping.

- 5.13 It follows therefore that in order to secure a sustainable future for the Ancoats and New Islington area and deliver neighbourhoods of choice, the Local Planning Authority will utilise all reasonable resources and mechanisms to secure appropriate financial contributions from landowner/developers which will allow public realm and other community infrastructure to come forward in tandem with the delivery of development sites. This approach is essential in order to achieve quality outcomes for the neighbourhood and will actually underpin the vitality and viability of the area.
- 5.14 The NDF wide masterplan strategy, together with the character area principles provided in the subsequent section of this document have been prepared following a detailed contextual analysis and masterplanning exercise for the area. This work has set out a clear vision for the area, and a strategy that will ensure compliance with national, sub-regional and local policy as well as strategic objectives. At the same time, it is considered that the principles set out in this document will deliver a form of development across the whole of the Masterplan that, fundamentally, results in attractive neighbourhoods of choice capable of assisting in perpetuating the city's positive economic and quality of life trajectory and maximising the environmental, social and economic benefits of new development.

# 6 Character Area Guidance 2016

## Introduction

- 6.1 Six character areas within the Ancoats and New Islington area have been defined for the purpose of this Framework. This has been based on the contextual appraisals, site analysis and their identified role in delivering the NDF masterplan strategy and vision.
- 6.2 For each character area, guiding principles have been produced which will form a material consideration in the determination of future planning applications. In addition, illustrative material is provided to further explain those principles and how they can work together to deliver the vision for Ancoats and New Islington.
- 6.3 For each character area, the guidance is provided with reference to the following key Character Area Principles:
- Land use
  - Built Form
  - Public Realm
  - Connections and Movement

*Insert Figure 6.1: Character Area Plan*

## Ancoats

### Character Area 1 - Great Ancoats Street and Oldham Road Frontage

#### Character Area Principles

##### Land Use

- 6.4 This character area provides opportunities to create commercial space in order to support enterprise and economic growth, building on Manchester's increasingly diverse and strengthening business base.
- 6.5 Great Ancoats Street has previously been identified as an 'Arc of Employment' within the East Manchester Strategic Regeneration Framework (2007) and as such is appropriate for employment or service related development with retail uses at street level. This will either be as part of self-contained blocks or as part of wider mixed use developments including residential uses.
- 6.6 Due to the busy, heavily trafficked nature of the Oldham Road frontage, it offers the potential to provide a wider range of commercial uses than those that may be appropriate within character areas 2 and 3. This could include small scale manufacturing uses, which require a central location due to their products serving the city centre market e.g. a commercial bakery serving hotels and other outlets. This type of use in this this location would tie in with the employment focused frontages on the opposite side of Oldham Road. This is an area that has established major employers including Wing Yip and Royal Mail and is identified as a retained employment zone within the New Cross NDF.
- 6.7 Residential uses will be appropriate within this character area and this has the potential to deliver a mix of residential typologies including apartments for sale and build to rent.
- 6.8 Where a mix of uses is proposed, either within schemes or on adjoining sites, the compatibility of such uses will need to be fully

demonstrated with regard to amenity issues such as noise for example.

##### Built Form

- 6.9 In relation to Great Ancoats Street, development proposals should support the sense that Ancoats spatially is a seamless continuation of the Northern Quarter and what has been traditionally considered to be the core of the city centre beyond that.
- 6.10 A major step change in the quality of the building form is required in relation to the Oldham Street frontage. The high quality required is commensurate with what is an important gateway into Manchester City Centre and point of entry into Ancoats. In most cases it is likely to be delivered either through comprehensive refurbishment to a very high standard or comprehensive redevelopment. This will depend upon individual site circumstances. It is anticipated that new development in this zone will have commercial frontages to Oldham Road, with residential-led mixed use more focused to the rear along Portugal Street and Silk Street.
- 6.11 In relation to both frontages, there is a need for a quality and consistency of buildings, frontages and proposed uses as well as associated public realm.
- 6.12 Conservation Area status sets a general presumption in favour of retaining heritage buildings, including non-listed buildings, where they make a positive contribution to the character or appearance of Ancoats. These buildings will continue to play a major role in maintaining the distinctive character of the area, and retention and conversion will help to nurture a strong sense of place. This applies to all three character areas within the Ancoats Conservation Area.



- 6.13 Proposed new buildings must take cues from historic urban structure, built form, materiality and detailing.
- 6.14 Plot sizes should be respected to deliver a varied and organic look to the street elevation, contributing to variety.
- 6.15 The use of brick is strongly encouraged, although with subtle colour and textural variations.
- 6.16 A consistent height profile will be encouraged along the Oldham Road frontage, and to the north of this character area, it is likely that building heights will generally reduce as part of the transition into Miles Platting.
- 6.17 There are several sites remaining along the Great Ancoats Street frontage with the potential for new development. Development of these sites should be of the highest quality and contemporary in design.

### Public Realm

- 6.18 There should be major improvement of the public realm environment at key nodal points – e.g. crossings, pedestrian priority areas etc. As identified in the core development principles, there is an immediate need for public realm improvements along Great Ancoats Street, targeted at key pedestrian crossing points and to provide a softening of the public realm. .
- 6.19 Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area.

### Connections and Movement

- 6.20 As identified above, both Great Ancoats Street and Oldham Road would benefit from actions to increase connectivity to link Ancoats back to the Northern Quarter and other adjoining districts such as

NOMA. This would encourage investment and support their regeneration and improvement:

- Great Ancoats Street needs public realm improvements, targeted at key pedestrian crossing points, which will further establish the sense that Ancoats is a seamless transition from the Northern Quarter / city centre core.
- Oldham Street must present a stronger and more welcoming environment, both strategically as a key gateway to the city core and locally as a street environment that enhances the Ancoats offer.

- 6.21 The spatial masterplanning work in support of this document has identified key pathways which create legible points of reference, anchoring the character areas and creating a continuous sequence of streets and spaces to and from the city centre core. These pathway streets should be positively addressed by new development through the quality of built form, uses and a consistent and high quality public realm.

**Character Area 2 – The Ancoats Core****Character Area Principles****Land use**

- 6.22 This area has witnessed the highest concentration of development activity over recent years and already has an established residential community as well as a growing business community. This has increasingly supported shops, restaurants and other leisure uses. The area also contains educational facilities and at its heart is St Peter's Church which is home to the Halle. As noted earlier in this document, expansion plans are being worked up for St Peter's Church that will provide rehearsal, performance, education and ancillary spaces for the Hallé Orchestra, Choir and other ensembles.
- 6.23 Establishing complementary new employment and commercial space alongside, or as part of, new residential development and conversions will be critical to maintaining activity levels throughout the day.
- 6.24 Further establishing a critical mass of residential development is also essential to drive forward regeneration and support the viability of complementary uses.

**Built Form**

- 6.25 This character area represents the historic core of Ancoats and comprises a mix of building types structured around a grid network of streets.
- 6.26 Whilst there is significant variation in the scale and style of buildings within the character area, the use of traditional Manchester brick construction, adherence to the street grid and consistent building line creates a distinct identity.

- 6.27 Proposed new buildings must take cues from historic urban structure, built form, materiality and detailing:
- Historic frontages and building lines should be reinstated.
  - Infill development must be of the highest quality design.
  - High quality materials reflecting and complementing the existing use of brick is strongly encouraged, although with subtle colour and textural variations.
  - Plot sizes should be respected to deliver a varied and organic look to the street elevation, contributing to variety.
  - Height and scale should pick up existing patterns and rhythms.
  - New development should pick up on vertical rhythms and subtle textures in street elevations including deep reveals and clearly defined entrance points and private spaces.
  - Reinstatement of the grid street pattern and the character of perimeter blocks is important where lost and will reinforce the qualities of the Conservation Area.
  - View axes and vistas should be protected and new ones created.
  - Enhancing the skyline – traditional roof lines, mills, chimneys and the church tower.
- 6.28 Height will largely be guided by the existing historic and new buildings within the Ancoats Core. Existing forms have a natural complementarity in height which enhances the distinctiveness of the area.
- 6.29 Further variations in height as part of new development will be required to be considered in relation to the guidance provided in the core development principles of this document.

**Public Realm**

- 6.30 The presence of Cutting Room Square enhances the development potential of the surrounding properties, and Ancoats in general, delivering a high quality area of public realm.
- 6.31 Opportunities for new areas of open space or public realm treatments will be encouraged where they can contribute to sense of place and encourage movement through the area.
- 6.32 There should be major improvement of the public realm environment at key nodal points – e.g. crossings, pedestrian priority areas etc.

