



Executive

Date: Wednesday, 11 November 2020
Time: 2.00 pm
Venue: Virtual meeting - https://manchester.public-i.tv/core/portal/webcast_interactive/485350

This is a **Revised Supplementary Agenda** containing additional information about the business of the meeting that was not available when the agenda was published. One item of business has been withdrawn from the meeting.

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as Internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the webcast will also be available for viewing after the meeting has ended.

Membership of the Executive

Councillors

Leese (Chair), Akbar, Bridges, Craig, N Murphy, Ollerhead, Rahman, Stogia and Richards

Membership of the Consultative Panel

Councillors

Karney, Leech, M Sharif Mahamed, Sheikh, Midgley, Ilyas, Taylor and S Judge

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decisions taken at the meetings.

Revised Supplementary Agenda

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| 11. NOMA Strategic Regeneration Framework Update 2020
The report of the Strategic Director Growth and Development was to follow and is now enclosed. | Deansgate;
Piccadilly
5 - 26 |
| 12. Withdrawn from the meeting (Efficiency Early Release Scheme)
This item of business has been withdrawn by the Chief Executive. | |
| 13. A Draft Neighbourhood Development Framework for Ardwick Green
The report of the Strategic Director Growth and Development is now enclosed. | Ardwick
27 - 96 |

Information about the Executive

The Executive is made up of nine Councillors: the Leader and Deputy Leader of the Council and seven Executive Members with responsibility for: Children Services & Schools; Finance & Human Resources; Adult Services; Skills, Culture & Leisure; Neighbourhoods; Housing & Regeneration; and Environment, Planning & Transport. The Leader of the Council chairs the meetings of the Executive.

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. Speaking at a meeting will require a telephone or a video link to the virtual meeting.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting and the means of external access to the virtual meeting are suspended.

Joanne Roney OBE
Chief Executive
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Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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This revised supplementary agenda was issued on **5 November 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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Manchester City Council Report for Resolution

Report to: Executive – 11 November 2020

Subject: NOMA Strategic Regeneration Framework Update 2020

Report of: Strategic Director Growth and Development

Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Strategic Regeneration Framework (SRF) Update for the NOMA area, and seeks the Executive's approval of the SRF Update.

Recommendations

The Executive is recommended to:

1. Note the outcome of the public consultation on the draft SRF update for the NOMA area, and subsequent suggested revisions to the draft SRF Update.
 2. Subject to the views of the Executive, approve the Strategic Regeneration Framework for NOMA and request that Planning and Highways Committee take the framework update into account as a material consideration when considering planning applications for the area.
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Wards Affected: Piccadilly & Deansgate

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

Development at NOMA will need to continue to be carefully considered in order to ensure that it helps the city meet its net zero-carbon target. All construction will be required to meet the highest standards of sustainable development. The repurposing and redevelopment of NOMA's heritage buildings has and will continue to significantly improve the carbon footprint and use of buildings which have in recent times been under-utilised and inefficient.

Given NOMA's highly accessible location within the city centre, development within this neighbourhood will be served by rail and Metrolink services at Victoria, bus connectivity at Shudehill and underpinned by a key priority to continue to enhance active transport routes, delivering additional pedestrian and cycling connections.
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Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and	The original Strategic Regeneration Framework for NOMA detailed the aspiration to develop a refreshed, innovative, commercially led, mixed-

<p>distinctive economy that creates jobs and opportunities</p>	<p>use destination. It was envisaged that this would support the creation of an additional 15,000 jobs and deliver in excess of £25 million annual GVA for Manchester.</p> <p>Just over a decade since this framework was approved, 5,300 of these jobs have been created representing just over a third of the original 15,000 jobs target. Within the next 2 years, an additional 5,300 jobs are expected to be delivered as part of the recently consented schemes across the historic estate and new development areas.</p>
<p>A highly skilled city: world class and home-grown talent sustaining the city's economic success</p>	<p>The delivery of the next phases of development at NOMA will continue to support new employment and enterprise opportunities for Manchester residents across a range of sectors and levels. In addition, NOMA will continue to drive social value through construction, post development and through its volunteering programme.</p> <p>At NOMA, there is also the opportunity to create further residential development, enabling people to live near the employment opportunities created within both the neighbourhood and the wider city centre. Development will also prioritise improved connectivity to surrounding areas which will be of critical importance to the major regeneration activity planned at the Northern Gateway, and to enhancing access by residents to the north of the city centre employment, retail and leisure and cultural opportunities.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The proposals set out within the NOMA framework are aligned to and will support regeneration in the wider area. Adjacent development planned and underway at the Medieval Quarter, Northern Gateway, New Cross, and Ancoats will all benefit from and support development at NOMA. The proposals will contribute to demand for flexible, Grade A commercial accommodation, alongside retail and leisure space and new homes which support the growing city and city centre population.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The NOMA development is continuing to transform a key northern entrance to the city centre. Development has created a new high-</p>

	<p>quality neighbourhood, including significant new public realm and community and leisure facilities.</p> <p>Development has included major highways infrastructure works, investment into enhancements at Angel Meadows and the creation of a new public square, Sadler's Yard. All these components of the wider neighbourhood have contributed to NOMA's development as an attractive place to work, live and visit.</p>
A connected city: world class infrastructure and connectivity to drive growth	<p>NOMA is at the heart of a major transformation of connectivity in Manchester, bringing regional, national and international connections closer than ever. Ensuring both physical and digital connectivity is key to the growth and prosperity of the neighbourhood.</p> <p>NOMA's centrality, means the area benefits from strong links to the city's public transport network. Manchester Victoria Station provides access to rail and Metrolink services, whilst Shudehill Station delivers bus connectivity, all within a few minutes' walk.</p> <p>NOMA benefits from 1GPS Wi-Fi speeds and plans to roll out free Wi-Fi across areas of public realm, ensuring digital inclusion and connectivity across the neighbourhood.</p>

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the officers above.