**Connections and Movement**

- 6.33 The Ancoats street grid inherently provides a high level of permeability and route choice, but with so many streets to the northern end of this character area missing strong definition or frontage this can feel disorientating.
- 6.34 Therefore, to help improve legibility, there needs to be a better sense of street hierarchy established – combining key 'neighbourhood connector' routes to create a clear sense of primary, secondary and more intimate, local street spaces.
- 6.35 A sense of street hierarchy would be further enhanced through carefully located and executed open spaces. There are opportunities to punctuate the street network and enhance awareness of key connecting streets. Historic maps reveal small spaces or widening of streets in places, which could provide this punctuation.
- 6.36 Key pathways create legible points of reference, anchoring the character areas and creating a continuous sequence of streets and spaces to and from the city centre core. Within the Ancoats Core, active ground floor uses should be encouraged along a defined

retail "pathway" as a place making tool. These pathway streets would define areas within them and could be the focus for consistent landscaping / environmental themes and characteristics – becoming the threshold into and out of character areas.

- 6.37 When passing across these streets, there will be a tangible change in character and feel in terms of activity and use. This change could also be expressed in building form and height, and subtle changes in public realm as well as highways interventions controlling the balance of vehicular and pedestrian priority.

- 6.38 One such "pathway" route is Blossom Street, combining established retail leisure uses around Cutting Room Square with proposed retail uses that will be delivered at the ground floor of the permitted Manchester Life proposals which flank Blossom Street. In addition, where Blossom Street terminated with Bengal Street, there is a further opportunity to define what will be a key connection into New Islington via the new canal footbridge through the quality and continuity of active streets.

**Character Area 3 – The Poland Street Zone****Character Area Principles****Land Use**

- 6.39 The Poland Street zone has the potential to accommodate a mix of residential and commercial land uses. This will be encouraged in order to support the vitality of the neighbourhood by generating activity at different times of the day, during the week and at weekends.
- 6.40 This guidance is purposely flexible with regard to whether a mix of uses is delivered within a site or across this character area as a whole. Retail including local convenience and leisure uses is likely to be outward facing and located at the street level of commercial or residential buildings. Employment space equally may be delivered at the lower levels of residential development and this has been successfully established elsewhere in Ancoats. Equally, a mix of uses can also be achieved across the character area through either residential only or employment only buildings. The Local Planning Authority will therefore continuously assess proposed land uses with reference to the mix of uses coming forward across the wider neighbourhood.
- 6.41 Commercial uses are not the only way of creating active frontages within residential development. Indeed, where commercial space is not appropriately located, this can result in disamenity with boarded up shops. Active streets can also be achieved through front doors and windows.
- 6.42 Build to rent models may not always be able to achieve mixed use development. Indeed, many build to rent operators will include ground floor resident spaces including leisure / lounging / workspace areas. These spaces foster a sense of community within those developments, which is widely acknowledged as a key ingredient of their success.
- 6.43 Importantly, the quality of uses should be carefully managed to ensure that they combine effectively and contribute towards the central objective of establishing a distinctive, sustainable neighbourhood of choice with a real sense of place.
- 6.44 For commercial uses, the neighbourhood is an opportunity to support enterprise and economic growth, building on Manchester's increasingly diverse and strengthening business base. In this regard, there is an opportunity to promote a shift from predominantly industrial and warehousing towards employment uses that will complement Manchester's growing higher-value business sectors including creative and digital as well as professional services. This is a transition that has already begun to take place across zones 1 and 2 of the Ancoats area.
- 6.45 For retail and leisure offers, there is a desire to support independents that add to local distinctiveness through flexible leasing strategies.
- 6.46 As already noted in relation to character area 1, the busy, heavily trafficked Oldham Road frontage to the Poland Street Zone offers the potential for a different character of employment uses
- 6.47 Within the heart of the character area, there is an opportunity to generate a step-change in the quality and contribution of its employment uses. In so doing, there is also an opportunity to ensure that employment uses within this zone will work well with new residential development, including in terms of avoiding conflicts with residential amenity moving forward.
- 6.48 Notwithstanding the opportunity and identified benefits of establishing employment uses within this zone, given Manchester's pressing need for new homes and the desire to create a neighbourhood of choice, this zone will continue to deliver a significant amount of new residential development. Following the

pattern set within character areas 1 and 2, this should seek to deliver a mix of residential typologies according to the commercial drivers and urban design considerations relevant to each site. Schemes are likely to be apartment led including apartments for sale and build to rent properties. This zone may also provide opportunities to provide town houses and incorporate a mix of unit sizes that also offer opportunities for families to live in the area.

- 6.49 Residential uses should be distributed throughout this zone; however, it is considered that to the north of the character area, a predominance of residential uses would assist in creating a seamless transition into the family housing format of Miles Platting.
- 6.50 Subject to a further review of the social and community infrastructure requirements of the existing and future local population, the area has the potential to accommodate social and community facilities including a school.

**Built Form**

- 6.51 It is important that new development in character area 3 delivers the opportunity to reinstate the historic, rectilinear street grid network in order to extend and reinforce the character of this part of the Ancoats Conservation Area. This in turn will reinforce key streets and spaces, and strengthen connections through the character area.
- 6.52 At the same time, character area 3, due to its much more extensive range of cleared and underutilised sites, presents the opportunity to deliver development more comprehensively and without the same level of constraint imposed by the immediate setting of listed buildings located adjacent to contrasting infill sites within character areas 1 and 2.
- 6.53 Against this context, there is an opportunity to introduce subtle variety in the form and density of new development in order to add

to the overall interest and legibility of the neighbourhood whilst equally preventing repetitive and monolithic modern development.

- 6.54 This in turn presents the opportunity to deliver new building forms and spaces that adopt and enhance the historic variety that has characterised Ancoats for generations.
- 6.55 Applying subtle variations in building height could see a greater mix in elevational features and rhythms in one street albeit set against an overarching theme of creating expressive street elevations that are coordinated across multiple blocks and deliver authentic historic references.
- 6.56 In this regard, new development will need to incorporate similar proportions and materials to the traditional, historic buildings of Ancoats. The use of brick will be appropriate in this location albeit with subtle colour and textural variations that will provide distinction from the traditional mill buildings.
- 6.57 Again, variations in height will need to be considered against the relevant core development principle.

**Public Realm**

- 6.58 Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area.
- 6.59 As identified in the connections and movement section below, new development can improve legibility by helping to establish a better sense of street hierarchy. The form of development can identify primary neighbourhood connecting routes, secondary and more intimate local street spaces. In addition, a sense of street hierarchy can be further enhanced through carefully located and well executed open spaces. These provide opportunities to

punctuate the street network and enhance awareness of key connecting streets.

6.60 In this regard, there should be major improvements to the public realm environment around pedestrian crossings, pedestrian priority areas and other key pedestrian nodal points within this character area.

6.61 New development should consider the merits of either reinstating the area's former canal arms or celebrate their location through public realm and public art treatments/installations. This represents a distinct opportunity within the area for place-making and improving the relationship of the Poland Street Zone with the Rochdale Canal.

6.62 The existing open space at Wadeford Close should be improved and reconfigured with new streets along all four edges so that it can be fronted by new development and serve both the Miles Platting and Ancoats neighbourhoods.

6.63 There is great potential to refresh this green space in the form of a linear corridor that acts as a permeable seam across emerging and future communities and a feature which helps to lend transitions in use, scale, density, form and streetscape, whilst creating a high quality community asset in its own right.

6.64 This new linear parkland should:

- mark the transition from dense urban grid to the conventional family offer of Miles Platting;
- be located on the alignment of the historical canal arm, subtly referenced through landscape design;
- explore the potential to recreate the bridge crossing the Rochdale Canal;

- anchor a cluster of attractive residential-led developments, with some active uses at ground floor;
- apply a materiality which playfully blends landscapes to integrate different functions and sub-areas; and,
- be not just a destination space, but a transitional space that people pass through – a node in a network of wider connections.

**Connections and Movement**

6.65 Currently, character zone 3 is severed from Miles Platting, with only Oldham Road, Jersey Street and the Rochdale Canal providing connectivity. An opportunity exists to utilise the Poland Street zone to tie the Ancoats and Miles Platting neighbourhoods together creating a transition from the higher-density city-fringe to the more suburban character of Miles Platting.

6.66 The northern edge of the character area must interact with and enhance the Miles Platting PFI scheme and the family living environment it is creating, whilst also opening up a stronger sense of connection and movement onto the heart of Ancoats and beyond.

6.67 One way this could be achieved is by re-establishing the grid network of streets through the area. The Ancoats street grid inherently provides a high level of permeability and route choice, but with so many streets to the northern end missing strong definition or frontage this can feel disorientating. As a continuation of the principle set out in relation to the Ancoats Core, and to help improve legibility, there needs to be a better sense of street hierarchy established – combining the wider 'neighbourhood connector' routes to create a clear sense of primary, secondary and more intimate, local street spaces.

6.68 Blossom Street / Naval Street, Jersey Street and George Leigh Street should be extended through into Miles Platting as primary

routes, to create a more meaningful and direct connection between communities.

- 6.69 Key pathways create legible points of reference, anchoring the character areas and creating a continuous sequence of streets and spaces to and from the city centre core. These pathway streets would define areas within them and could be the focus for consistent landscaping / environmental themes and characteristics – becoming the threshold into and out of character areas.
- 6.70 When passing across these streets, there will be a tangible change in character and feel in terms of activity and use. This change could also be expressed in building form and height, and subtle changes in public realm and high interventions controlling the balance of vehicular and pedestrian priority. When passing across these streets, there will be a tangible change in character and feel in terms of activity and use. This change could also be expressed in building form and height, and subtle changes in public realm and high interventions controlling the balance of vehicular and pedestrian priority.

#### Ancoats Illustrative Layout

- 6.71 The illustrative layout demonstrates how Character Areas 1, 2 and 3 could be interpreted in line with the guiding principles. The layout responds to the area's key challenges and harnesses its particular characteristics in order to respond to the components and principles.
- 6.72 The illustrative layout and the development framework have been influenced by best practice examples, which are considered appropriate for Ancoats. The layout illustrates one possible response to the spatial framework plans, indicating how a new residential community could be established in this location.

#### *Insert Figure 6.2: Ancoats Illustrative Layout*

#### Ancoats Spatial Framework

- 6.73 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in Ancoats / Character Areas 1, 2 and 3 and following key development framework principles set out elsewhere in this Section.
- 6.74 The framework identifies areas appropriate for development and how they should integrate with public realms, surrounding context, the Rochdale Canal, Great Ancoats Street and Oldham Road, and key internal and wider connections.
- 6.75 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of Ancoats and New Islington.

#### *Insert Figure 6.3: Ancoats Structuring Framework*

**New Islington****Character Area 4 – Great Ancoats Street Frontage****Character Area Principles**

6.76 This section of the report references and is intended to reflect and summarise the approved Development Framework for the Central Retail Park. It does not supersede that document.

**Land Use**

6.77 The approved Development Framework provides a new direction for the site which seeks to consolidate the retail park in the north-west corner alongside the creation of new high quality residential uses.

**Built Form**

- 6.78 New buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive.
- 6.79 Architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development.
- 6.80 In form, development should respond to and reinforce the wider existing character and pattern of development found in the area, but set a benchmark in terms of design quality for new development in the area.
- 6.81 Buildings should be designed to support active streets, with the key routes through the site offering visual interest and opportunity for interaction. Facades should contribute to street life through their design. Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

- 6.82 The corner of Old Mill Street and Great Ancoats Street will benefit from active frontages, helping to reinforce the junction and complement the proposed Great Ancoats Street improvements. There is potential to create greater levels of enclosure along Old Mill Street with future development overlooking the street.
- 6.83 There is opportunity for significant height at the junction of Great Ancoats Street and Old Mill Street. A tall building in this location will also offer views of Cotton Field Park to the north and the city centre to the south. A landmark building will also provide landmark orientation when viewed from both Great Ancoats and Store Street.
- 6.84 Beyond this concentration of height, the development of Central Retail Park should also consider the opportunity to step up towards Cotton Field Park and New Islington Marina. An increase in height along the northern edge of the retail park will offer views across the park and marina as well as providing a sense of enclosure and definition to Cotton Field Park.
- 6.85 South of Mill Street, the built form established by the recent redevelopment adjacent to the canal establishes a potential pattern for further redevelopment of remaining lands along the eastern side of Great Ancoats Street. This presents the opportunity to create some height to complement the Islington Wharf tower, frame the approach of the tram into the city centre and complement the urbanity of the Great Ancoats Street frontage.
- 6.86 Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.

**Public Realm**

- 6.87 New areas of open space or public realm treatment will be expected to be created, to help define the urban form, to provide



amenity, and to contribute to the sense of neighbourhood. The connections to Cotton Field Park will provide a significant local amenity for new residents, but public and, where appropriate, private space within the development will provide an important additional resource, making the place liveable.

- 6.88 There should be a clear distinction between public and private spaces, with residential uses designed to establish appropriate privacy levels when interfacing with the public realm.
- 6.89 An effective management regime will be required to ensure the long term stewardship of these spaces.

#### **Connections and Movement**

- 6.90 High quality dedicated pedestrian routes through Central Retail Park is required to improve connectivity between Great Ancoats Street and the New Islington Neighbourhood / Cotton Field Park. Further opportunities over time should be sought to improve this level of connectivity.
- 6.91 As with Ancoats, there is an aspiration to improve the pedestrian environment and crossing points associated with Great Ancoats Street. The current proposals by MCC Highways and TfGM to improve the connectivity across Great Ancoats Street seek to address the pronounced severance issues around New Islington and Pollard Street, as well as improve the appeal and clarity of Store Street as a key connection into the city centre.
- 6.92 Development adjacent to Great Ancoats Street should be sited to enable the extension of Laystall Street east to the water over time.

**Character Area 5– New Islington Neighbourhood****Character Area Principles****Land Use**

- 6.93 The ambition is for New Islington to become the residential heartland of the wider NDF area, with a community hub around the marina.

**Built Form**

- 6.94 The scale and quality of the Cotton Field Park investment creates an onus for new park-side development to provide generous, public access and support greater levels of activity next to the park. This can be achieved through higher densities as well as street level uses. In this regard, the 1,400 units approved as part of the Outline Planning Permission for the site is considered to represent an appropriate density to achieve this vision. Individual applications that clearly undermine this overall important element of the strategy for successfully regenerating this area are not likely to be supported by the Local Planning Authority.
- 6.95 New development should respond positively to the townscape and create an environment where the amenity of adjoining residents and the environment within the site with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example has been carefully considered.
- 6.96 Architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development.
- 6.97 Facades should contribute to street life through their design.
- 6.98 Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and

incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

- 6.99 The canal water bodies are currently very inactive in terms of buildings fronting, overlooking and animating them. New development should take maximum advantage of the Marina and encourage access between existing residential areas and the waterfront, deliver active frontages and associated canal side public realm enhancements,
- 6.100 Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.
- 6.101 Whilst the land adjacent to the park will be appropriate for taller buildings and higher densities, as reflected in recently permitted schemes, the area to the east of Weybridge Road is low-rise in scale. New development will therefore need to take into account this transition in scale and consider the usual town planning considerations with regard to the impact of new developments upon the amenity of local residents.
- 6.102 The setting of Ancoats, including key views out of the Conservation Area, should be considered as part of new developments within New Islington.
- Public Realm**
- 6.103 Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area.
- 6.104 There should be major improvement of the public realm environment at key nodal points – e.g. crossings, pedestrian priority areas etc.

**Connections and Movement**

6.105 Whilst Outline Planning Permission exists for much of Character Area 5, changes in market context and evaluation of the development delivered to date suggests that there is a need to revisit the plans for the area, in particular to ensure that siting and footprint of new buildings encourage the permeability and enhanced pedestrian connectivity through the area which is considered to be an essential component of its prospects for successful and maximised regeneration.

6.106 There is an opportunity to improve pedestrian connectivity along the eastern edge of Cotton Field Park that can double as a pedestrian connection to and from Metrolink services, acting as a strong central spine through New Islington and into Ancoats.

6.107 Streets adjacent to the canal edge at Cotton Field Park should be designed as shared surfaces - suitable for both pedestrians and vehicles.

**New Islington Illustrative Layout**

6.108 The proposed layout for Character Areas 4 and 5 is relatively fixed, following recent developments on site (including the new school), extant planning permissions and the endorsement of the Central Retail Park Framework. This layout is shown on Figure 6.4.

*Insert Figure 6.4: New Islington Illustrative Layout*

**New Islington Spatial Framework**

6.109 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in New Islington / Character Areas 4 and 5 and following key development framework principles set out elsewhere in this Section.

6.110 The framework identifies areas appropriate for development and how they should integrate with Cotton Field and the Marina, surrounding context, Great Ancoats Street and key internal and wider connections.

6.111 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of Ancoats and New Islington.

*Insert Figure 6.5: New Islington Structuring Framework*

## Character Area 6 – Ashton Canal Corridor

### Character Area Principles

#### Land Use

- 6.112 Proximity to the New Islington Metrolink Station, the Ashton Canal, New Islington Marina and Cotton Field Park are just some of the features that help to create a positive setting for new residential development within this character area.
- 6.113 In addition, the area has the potential to become a more effective and sustainable location for commercial activity. It has excellent public transport links and forms part of a key connection between the Etihad Campus and the core of Manchester City Centre. As part of new proposals in this area, opportunities for commercial activity should be carefully considered. Small scale business/retail/leisure spaces active commercial and food and drink uses should be encouraged around the Metrolink Station to animate the canal-side spaces. This could in due course include 'pop up' retail uses situated within the public realm.
- 6.114 As part of the programming of different uses within the site, the desire to maximise active frontages onto primary routes should be achieved. One priority location will be Pollard Street where new active frontages and multiple entrances can be used to balance the lack of activity at ground floor within Albert Mill and Vulcan Mill elevations on the southern side of the street.
- 6.115 Proposals for the Ancoats Dispensary are being formulated by the Ancoats Dispensary Trust in order to restore this Grade II Listed Building and re-use it as a community beacon for the local area.