- Report by EDAW: Manchester Co-operative Group Holdings: Masterplan Principles – February 2008
- Report to the Executive - The Co-operative Wholesale Society – 18th May 2008
- The Co-operative Group- Strategic Regeneration Initiative – May 2009
- Report to the Executive – The Co-operative Complex - 27th May 2009
- Report to the Executive – The Co-operative Complex - 8th July 2009
- Report to the Executive – The Co-operative Estate Re-development - 2nd June 2010
- Report to the Executive - The Co-operative Complex – Regeneration Framework – 22nd December 2010
- Report to the Executive – The Co-operative Complex – 20th November 2013
- Report to the Executive – The Redevelopment of Collyhurst - 1st October 2014
- Angel Meadow – A Strategic Update to the NOMA Development Framework Draft – August 2015
- Report to the Executive – Lower Irk Valley: A Draft Neighbourhood Development Framework – 9th September 2015
- Report to the Executive – Northern Gateway – Driving Forward Residential Growth on the Northern Edge of the City Centre – 9th September 2015
- Report to the Executive – NOMA Update and Angel Meadow – A Strategic Update to the NOMA Development Framework – 9th September 2015
- Report to the Executive – Northern Gateway: Implementation and Delivery – 13 February 2019
- Northern Gateway Strategic Regeneration Framework – February 2019
- Report to the Executive - Northern Gateway Strategic Business Plan and First Phase Development Area – 6 February 2020
- Draft NOMA Strategic Regeneration Framework Update 2020 – July 2020
- Report to the Executive - Draft NOMA Strategic Regeneration Framework Update 2020 – 3 July 2020

1.0 Introduction

- 1.1 On 3 July 2020, the Executive endorsed, in principle, the draft SRF update for NOMA and requested that the Strategic Director for Growth and Development undertake public consultation. This report summarises the outcome of the public consultation on the draft SRF Update.

2.0 Background

- 2.1 The NOMA estate covers approximately 20 acres, representing a key city centre regeneration priority. Located between Victoria Station and the Northern Quarter and adjacent to the city's retail core, NOMA is bounded to the west by Corporation Street, to the north by Angel Street and Angel Meadows, to the east by Rochdale Road and by the Metrolink line from Victoria Station and the Shudehill Interchange to the south.
- 2.2 The original SRF was approved by the Executive in July 2009, to guide the creation of a commercially led, mixed-use destination at the northern gateway to the city centre, phased over the next 15-20 years.
- 2.3 Since the approval of the original framework, NOMA has developed as an important commercial destination. During this period, over £150m construction investment has been made, creating a destination with a significant amount of commercial space, a range of employment opportunities, new homes, place making, and inward investment.

3.0 The Consultation Process

- 3.1 Consultation letters were sent out to 3,115 local residents, landowners, businesses and stakeholders, informing them about the consultation, how to engage in the consultation process, and where to access the draft SRF. In addition to the mail out, the consultation was also hosted on the Council's consultation webpage and a web form made available for respondents.
- 3.2 The consultation opened on 18 August 2020 and, following a six-week period of consultation, closed on 29 September 2020.

4.0 Consultation Comments

- 4.1 The City Council received a total of 25 responses, 20 of which were submitted by web form and 5 shared via email. The breakdown of respondents is as follows:

- Twenty-one responses from local residents
- A joint response from the Piccadilly Ward Councillors
- A response from a local resident's group
- A response from the Council's Housing and Residential Growth team

4.2 General Comments

4.2.1 Five residents noted their overall support for the framework, with a range of comments submitted, including:

- NOMA has successfully attracted many new residents to the area.
- NOMA is significantly contributing to the regeneration of the city and supporting the local economy.
- Development at NOMA has delivered many positive changes in the local area.
- It is hoped that the area turns out as visually shown within the framework.

4.2.2 The residents group noted their overall support for the principle of the proposed regeneration. However, they also stated that development needs to reflect and respond to the significant population living within the area.

4.2.3 The Piccadilly Ward Councillors provided a joint response, noting that NOMA is now an established residential community demonstrating a successful approach to regeneration in parts of the city that were derelict and underutilised for many years.

4.2.4 The Council's Housing and Residential Growth team highlighted the interconnectivity of the NOMA and Northern Gateway SRF areas.

4.2.5 Respondents also set out a range of specific comments for review, which are captured below.

4.3 Construction Management

4.3.1 Five residents, the residents group and Ward Councillors raised construction noise as a primary concern, citing difficulties with other construction schemes in the area, where they felt that breaches in construction practices had not been effectively managed by the Council.

4.3.2 Ward Councillors noted that mitigating construction works should be of primary importance in achieving a balance between building a world class city without impacting the quality of life of residents. They referenced that the mix of families and young professionals living in the area would benefit from slightly later start times. They mentioned that a similar approach had been taken by other Councils including Trafford and Islington.

4.3.3 Residents and Ward Councillors requested the delay of construction work by 60 minutes, resulting in an 8:30am start Monday – Friday and 9am on Saturdays. The residents group also echoed this, requesting weekday working hours of 8:30am – 6pm, to limit disruption.

4.3.4 A single resident commented that to offset the noise impacts facing residents, the Council could offer a Council Tax discount. Whilst the residents group requested that the Council appoints a representative to act as a liaison with residents to ensure construction management plans are adhered to and

provide regular updates. It was suggested that this post could be funded through developer Section 106 contributions.

- 4.3.5 It was requested that individual development sites that are located close to residential properties be fitted with acoustic attenuation measures to restrict the construction noise.
- 4.3.6 It was noted that construction vehicles occupying the on street residential parking, and heavy plant vehicles had previously caused disruption in the area. All construction traffic should be prohibited on the Angel Meadows estate and accommodated onsite.
- 4.3.7 A commitment to a regular cleaning programme for all future phases of development was requested by the resident's group, including vehicle wheel washes and weekly street cleaning, particularly around the Linx Building.
- 4.3.8 Dust created during the construction at Angel Gardens was highlighted as an issue for residents by the resident's group. They requested that dust attenuation measures which are commensurate with development heights form a condition of planning consent to mitigate the need for additional cleaning at nearby residential dwellings.
- 4.3.9 The resident's group also highlighted an incident at Angel Gardens caused by building cladding falling. In response, the group requested a compensation scheme should be sought to penalise the developer, which should in turn be used to fund maintenance and improvements within the NOMA area, in addition to compensation to local businesses and a formal apology given to residents.

4.4 Public Realm & Green Infrastructure

- 4.4.1 A resident highlighted that they appreciated NOMA's green & public spaces, during the COVID-19 restrictions.
- 4.4.2 Whilst noting their support for the proposed next phases of development, three respondents requested the delivery of further public realm and green spaces. One of these respondents specifically noted that they welcomed roof top gardens, however, felt that they do not benefit the general public.
- 4.4.3 A resident praised the development proposals, however, adding that space within the area should be given to the planting of new trees and allowing room to mature, to both combat climate change and ensure the city centre remains an attractive liveable place.
- 4.4.4 The resident's group referenced a small number of trees and planters which have been introduced in the area. It is the group's understanding that these are the responsibility of NOMA. Many of the planters within the area are in poor condition and the group requested that the upkeep and improvement of these are prioritised.

- 4.4.5 The group also commented that access to the proposed roof terraces on 2-5 Angel Square should be restricted to avoid causing a nuisance to immediately adjacent residential properties.

4.5 Heritage & Architecture

- 4.5.1 A number of comments were made on the updated draft frameworks approach to heritage. These provided contrasting views, with some respondents highlighting the framework's acknowledgement and treatment of heritage within the area, whilst others felt that more thought needed to be given to this.
- 4.5.2 Whilst supporting the design of One Angel Square, the resident's group criticised the design of Angel Gardens, feeling it to be worn and dated. The group added that architecture within this area should be of the highest quality.
- 4.5.3 The resident's group commented that they felt 2 and 3 Angel Square were out of step with One Angel Square, and the architecture was uninspiring and uncomplimentary to neighbouring buildings. The group suggested that NOMA should review the designs of all buildings it currently has outline planning consent for.

4.6 Development Proposals & Uses

- 4.6.1 A single respondent felt that NOMA lacks a cohesive strategy in comparison to other city centre schemes, such as Kampus. They added that the vacant buildings around Sadler's yard are a contributory factor to a lack of community and sense of place.
- 4.6.2 One respondent supported the proposed development of Plot Q as an office or hotel building rather than a multi-storey car park, whilst a second raised a concern that delivering a substation on this plot could blight the area.
- 4.6.3 Clarification was requested by a single respondent on any development plans for Plot S within the updated SRF.
- 4.6.4 Five respondents referenced the proposed commercial and employment uses at NOMA. Three respondents felt there would be a need to reassess office and employment demand in response to COVID-19, whilst another believed providing employment opportunities for local people would help to support the area's increasing residential community. Another respondent asked if there is an attraction strategy for the type of digital and tech businesses that will occupy the commercial space, querying if consideration was given to ethical or cultural values of prospective tenants.
- 4.6.5 Two respondents criticised the focus of the SRF, with one believing that too much focus on creating job opportunities with little placed on integration, diversity, social infrastructure and mental well-being. Another commented that SRF appears to overlook the quality of life for residents, retaining cultural values in the area and making significant contributions to the natural environment.

- 4.6.6 A resident stated that the introduction of retail at NOMA will be particularly important, as the area around One Angel Square currently lacks shops, bars and restaurants.
- 4.6.7 A local resident voiced their appreciation for the cultural offer at NOMA, highlighting that the Old Bank Residency and The Pilcrow's outdoor events are now key parts of their lives. The respondent added that they would be disappointed if elements like these weren't continued and suggested that the wider NOMA project ought to create more opportunities for engagement, community activities and creative expression.
- 4.6.8 A resident felt that the next phases of regeneration will over develop the area, believing that the accomplishments achieved to date including the repurposing of listed buildings, incentivising artistic enterprises in Sadler's Yard and cleaning up Angel Meadows park, will be undermined. The respondent felt that NOMA should instead focus on fostering the talent, creativity, ideas, culture, history and personality already present.
- 4.6.9 Two respondents noted their support for the framework, however, added a comment specifically relating to building heights. One respondent felt that any buildings developed facing Gould Street shouldn't exceed 50m in height to avoid limiting access to sunlight at their property. A second respondent felt that increasing building heights across the SRF area by a single storey would facilitate smaller building footprints and allow for increased public realm between the plots.

4.7 Highways, Transport & Connectivity

- 4.7.1 In response to the consultation feedback was provided which relates to the highways and connectivity in and around the NOMA neighbourhood. These comments included:
- The proposed pedestrian routes within the area will have a significant positive impact. Proposed pedestrian connectivity should be increased and link into other key walking routes in proximity to NOMA.
 - The framework's recognition of the importance of enhancing pedestrian linkages is welcome. The provision of a new pedestrian crossing on Miller Street should not lead to the downgrading or removal of the two existing crossings.
 - Delivering strong physical connectivity will improve the job opportunities for local people as they will be able to move more freely between the North of the city into NOMA and the city centre.
- 4.7.2 A single respondent commented that no mention is given to maintaining and improving pedestrian access to the NOMA estate across Corporation Street from Red Bank, which will become increasingly important as the development of Red Bank and the wider Northern Gateway scheme progresses.

- 4.7.3 A resident also stated that the implementation of a single public service bus network across the city should be prioritised in place of the multi-operator system currently in place.
- 4.7.4 The Council's Housing and Residential Growth team noted their support for the proposed delivery of a crossing at Miller Street, believing that this will play a key role in helping to deliver a safe and seamless connection from the north of the city to the centre.
- 4.8.5 They also highlighted the importance of aligning the respective NOMA and Northern Gateway schemes to ensure connections are prioritised including walking and cycling routes linked through both frameworks and others across the city.
- 4.8.6 The residents group noted that there is a pile of concrete spoil in the Angel Street cycleway, which needs to be removed and resurfaced.

4.9 Communication & Engagement

- 4.9.1 A resident stated that more could be done to engage nearby neighbourhoods in NOMA as they were unaware of the range of community initiatives detailed within the framework.

4.10 Affordable Housing & General Residential Issues

- 4.10.1 Four respondents referenced the importance of prioritising the provision of new affordable housing over other tenures of housing. One of these respondents added that the current rents and house prices are unsustainable for young people, whilst a second questioned how many of those employed in the 15,000 jobs to be created in the area will be able to afford to live in the area.
- 4.10.2 It was commented that many of the recently delivered homes in the city centre bought by wealthy investors are largely left empty, which prevents others from buying homes.
- 4.10.3 The clearance of Council owned housing built in the 1970's is a concern and clarity should be provided on the resultant compensation packages.
- 4.10.4 Recent residential development will appeal to a single, specific demographic which will lead to a population which lacks diversity with regards to age, race and social class. The framework fails to outline how environments will be created that integrate citizens from different social classes, races, ages or abilities.

5.0 Response to comments

- 5.1 The following section provides detailed comments in response to the points raised by respondents.