#### Built Form

- 6.116 There is an opportunity within this character area to establish a more consolidated built form and people-friendly place utilising to

full effect the residual land left behind following construction of the Metrolink line and Station.

- 6.117 The area will not be characterised by tight urban streets like neighbouring Ancoats. This will be a looser, more open and organic structure, shaped by water and green space. This provides the opportunity to emphasise the two canals converging on Piccadilly whilst creating dynamic variety in forms and spaces
- 6.118 The height and massing of new development should be justified on the basis of detailed urban design appraisals of individual sites and their adjoining context.
- 6.119 New residential development is likely to be delivered in the form of apartments. It is appropriate that higher density development is delivered in this location given it is city centre context with excellent access to public transport.
- 6.120 The desire to maximise density should also be carefully balanced with place-making requirements and the need to protect residential amenity with regard to the following points:
- New development should carefully consider and respond to the setting of listed buildings and in so doing consider the form and height of the adjoining Mill buildings.
  - The layout and scale should consider the relationship with lower scale cottages and mews houses.
  - The way in which residential amenity issues – privacy, sunlight and daylight etc. have been considered will need to be fully justified in future planning applications. The environmental effects of new development does need to be judged on the basis of standards that are typical of city centre development in Manchester and will not detract from the creation of sustainable neighbourhood communities.

- 6.121 As part of this area's place-making strategy, there is an opportunity to consider stepping up the scale of development away from the Ashton Canal in order to facilitate a more open canal-side atmosphere.
- 6.122 There is an opportunity to increase the height profile of new development immediately adjoining Great Ancoats Street. This would assist in connecting this site back to the city centre and would complement existing and proposed tall buildings (e.g. Islington Wharf and Oxygen at Store Street which are located at key nodal points along this corridor.
- 6.123 Pollard Street should have a defined frontage but with natural breaks in form to break its intensity and mass, create visual interest and public realm.
- 6.124 This character area benefits from excellent access to Manchester's network of blue and green infrastructure and offers the potential to add to that network.
- 6.125 At the confluence of key pedestrian routes within the heart of the character area, adjoining the Metrolink stop on the south side of the canal, there is an opportunity to create new green public space. This could be delivered as a larger space or a series of public spaces, with a variety of character and functions responding to the canal and intensity of use.
- 6.126 This can establish yet another fantastic neighbourhood amenity; it can start to support higher density forms of development adjoining this key public transport and can significantly contribute to the creation of a real sense of place in this locality.
- Connections and Movement**
- 6.127 The existing Metrolink stop represents a key gateway into Manchester's wider public transport network and will increasingly
- act as key attractor and generator of pedestrian activity and focal point for the local community as new development comes forward across the NDF area.
- 6.128 Improving the sense of arrival through the quality of built form and public spaces is therefore an important priority for this area. In addition, built form should improve the legibility of pedestrian routes to the Metrolink stop.
- 6.129 Based on existing and committed forms of development, a key pedestrian desire line has formed between the wider Ancoats and New Islington neighbourhood and the tram stop runs between the canal towpath, Old Mill Street, New Islington Marina, the Rochdale Canal footbridge and Bengal Street. This then connects with Blossom Street which has been planned as a major spine of pedestrian activity in turn connecting back into the city centre.
- 6.130 Currently, this important east-west connection effectively terminates in the absence of a direct high quality connection across the canal to the New Islington Metrolink stop. In this respect, a new bridge across the Ashton Canal would be a highly significant intervention, enabling a clear and simple continuity of movement and active spaces. The Vulcan Mill chimney provides a natural landmark and point of orientation which will assist the legibility of this key route.
- 6.131 There are currently no streets through the area, new development is being organised to line the Ashton Canal corridor and the two canal arms stretching north from the canal to Mill Street.
- 6.132 In addressing the area's canal network, new developments should seek to encourage canal access and north-south connectivity through the area as part of a wider network of pedestrian connections.

**Ashton Canal Corridor Spatial Framework**

- 6.133 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in the Ashton Canal Corridor and following key development framework principles set out elsewhere in this Section.
- 6.134 The framework identifies areas appropriate for development and how they should integrate with the Ashton Canal, Metrolink, surrounding context, and key internal and wider connections.
- 6.135 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of Ancoats and New Islington.

*Insert Figure 6.6: Ashton Canal Corridor Structuring Framework*

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# Appendix: Plans and Diagrams

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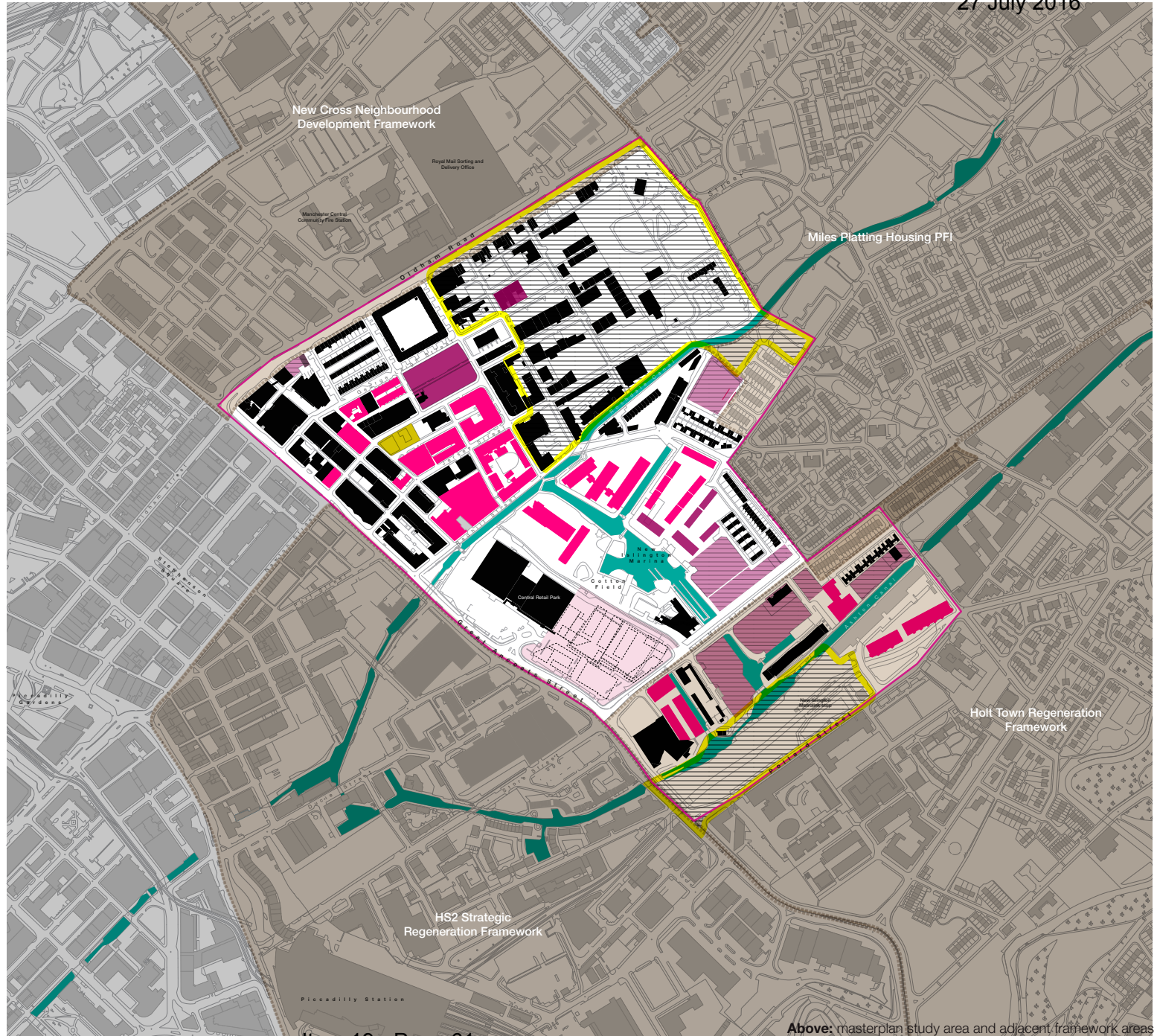
Figure 2.1: Existing, Committed and Proposed Development Pipeline

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### Development pipeline

- Existing buildings including recently completed developments
- Development proposal (incl conversions) with planning approval in place - either currently active on site or due to commence shortly
- Proposals currently under development at pre-planning stage
- Sites previously granted planning permission for development, but current proposals for building format yet to be confirmed\*
- High level development concepts currently subject to pre-application consultation / illustrative masterplanning (indicative building footprints)
- Adjacent framework areas