5.2 Construction Management

- 5.2.1 The draft SRF provides the strategic development principles and overarching guidance for sites within the NOMA neighbourhood. The framework does not contain specific detail relating to construction management for any of the proposals. Each development within the area will require a separate detailed planning application, which would be subject to public consultation.
- 5.2.2 Detailed planning applications are required to contain a construction management plan, which will seek to mitigate any impacts on residents and businesses within the area. This should include noise mitigation, operating hours, routes of construction traffic and street cleansing measures. These agreed construction management plans are an enforceable element of planning consent; however, this does not supersede other legislation in respect of noise or exceeding construction hours. The purpose of Environmental Protection Legislation, which is enforced by the Council's Out of Hours team, is to assess whether these aspects have been breached and demonstrate a public protection issue. Unfortunately, Community Infrastructure Levy Regulations which govern Developer Section 106 contributions mean that they cannot be used to fund an employee to act as a liaison officer, and issues should be referred to the Council's Out of Hours Enforcement officers.
- 5.2.3 Details including noise mitigation strategies, construction vehicle cleaning, and street cleansing will all form part of a detailed construction management plan, which will be agreed prior to any contractors starting work on site.
- 5.2.4 The Council's Highways team will support contractors to mitigate impacts on the local highway network by coordinating construction activity across the various sites.
- 5.2.5 In response to the concerns raised on the management of construction of future phases of development, the NOMA partnership (NOMA GP Ltd.) have committed to offering a contractor engagement session to discuss construction management prior to contractors starting work on each plot located close to any residential development.
- 5.2.6 The current city-wide construction hours of operation for noisy works are consistent with national Government guidance. These are:
- Monday to Friday: 7.30am to 6pm
 - Saturday: 8.30am to 2pm
 - No noisy works permitted on Sundays or Bank holidays.
- 5.2.7 Any request from local stakeholders to reduce permitted construction hours from those specified above can be submitted to the Council in response to future consultations on planning applications for consideration. It should, however, be noted that reducing permitted construction hours conflicts with recent Government guidance issued to Local Planning Authorities, encouraging extended working hours. Following the earlier national lockdown

resulting from Covid-19, the Ministry of Housing, Communities and Local Government (MHCLG) issued guidance urging Local Authorities to consider extending construction hours where requested by developers. The purpose of this extension is to support safe construction working in line with the government's latest social distancing guidance on construction and other outdoor work. For many construction sites, implementation of this guidance will require changes to working practices, including staggered starts and finishes, requiring different hours of operation to those which are currently permitted for the site through planning conditions.

- 5.2.8 Government guidance relating to the extension of construction hours requests that Local Authorities give consideration to a site's proximity to businesses or community uses, particularly where these uses are seeking to recover from the impacts of coronavirus, and proximity to residential areas, where the request for changing hours is likely to have a significant impact on health. Requests to change working hours made in response to planning applications will be considered in the context of the guidance set out above.
- 5.2.9 Over the past two decades the city centre has been transformed, driven by an ambition to be a leading international city to live, work and visit, providing new jobs, homes and neighbourhoods for local people. Construction activity has been essential to deliver this aspiration, creating high quality homes, commercial spaces, hotels, transport infrastructure and public realm. Whilst the Council seeks to mitigate the impact on residents and businesses, Council Tax discounts for those living near construction sites would not be feasible, and would adversely impact on the Council's ability to provide its range of statutory services and functions, particularly at a time when the Council's budget has been severely impacted by the Covid-19 pandemic.
- 5.2.10 Dust attenuation measures, including wheel washing and dampening down dusty sites, are captured within a construction management plan. The Council would also expect sites to cover vehicles with sheeting where dusty material is been taken off site.

5.3 Public Realm

- 5.3.1 There is a commitment to significant public realm investment across the city centre. Within walking distance of NOMA, new public spaces will be delivered including a new pocket park adjacent to Manchester Cathedral, along with a major new 6.5-acre city centre park as part of the Mayfield development. In addition to this, investment and development across the Northern Gateway area will create major new public spaces, and a green route along the Lower Irk Valley. Given the use of spaces and the volume of footfall in many city centre locations, public realm is often also delivered in the form of hard landscaped areas. At NOMA, the delivery of Sadler's Yard and One Angel Square has created two new public squares for residents, workers and visitors.
- 5.3.2 As well as creating new spaces, development within the local area over recent years has enabled significant investment to fund increased maintenance and

improvements at Angel Meadows, a key piece of green infrastructure within the city centre. These improvements were designed in consultation with local residents.

- 5.3.3 Outdoor furniture is a key element of improving the public realm, providing rest spaces and places for people to sit and spend time. Development of Sadler's Yard seeks to provide a mix of permanent external seating alongside space for pop-up events, which provide a sense of place and identity, and supports the local community. Over the last three years, Sadler's Yard has hosted a range of local events in addition to the city's wider events programme, such as the Manchester International Festival (MIF), local craft markets, Christmas market, beer and food festivals. There are further plans to introduce new businesses into the ground floor units which surround Sadler's Yard.
- 5.3.4 Trees and planting form an important aspect of public realm and are a key part of ensuring that Manchester provides a rich network of green and blue infrastructure. The development at 1 Angel Square incorporated a range of different planting measures, including planting semi-mature trees to enable them to grow to full maturity. Other developments and consented proposals across the NOMA estate have also sought to incorporate tree planting and green infrastructure where possible, and the location of utilities do not prevent this. The proposals for 2, 3 and 4 Angel Square include semi-mature tree, shrub and herbaceous planting areas which will contribute to the biodiversity of the area helping to combat climate change, whilst creating a pleasant environment for pedestrians. Tree and shrub planting are also proposed along Miller Street and Hanover Street as part of the refurbishment and public realm proposals at the CIS Tower. Other future public realm proposals within the SRF area will equally seek to implement elements of green infrastructure, where possible, to assist the Council in working towards its target of being zero carbon by 2038 and maximise the areas attractiveness.
- 5.3.5 Maintenance responsibility for the planters located along Angel Street sits with the Council. These have recently been assessed by officers who felt them to be in good structural condition and treated the weeds present. Further concern about any of the planters should be reported on the Council's website to enable investigation and appropriate action to be taken.