Above: masterplan study area and adjacent framework areas

Figure 3.1: Regeneration Context of Ancoats & New Islington

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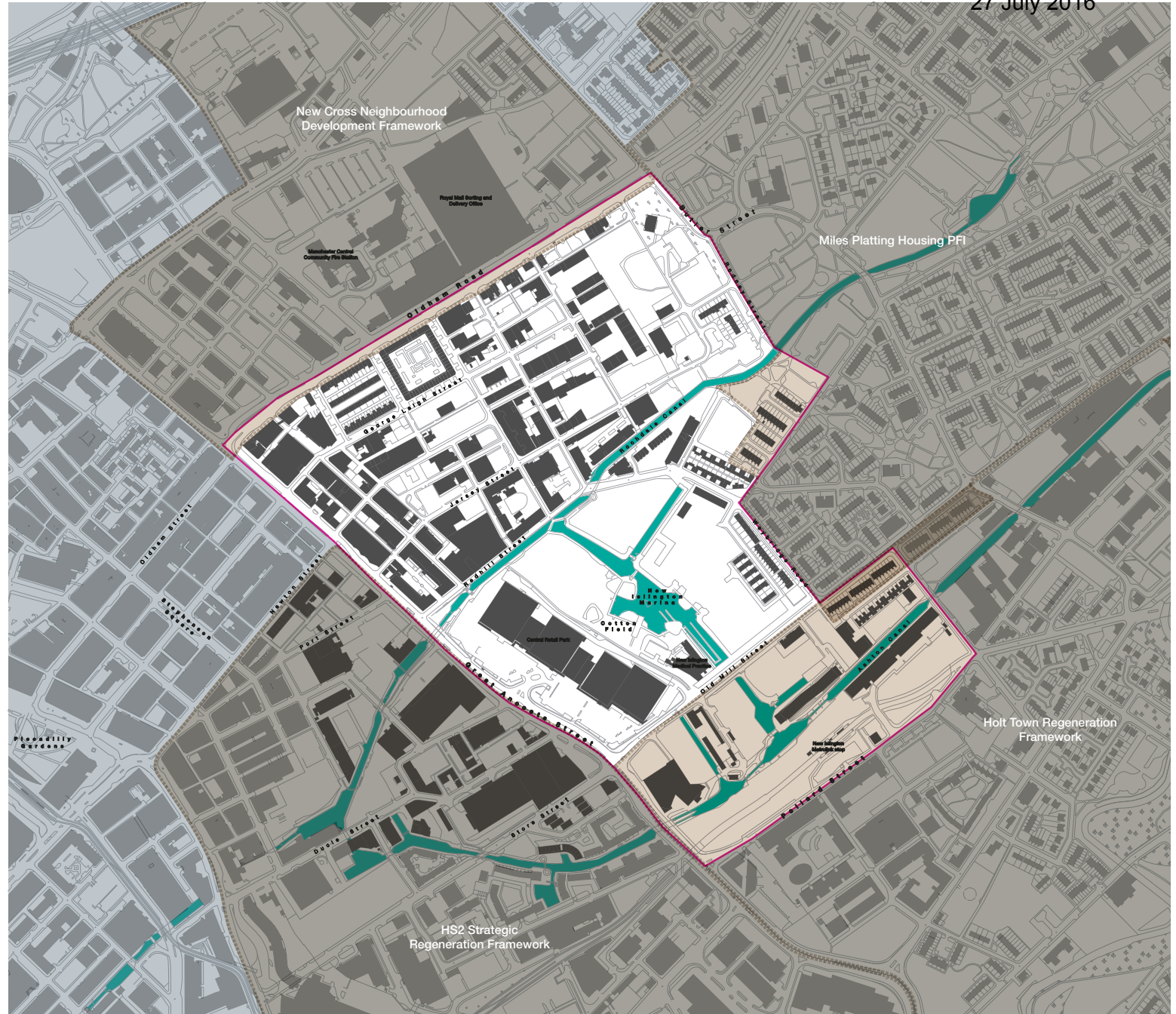


Figure 3.2: The Components of Residential Quality  
Draft Manchester Residential Quality Guidance Document (June 2016)

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### THE COMPONENTS OF RESIDENTIAL QUALITY

This Guidance sets out nine components that combine to deliver high quality residential development, and through that safe, inviting neighbourhoods where people want to live.