5.4 Heritage & Architecture

- 5.4.1 The historic estate is a unique asset to NOMA that sets it apart from other regeneration areas in Manchester, providing varied architectural style and character, which makes it highly attractive to visitors and businesses. NOMA has prioritised investment and the refurbishment and repurposing of these buildings, many of which are Grade II listed. This work has been carried out with the advice of specialist heritage architects, to ensure the sensitive restoration of the building's historic features. Four of the ten buildings which comprise the historic estate are now complete:

- The redesigned and renovated Grade II listed buildings, Hanover and E-Block completed in 2018 provides 90,000 sq. ft. of office space and ground floor retail and leisure units.
- The refurbished Grade II listed Dantzic Building provides 42,700 sq. ft. of repurposed open plan office workspace.
- Federation Building now provides 71,000 sq. ft. of workspace for around 30 creative, tech and digital businesses.
- City Buildings has been sensitively redeveloped to create the 176-room boutique Hotel Indigo.
- The refurbishment of Redfern was completed in April 2020 providing 25,000 sq. ft. of unique office floor space alongside 7,500 sq. ft. of retail and leisure space at ground and first floor level.

5.4.2 Prioritising much of the listed estate in the earlier phases of development demonstrates NOMA's commitment to preserving heritage within the neighbourhood and ensuring that it is sustainably repurposed to ensure its long-term future.

5.4.3 It is not the purpose of the regeneration framework to prescribe the architectural approach for individual sites. The framework sets general urban design principles to ensure that architecture will be of a high quality, respect context and contribute positively to place making. Any future detailed designs will be developed and submitted as part of individual planning applications. All planning applications will themselves be subject to further public consultation.

5.4.4 Development which has received planning consent has already been subject to review by the Local Planning Authority, in addition to consultation with statutory stakeholders and the general public. As such these will not be reviewed or reconsidered at this time.

5.5 Development Proposals & Uses

5.5.1 Development at NOMA is underpinned and driven by a clear strategy, centred on developing a world class commercially led district. In addition to this development of an innovative mix of commercial spaces, NOMA seeks to:

- Create new public spaces which provide a strong sense of community. The early delivery of large elements of public realm including, Sadler's Yard has supported placemaking and acted as a catalyst for bringing forward refurbishment schemes for the surrounding listed buildings by creating attractive conditions for significant private sector investment.
- Animate and introduce new uses to attract new residents, businesses and visitors to the area. The completed phases of development have created buildings and public spaces which have accommodated a range of leisure uses, events and community activity. Around 20,000 visitors have attended events at NOMA over the last 3 years.
- Provide commercial spaces attractive to the Digital and Creative sectors, including start-up, small and medium sized businesses. Working collaboratively with agents has ensured the development of the type of spaces and offer is attractive to the right tenants for the

area. This has helped build a strong Digital and Creative ecosystem and contributes positively to the cohesive regeneration strategy for NOMA.

- Sensitively redevelop and repurpose the heritage assets within the area. The restoration of these buildings has been prioritised as an early phase of development. This has safeguarded the long-term future of a number of historic and listed buildings which will continue to demonstrate the important history and unique character of the NOMA area.

5.5.2 NOMA is an important commercial destination within the city centre, well connected by public transport. There remains an undersupply of both Grade A floor space making it critical to ensure a strong pipeline of commercial development. The growth of the city centre will be important to the economic recovery of the city. Whilst there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium-long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

5.5.3 The provision of ground floor retail is a key theme of the framework and will form part of future developments. A strong mix of retail and leisure floorspace is integral to placemaking and creating an active destination with a sense of community. Once complete, NOMA is expected to have delivered 135,000 sq. ft. of retail / leisure floorspace.

- The consented 2 and 3 Angel Square will provide 13,800 sq. ft of active ground floor retail space
- Similarly, 4 Angel Square is expected to be completed in towards the latter part of 2022 and will provide deliver a further 7,800 sq. ft of ground floor retail and leisure uses.
- Ground floor retail and leisure floorspace uses have been granted at Redfern, Old Bank and New Century Hall surrounding Sadler's Yard.

5.5.4 Plot Q (5 Angel Square), will provide a Primary Substation (PSS) to facilitate future development across the NOMA SRF area. Careful consideration was given to the location and design of the PSS. By locating the PSS within the south west of the plot, it will be avoiding a key pedestrian route. Designs for the substation were developed in consultation with MCC planning and conservation officers to ensure that the design was sympathetic to its surroundings, and responds to the historic context and the use of high-quality materials.

5.5.5 Plot S is outside the ownership of the main NOMA landowner (NOMA (GP) Ltd), and the Council are not aware of any proposals for redevelopment of the existing building.

5.5.6 Gould Street, and the buildings which face onto it are not located within the NOMA SRF area. However, it should be noted that where the building heights and positioning deem it necessary, all development is required to include an

assessment of daylight, sunlight and overshadowing as part of a planning application for the consideration of the Local Planning Authority.

- 5.5.7 Raising the height of each building within the area to reduce the building footprints would not support the creation of a cohesive masterplan nor enable the delivery of increased public realm. Much of the NOMA estate comprises heritage buildings, which restricts the ability to reduce the size of the building footprint. Without revising the building footprints, a significant focus of the redevelopment of NOMA remains placemaking and creating attractive and usable public realm spaces.
- 5.5.8 The rich history and culture within the listed estate has been a key consideration of the regeneration of the NOMA neighbourhood. Redevelopment of the heritage buildings has centred on expressing the historic fabric and character of each building whilst ensuring it can deliver optimal space to ensure their sustainable future use. The refurbishment of Hanover and Federation Building have led to the attraction of Manchester based talent within the tech, creative and digital sectors and has supported the city's growth within these sectors. The refurbishment of New Century Hall will deliver a symbiotic creative college which will serve home grown talent who wish to pursue careers in niche technical creative skills. The proposals seek to retain the historic multi-purpose music hall. It will provide a new platform to showcase local talent and respond to the gap in grassroots venues in the city, therefore supporting a truly creative and commercial neighbourhood at NOMA.
- 5.5.9 NOMA undertake thorough due diligence on all prospective tenants including covenant checks and Environmental, Social and Corporate Governance policies.
- 5.5.10 Supporting communities is at the core of the NOMA SRF. The volunteering, training, apprenticeships and health and well-being initiatives which have been created provide a significant amount of social value to this area.
- The NOMA Community Fund has welcomed applications from grassroots community groups working with children and young people aged 11–25 within five-mile radius of NOMA. Organisations with an income of less than £150,000 could apply for an award of up to £1,000. In 2017/18 a total of £25,000 was awarded to a mix of 23 diverse applicants including sports clubs, mental health charities, youth clubs, and community centres.
 - A variety of activities that support wellbeing and social cohesion have consistently formed part of the programme at NOMA. This has also included weekly outdoor training sessions hosted by Tribe.MCR, and Yoga sessions, supporting both physical and mental wellbeing.
 - The Old Bank Residency has hosted a range of new and established community groups to regularly meet – including Manchester Cares, Girl Gang, Arts Emergency, Rethink Mental Illness (Manchester Group), She Choir and The Co-op Choir.
 - The NOMA events programme also always strives to be inclusive providing regular free workshops aimed at families.

- There is a NOMA neighbourhood kitchen garden 'Patch', located within the existing landscaping of Angel Square. With complementary weekly free workshops since inception in 2019 providing hands-on experience.

5.5.11 Covid-19 has made it harder to connect in the usual way, subsequently, NOMA has moved 'The Old Bank' online. This forum has helped maintain human connections through creativity, conversation and collaboration during challenging times. This included small business support, yoga and exercise classes, practical skills, panel discussions, cookery and gardening sessions. More than 1000 people have taken part over the peak period and an element of online activity has been maintained to date to ensure a continued sense of community and connection.

5.6 Highways, Transport & Connectivity

5.6.1 The SRF does not prescribe or set out the detail for new pedestrian crossing or changes to the highway at NOMA. However, it does identify this as a fundamental challenge which should be addressed within the next phases of development to ensure maximum impact both economically and socially. Any detailed designs relating to new pedestrian routes and highways interventions with need to be developed collaboratively with the Council's Highways and Planning teams respectively.

5.6.2 The strategic highway network surrounding the site underwent significant alterations in 2012 as part of the NOMA masterplan. These alterations, included changes to the route of the Inner Ring Road and significant changes to the junction of Corporation Street and the A665, providing a signalised pedestrian crossing. These works significantly improved permeability whilst reducing traffic flows and congestion.

5.6.3 Accessibility improvements in terms of enhanced infrastructure to promote walking and cycling continue to be delivered in the locality as part of major regeneration programmes in the city. The 'Beelines Network', includes routes that will run through NOMA as part of the Northern and Eastern Gateway which is proposed for delivery in September 2021.

5.7 Communication & Engagement

5.7.1 Community and the creation of place plays a critical role in the vision for NOMA. Alongside improving the physical connection between the area and the surrounding neighbourhoods, NOMA have a dedicated community engagement website (www.noma-engage.com) which provide all the latest information on forthcoming schemes including consultation processes and how to get involved. Further information on what's happening at NOMA can be found on by visiting www.noma-manchester.com, subscribing to the newsletter or following the social media channels @NOMA_MCR, @SadlersYard and @OldBankNOMA. Alternatively, those interested can call in at The Old Bank for a chat with a member of the team.

- 5.7.2 All planning applications submitted will have a designated officer allocated to them.

5.8 Affordable Housing & General Residential Issues

- 5.8.1 It is important to ensure that the city has a mix of residential properties to meet the needs of a diverse population. The Council has an endorsed affordable housing strategy which takes a citywide view to affordable housing provision. This sets out a commitment to deliver at least 6,400 affordable new homes across the city by 2025. The Council is continuing to work with new and existing Registered Provider partners to identify opportunities to help bolster the delivery of affordable homes across the city.
- 5.8.2 Whilst development at NOMA is commercially-led and centred on creating new high-quality spaces for businesses and enterprise, immediately adjacent, the residential-led Northern Gateway scheme aims to deliver 15,000 new homes over the next 15 to 20 years. These will vary in type and tenure, with around 20% of the homes created expected to be affordable housing.
- 5.8.3 NOMA is located close to a range of sustainable transport modes including Shudehill Interchange for bus and Metrolink services and Victoria Station for rail and Metrolink, both within walking distance. The strategy at NOMA as identified within the SRF, includes replacing the previous multi-story car park identified in previous Frameworks at Plot Q. This is reflective of a shift towards less reliance on motor vehicles and drive towards zero carbon.
- 5.8.4 For essential car users, it should be noted that there are 5 existing car parks in the immediate vicinity of NOMA which provide over 2,800 spaces in total. This provision can facilitate vehicles parking on-street, should on street parking arrangements within the Northern Gateway currently change as a result of the development proposals.
- 5.8.5 The future maintenance of any new public realm within the SRF area will be subject to a service charge managed by the developers, which will be agreed prior to its delivery.
- 5.8.6 Whilst there is a legal requirement for developers to ensure that the cladding used on their buildings is safe and in line with building regulations, there is no mechanism to retrospectively penalise a developer to fund additional maintenance or provide compensation to local businesses.
- 5.8.7 The Council are currently leading the development a revised City Centre Transport Strategy. The public consultation on the draft strategy ran from 23 September to 4 November. The input received from city centre residents, commuters, businesses and interest groups will be assessed and used to shape the next phase of improvements to roads, rail, tram, bus, bike, pedestrian and public spaces.

- 5.8.8 With regards to the clearance of Council owned housing, it is unclear which site the respondent is referring to. No residential development has been, or will be, removed as part of the proposals at NOMA.
- 5.8.9 The city centre provides a wide variety of property types to support its diverse population range. Given its location within the regional economic hub, it remains a popular place for young professionals seeking to live close to the cluster of employment opportunities. However, over the past decade there has been an increasing number of older residents and families residing in the city centre due to its vibrancy, cultural and leisure offer. A significant and diverse residential offer will be delivered at Northern Gateway and New Cross. These schemes will provide a range of homes across the northern part of the city centre.