Figure 4.1 – Opportunity Areas Diagram

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Opportunity areas

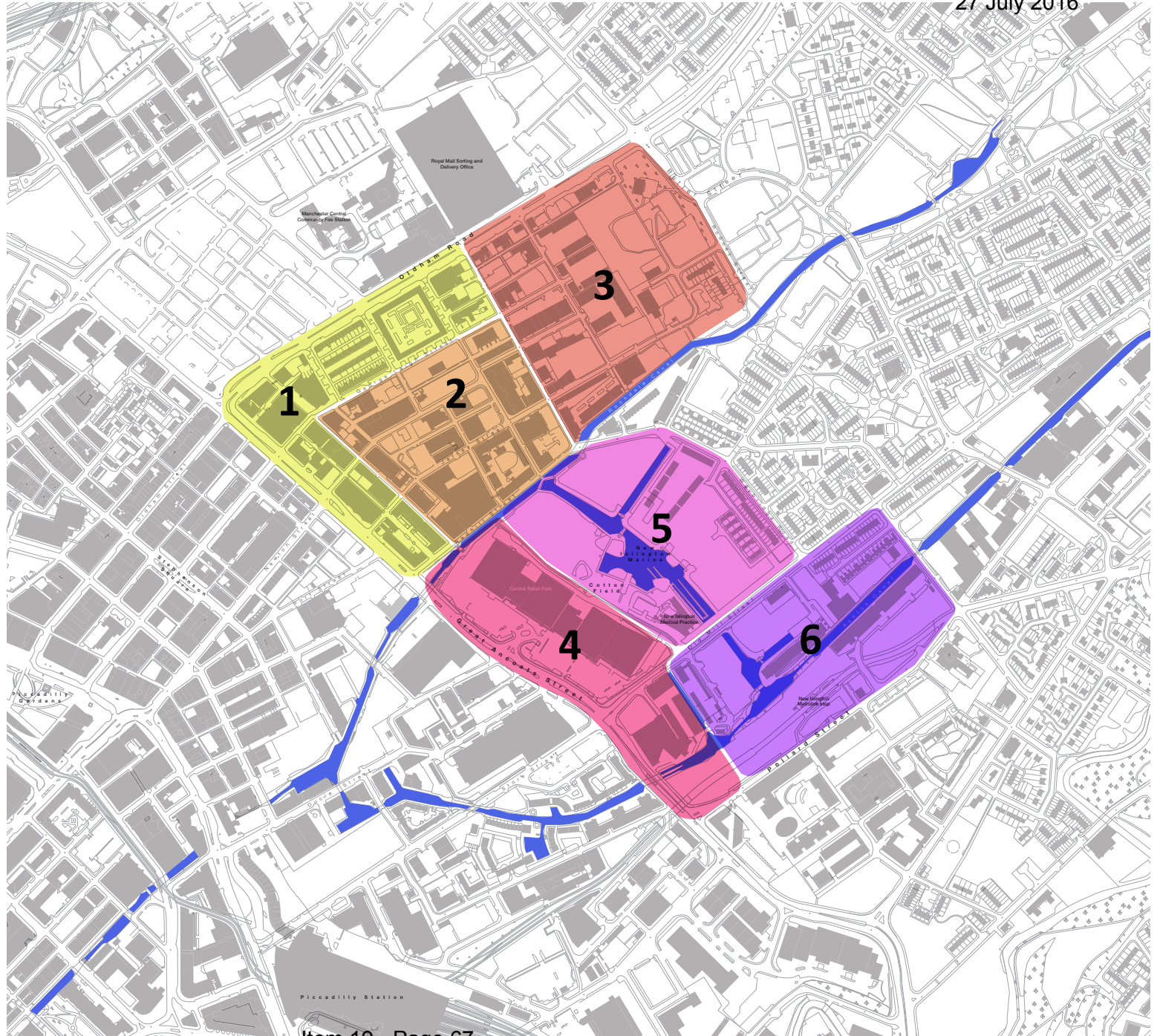


Figure 4.2: Existing Highways Challenges

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Highway challenges

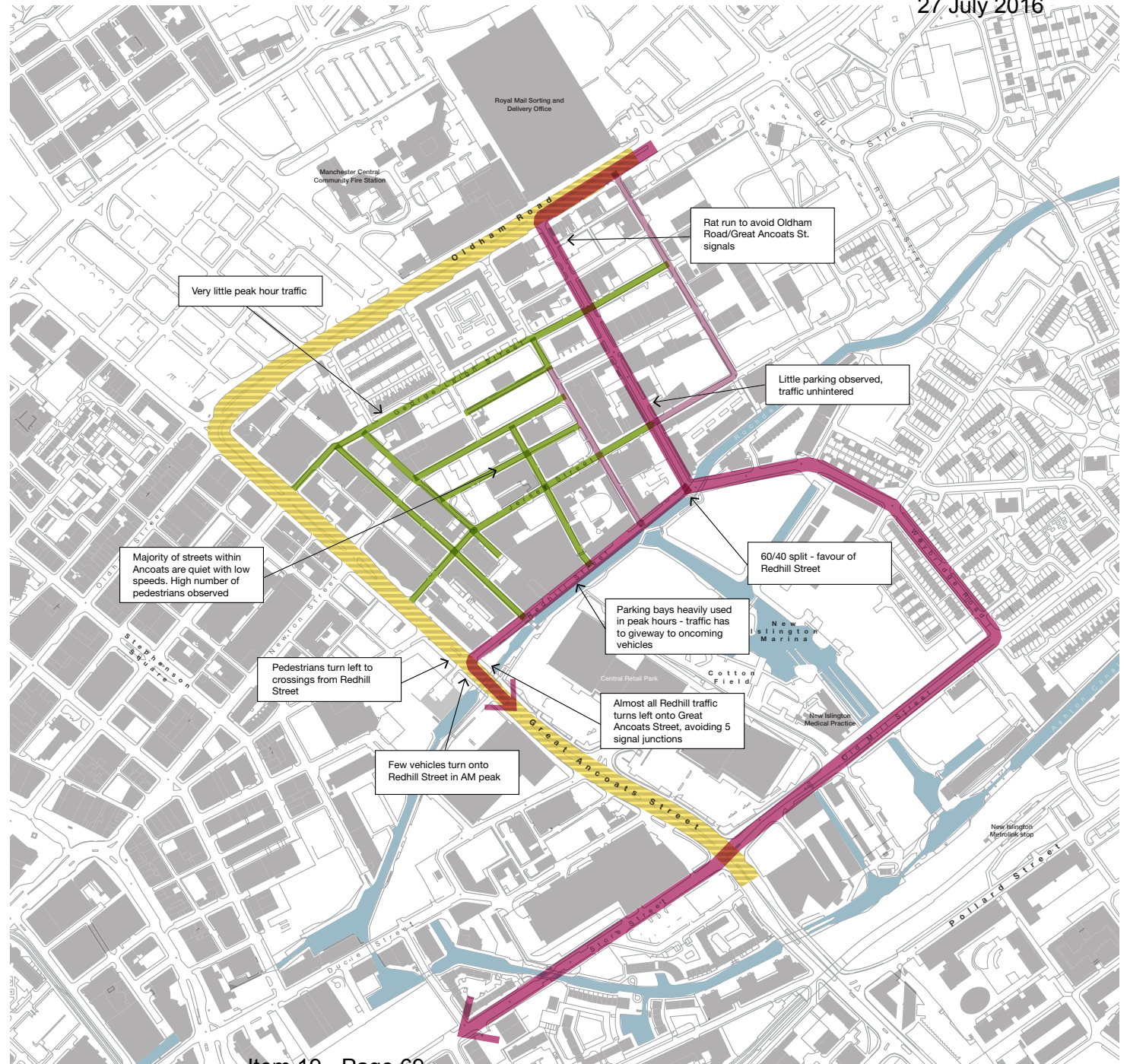










Figure 4.3: Plan showing critical section of GAS along which interventions are necessary

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# Great Ancoats Street interventions

-  Potential focus of highway and public realm improvements arising from strategic connectivity objectives
-  Key public realm destinations (existing)
-  Potential significant public realm projects
-  Observed existing and potential new pedestrian desire lines interacting with Great Ancoats Street
-  Existing canal footbridges and related connections
-  Key connections into the city centre

**Key crossing points**

-  1 George Leigh Street - Lever Street
-  2 Blossom Street - Newton Street
-  3 Redhill Street - Port Street and Tariff Street
-  4 Central Retail Park - Laystall Street
-  5 Old Mill Street - Store Street

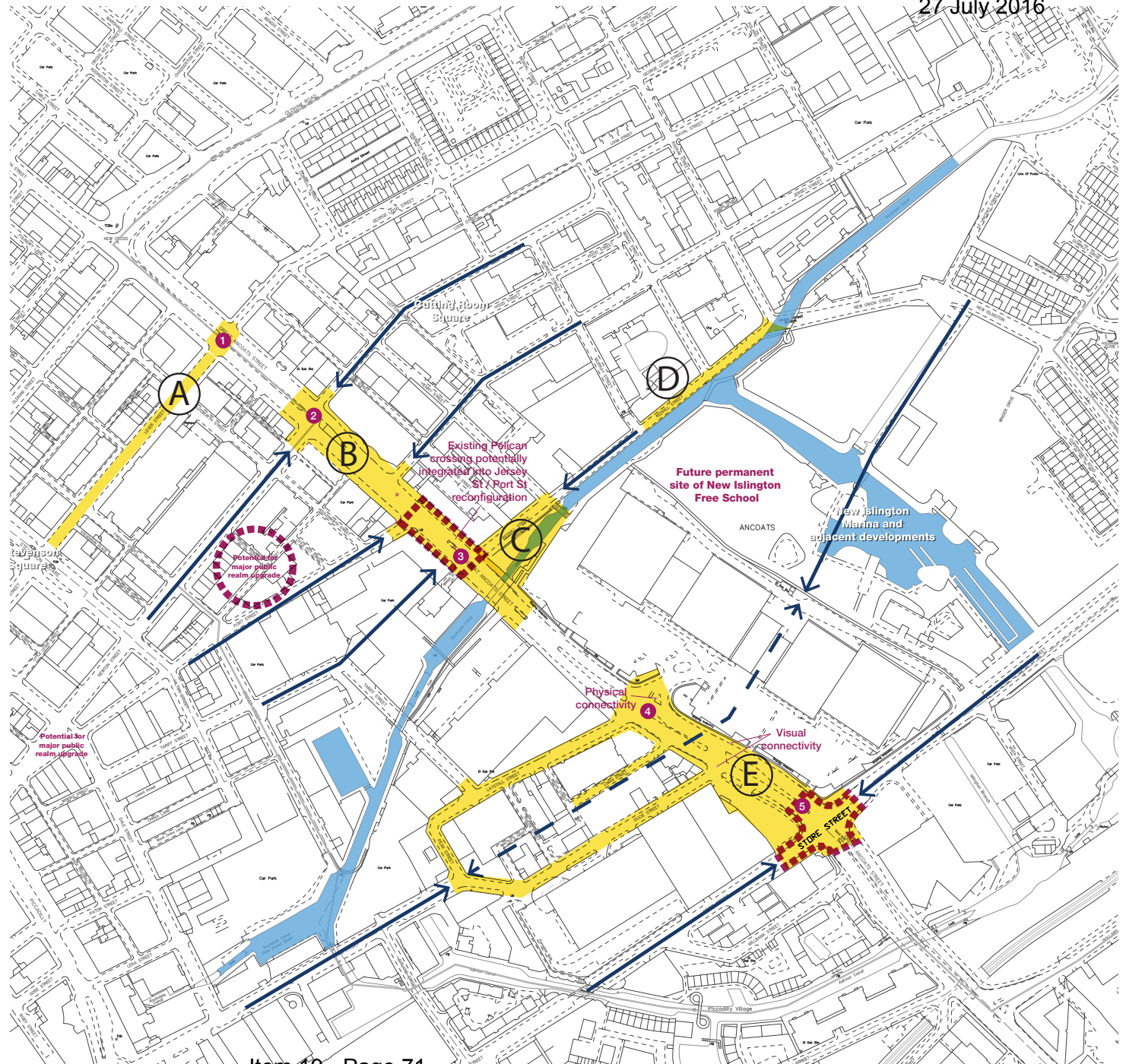


Figure 4.4: Urban Grain

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**19th Century  
Revolution**



Intense urban growth expanding out from the core - the original urban grid soon populated with industrial uses responding to the arrival of canal infrastructure. Unconstrained land facilitates a series of gridded street networks shaping rational plots, with continuous connectivity.

**Early-Mid 20th Century  
Maturity**



Technology and competition help to rationalise the grain and location of industrial activity, with housing starting to become more prominent in the land use mix. Original connections largely remain.

**Late 20th Century  
Erosion**



Industrial decline gathers pace and post-war development concepts impose lower density, but inherently disconnected housing formats. Original, intuitive street grids and links are eroded.

Figure 5.1: Broad Placemaking Objectives for Ancoats and New Islington

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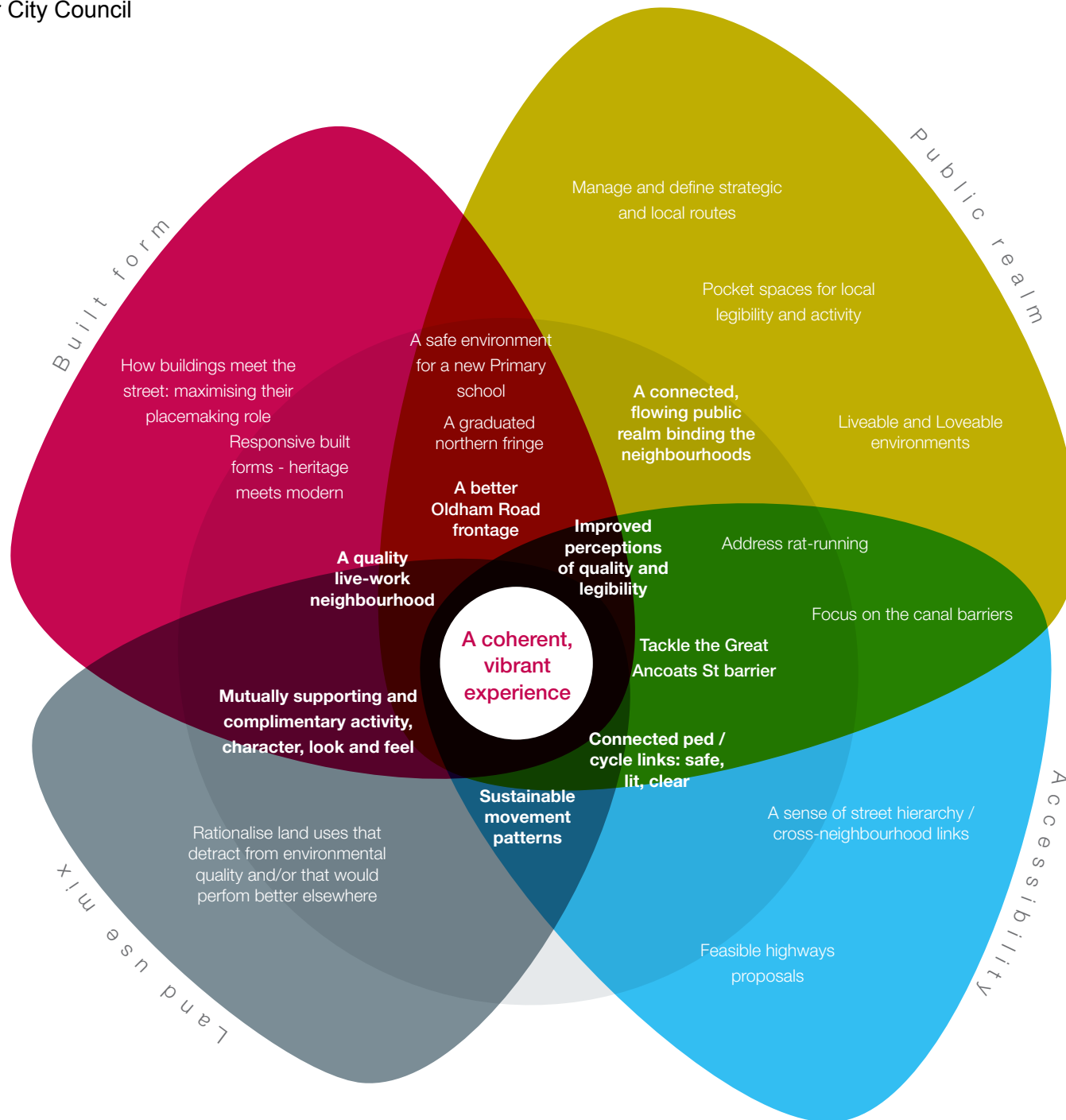


Figure 5.2: Neighbourhood Connectors: Key Links and Activity Nodes

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Neighbourhood connectors: Key links and activity nodes

↔ **Emphasise neighbourhood connector routes**  
(key pedestrian / cyclist links)

- ① Miles Platting - Ducie Street
- ② Wadeford Close - St Vincent Street - Weybridge Road
- ③ Bengal Street - New Islington canal basin - Pollard St
- ④ Cornell St - Cotton St - Central Retail Park - Pollard Street
- ⑤ Great Ancoats Street
- ⑥ Hilton Street - Port Street - Tariff Street - Store St / Millbank St

● **Maximise effectiveness of barrier crossings**

- Ⓐ Feasibility of new canal footbridge to be investigated
- Ⓑ Existing footbridge: environment / connectivity to be enhanced
- Ⓒ Existing footbridge: upgrade (and/or supplement with new bridge)
- Ⓓ Great Ancoats Street (various locations - see over page)
- Ⓔ Tariff Street bridge: environment / connectivity to be enhanced
- Ⓕ Pedestrian environment at Store Street / GAS
- Ⓖ Pedestrian crossing on Old Mill Street
- Ⓗ Feasibility of new canal footbridge to be investigated

◊ **Create and/or nurture key nodal spaces**

- Ⓘ Stevenson Square
- Ⓜ Cutting Room Square
- Ⓢ Proposed new space at New Cross
- Ⓢ Potential significant reconfiguration of existing recreation ground
- Ⓢ Junction of St Vincent Street, New Union Street and canal arm
- Ⓢ New Islington Basin
- Ⓢ Potential new space within Central Retail Park redevelopment
- Ⓢ Potential new space adjacent to Ducie Street (subject to comprehensive redevelopment)

Figure 6.1: Character Area Plan

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Character areas

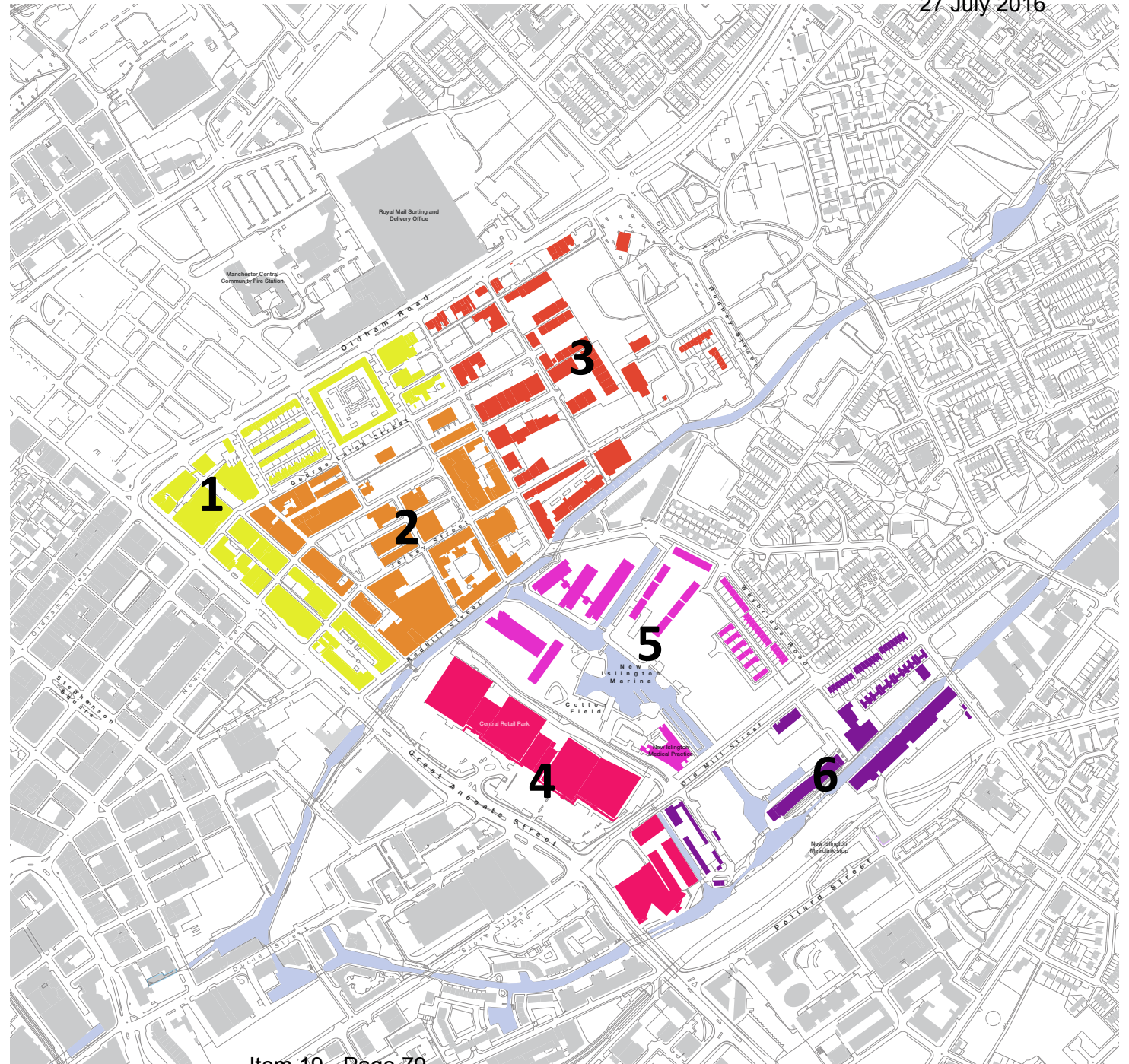


Figure 6.2: Ancoats Illustrative Layout

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Form and use: Ancoats



**Illustrative building footprint: development and redevelopment potential**









-  Heart of Ancoats
-  Live-work
-  Residential core
-  Oldham road frontage
-  Residential blend
-  Existing buildings with potential to be incorporated within the above subject to refurbishment
-  Existing buildings anticipated to remain as extant
-  Indicative landscaped urban green space incl possible street tree planting / soft landscape elements

Figure 6.3: Ancoats Structuring Framework

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Structuring framework: Ancoats