6.0 Conclusion

- 6.1 Significant progress has been made over the last decade in creating a commercially-led, mixed-use destination at the northern gateway to the city centre. The Updated 2020 Strategic Regeneration Framework refreshes the proposals in response to this progress, and changing market conditions. The continued development at NOMA can support the city's growth and economy, through the creation of high quality and flexible commercial spaces for employment and enterprise.
- 6.2 The next phases of development at NOMA will support the connection and integration of emergent regeneration areas including the Northern Gateway and New Cross. Ensuring that regeneration is aligned with these areas will support the delivery of physical and functional connections, and provide these new communities with access to the range of commercial and leisure opportunities at NOMA.
- 6.3 The SRF has been updated in response to the concerns raised on the management of construction of future phases of development. The framework notes the commitment of NOMA GP in offering contractor engagement sessions to discuss construction management prior to construction works commencing on each plot that is located close to residential development.
- 6.4 Recommendations can be found at the front of this report.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 The proposals will provide enhanced connections to surrounding communities, providing improved access for local residents to the opportunities within the NOMA area. As significant regeneration progresses within the Northern Gateway, NOMA will provide a critical connection into the core of the city centre. In addition, there is a continued commitment to ensure that design standards throughout the development comply with accessibility standards.

(b) Risk Management

- 7.2 The existing development partner is required to develop, instigate, monitor and manage an appropriate and robust risk management strategy. This is owned by the development partner and considered at the Project Board as part of ongoing monitoring and management throughout the delivery of the development.

(c) Legal Considerations

- 7.3 If approved by the Executive, the NOMA SRF Update will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.

Appendix A: NOMA SRF plot plan



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Manchester City Council Report for Resolution

Report to: Executive – 11 November 2020

Subject: A Draft Neighbourhood Development Framework for Ardwick Green

Report of: Strategic Director - Growth and Development

Summary

A draft Neighbourhood Development Framework (NDF) for Ardwick Green has been developed to guide and co-ordinate development activity in this key part of the city, in support of adopted planning policy. Proposals set out in the draft NDF have been developed following initial discussions with residents and other local stakeholders prior to a full statutory consultation exercise, which will be undertaken subject to the Executive's approval. Following the consultation a final version of the NDF will be brought back to the Executive for further consideration and approval. When approved in a final form the NDF will act as a material consideration in the determination of subsequent planning applications that fall within its scope.

Recommendations

The Executive is recommended to:

1. Note the short and long term ambitions of the draft NDF, together with initial considerations that will need to form part of an Implementation Strategy, as set out in section 7 of the draft document.
 2. Note the overarching and details objectives of the draft NDF in section 6 of the draft document.
 3. Endorse the draft Neighbourhood Development Framework for Ardwick Green as set out in Appendix 1 of this report as a basis for public consultation and note that a final version, taking account of comments and representations made, will be brought back to a future meeting of the Executive for approval.
-

Wards Affected Ardwick

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

The Ardwick Green Neighbourhood Development Framework recognises that future development within the area will need to respond to the City Council's objective of achieving zero-carbon target and will be expected to move towards this aspiration through the active utilisation and deployment of leading building technologies. The City Council will use its land interests in the area to deliver this outcome.

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The proposals contained within the draft Ardwick Green Neighbourhood Development Framework (NDF) offer the potential to bring forward mixed - used development that will contribute to the creation of jobs within the area and provide a range of residential accommodation for the growing population of the city.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The draft NDF for Ardwick Green seeks to protect and support existing businesses in the area and will provide additional commercial space to meet demand from existing and newly established businesses, thus creating and sustaining employment opportunities within this area of the city centre.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The proposals contained within the draft NDF offer the potential to help deliver the Manchester Residential Growth Strategy and meet the growing demand for new homes in a range of tenures that are close to quality amenity space and within easy access of employment opportunities. The creation of additional commercial space will help create new and sustain existing employment opportunities.
A liveable and low carbon city: a destination of choice to live, visit, work	The draft NDF reaffirms the Council's commitment to deliver zero carbon growth and sets out the intention of creating sustainable neighbourhoods with enhanced active travel routes and improved public realm and public open spaces.
A connected city: world class infrastructure and connectivity to drive growth	The NDF will help guide and coordinate the future development of Ardwick Green and area on the edge of the city Centre. The existing challenges for pedestrian movement and connectivity around and beyond the NDF area could be addressed through the principles set out in the NDF.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

There are no direct financial implications for the City Council arising from this report.

Financial Consequences – Capital

There are no direct financial implications for the City Council arising from this report.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Manchester Zero Carbon 2018 – Manchester City Council's Commitment, Executive, 13th March 2019;

- Council Resolution on Declaring a Climate Emergency, Executive, 24th July 2019;
- Delivering Manchester's Affordable Homes to 2025, Executive, 11th September 2019
- Manchester Strategy 2016-25 ("Our Manchester"), Executive, January 2016
- The Residential Growth Strategy, Executive, March 2016
- Manchester Residential Quality Guidance, Executive, March 2017
- The Green and Blue Infrastructure Strategy, Executive, July 2015

1.0 Introduction

- 1.1 The Ardwick Green neighbourhood is located on the south-eastern edge of the city centre. The area benefits from proximity to the Regional Centre; the principal economic driver for the City Region and a focus for employment, leisure, retail and cultural facilities. Ardwick Green is immediately adjacent to the Mayfield strategic regeneration area, the vision for which is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood centred around a new 6.5-acre park. It also borders Brunswick which is undergoing a £106m regeneration programme seeing the remodelling of the neighbourhood with over 650 homes refurbished and over 500 new homes developed, including a 60 place extra care unit; new parks; a new retail hub and neighbourhood office.
- 1.2 The Ardwick Green area is increasingly attracting the attention of developers and investors. The development of a Neighbourhood Development Framework will guide and co-ordinate the future development of this key area, in line with adopted planning policy and build on existing regeneration initiatives in Mayfield and Brunswick.
- 1.3 The draft Neighbourhood Development Framework (NDF) has been prepared to guide the future development of Ardwick Green in order to steer the quality of new development and supporting public realm, highways and other community infrastructure that will seek to deliver a safe, accessible, vibrant, unique and sustainable neighbourhood.
- 1.4 The development of this draft NDF was jointly commissioned with One Manchester who own and manage housing in the neighbourhood.