Figure 6.4: New Islington Illustrative Layout

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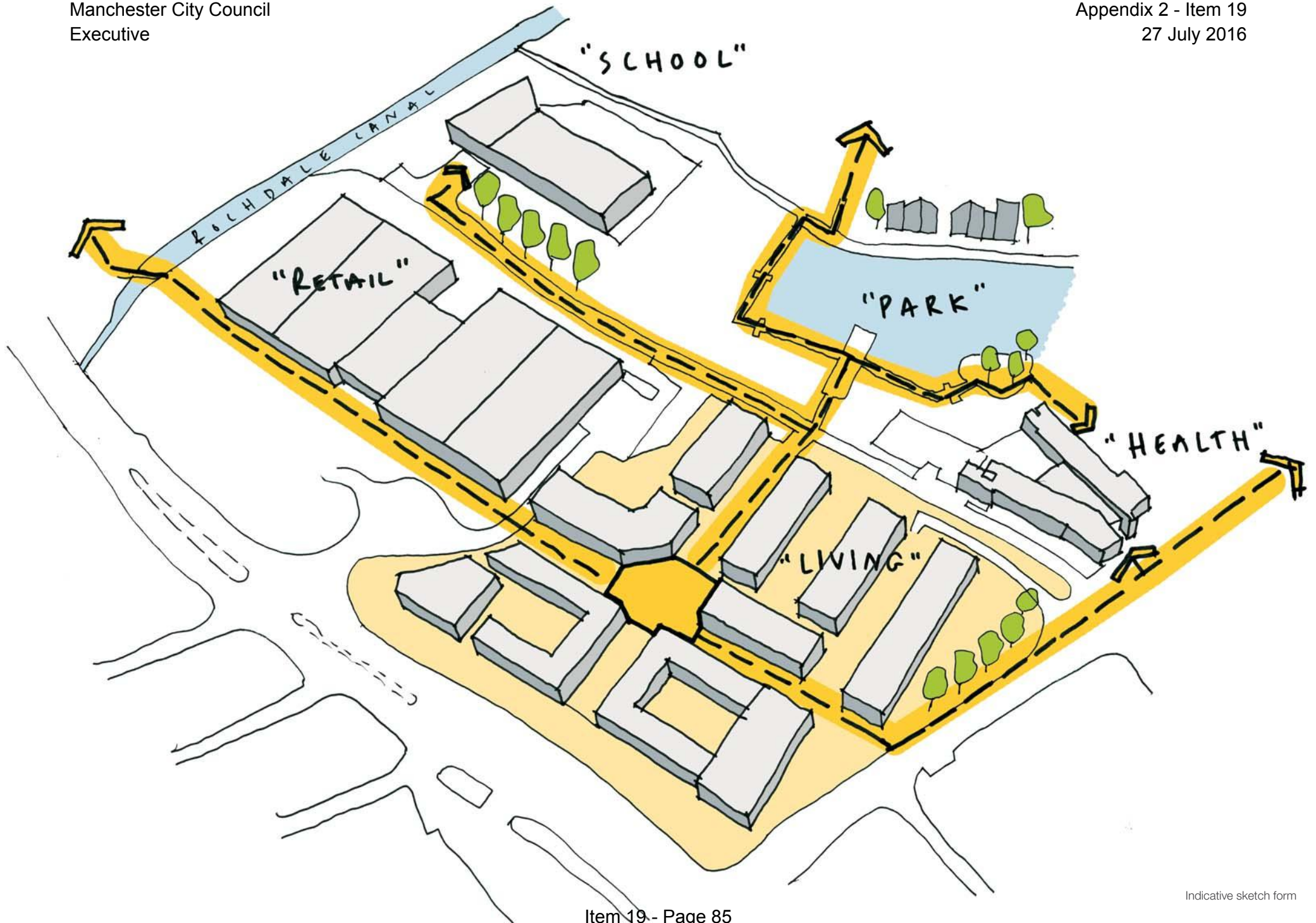














Figure 6.5: New Islington Structuring Framework

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New Islington Character Area  
Structuring Framework

Key:

-  Pipeline consented development
-  Future development opportunities
-  Central Retail Park
-  Retained existing buildings
-  Public green space
-  Public urban space
-  Potential location of landmark buildings
-  Upgrading of existing pedestrian crossings / potential new pedestrian crossings
-  Arterial route - Great Ancoats Street
-  Street network
-  Pedestrian / cycle network
-  Key pedestrian / cycle route between Miles Platting and Great Ancoats Street

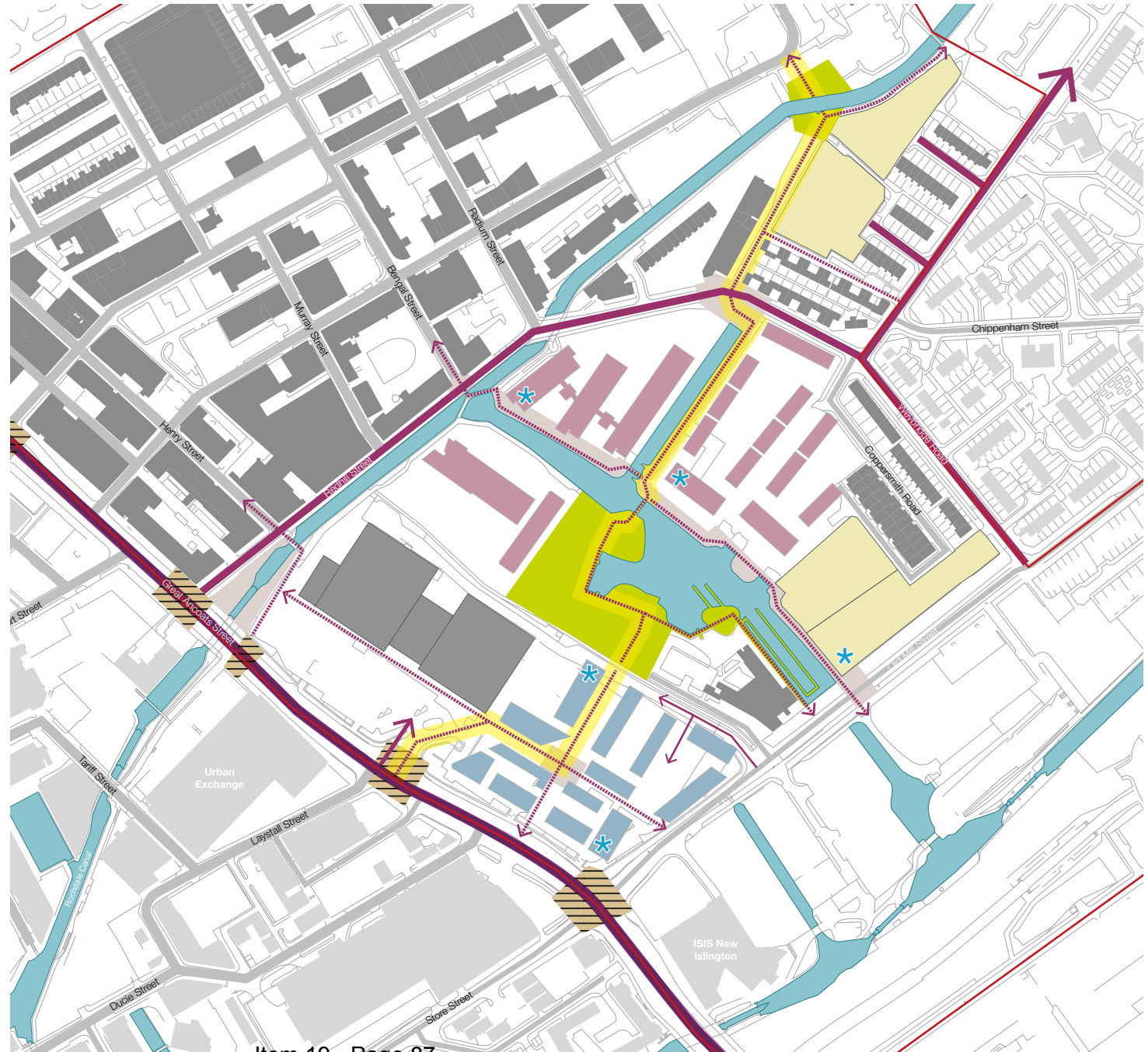


Figure 6.6: Ashton Canal Corridor Structuring Framework

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### Ashton Canal Character Area Structuring Framework

- Grey square: Potential development opportunities
- Dark grey square: Retained existing buildings
- Light pink square: Future development opportunities
- Yellow-green square: Public green space
- Light brown square: Public urban space
- Blue asterisk: Potential location of landmark buildings
- Striped rectangle: Upgrading of existing pedestrian crossings / potential new pedestrian crossings
- Thick purple line with arrow: Arterial route - Great Ancoats Street
- Thin purple line: Street network
- Dotted pink line: Pedestrian / cycle network
- Yellow line: Commercial/retail frontage





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