2.0 Background

- 2.1 Ardwick Green is a modestly sized mixed use area with a residential community at its heart located on the edge of Manchester City Centre. A concentration of creative businesses - photography, video, and sound – has developed in recent years and a couple of large, old, former industrial buildings provide office and work space for a range of businesses many of which are related to the fashion and clothing industry which have relocated out of the Northern Quarter.
- 2.2 One Manchester and Arawak Walton own and manage residential stock in the neighbourhood. One Manchester has a small estate on Cotter St and Billing Avenue. The properties date from the 1960s and need investment. There are two areas of housing owned by Arawak Walton which have been developed more recently.
- 2.3 The area began to taken on an urban form in the late 18th century and, as such, offers a distinctive character that differentiates it from other neighbourhoods close to the city centre, due to the retention of a number of its Georgian features. It was historically, and is still, centred on the valued

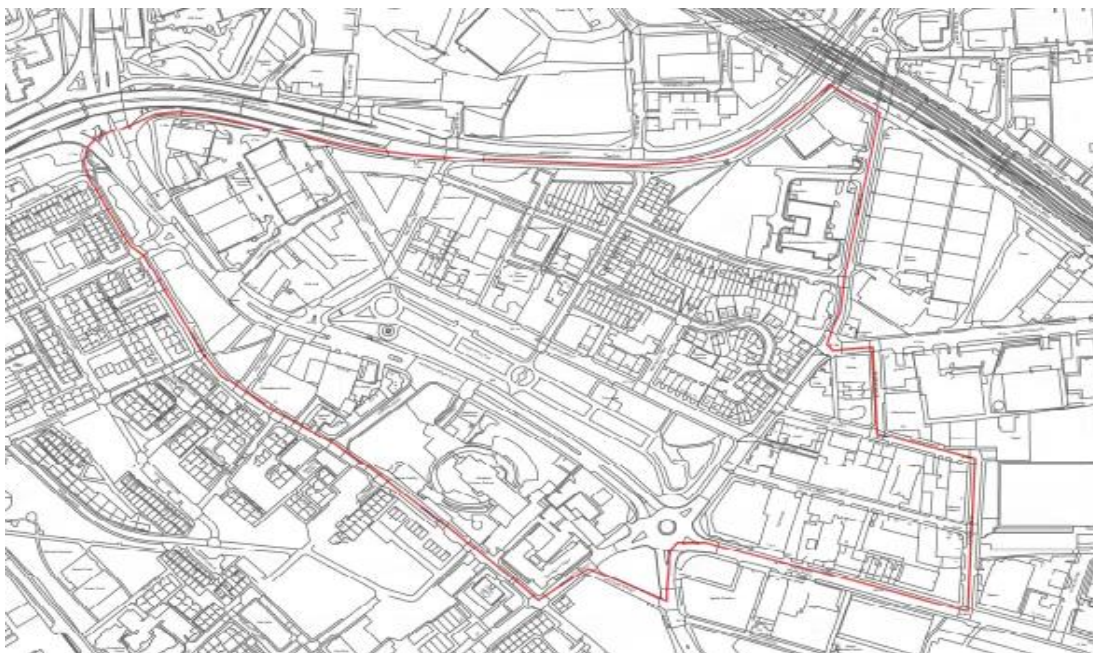
Ardwick Green Park that was originally bordered by a series of Georgian properties that still remain to an extent.

History of the area

- 2.4 Ardwick was first recorded in the 13th century and was recognised as an independent township in the ancient parish of Manchester in the 17th century. Historically, the River Medlock formed a natural boundary to the north of Ardwick, providing a sense of enclosure from the city centre. During the 18th century, the principal focus of the emerging township was 'Ardwick Green'. The three-acre recreation ground was originally created for private, residential use. Georgian townhouses were promptly constructed overlooking the Green, with a number of grand country villas occupying the outskirts.
- 2.5 By the early 19th century, Ardwick had grown from a rural settlement into a pleasant and wealthy suburb of Manchester but the character of Ardwick was transformed as a direct result of industrialisation. By the late 19th century, areas such as Ardwick became populated by the working classes. Large textile warehouses and expansive rows of terrace housing were built on the once open meadowland around Ardwick Green. The former grounds of Ardwick Hall were developed in the early-20th century to form the Empire Music Hall (later renamed the 'New Manchester Hippodrome') and in 1938, the Apollo Theatre was constructed south of the hippodrome. Originally a cinema, the art deco building has become one of Manchester's most notable live music venues and is a significant landmark on the periphery of the NDF area.
- 2.6 Following the Second World War, however, a number of buildings were cleared as a result of German bombing raids and the population of Ardwick dramatically reduced. Between the 1940s and 1960s the majority of the surviving 18th and 19th century properties surrounding the Green were demolished and in part redeveloped with social housing. The introduction of the Mancunian Way in the 1960s drastically altered the townscape and severed the township of Ardwick from Manchester city centre consequently discouraging redevelopment and footfall within the area.

Red Line boundary

- 2.7 The draft Ardwick Green NDF spans the area bounded by the Mancunian Way (A635), Ardwick Green South (A6), Union Street, Harkness Street and Dalberg Street, as shown below:



- 2.8 In addition to the 'core' Ardwick Green area bounded by the Mancunian Way, the A6 (Ardwick Green South and Downing Street) and Higher Ardwick/Union Street, the area to the East of Higher Ardwick (including Palfrey Place, Harkness Street, Dalberg Street and Dolphin Street) was included within the boundary of the NDF as it forms the gateway into the residential area of Ardwick Green and includes some land and property currently in a poor condition. The area to the South of Ardwick Green South was included to join up with the Brunswick PFI area. Longer term the intention is to extend the NDF so that the whole area from Ardwick Green up to West Gorton to the North side of Hyde Road is included. The Ardwick Green NDF is intended as a first phase of this work.

Traffic and parking issues

- 2.9 The Ardwick Green NDF area is bordered by heavy road infrastructure into and out of the City Centre including the major traffic routes of the Mancunian Way and Ardwick Green South. The heavy traffic along these routes creates negative effects for local residents, businesses and pedestrians in terms of air quality, noise and mobility across the area and to surrounding areas.
- 2.10 On street and on pavement parking is a significant issue in Ardwick Green and it appears to be the result of non-residents parking in the area, a common problem for residential areas close to the City Centre. Parking on footways impedes pedestrian movement through the neighbourhood.

3.0 Key Objectives for the Ardwick Green NDF

- 3.1 The aspiration is to see improved social, environmental and economic outcomes from well-designed developments in the local context and a sense of place. The starting point for the NDF is to address concerns, whilst protecting and enhancing the qualities of the local community that have been identified through research and extensive consultation. The draft NDF includes

detailed and targeted objectives that could improve the liveability, functionality, design and connectivity of Ardwick Green. The overarching principles of the draft NDF are:

- **Protect and preserve:** the area is under significant development pressure due its location on the edge of the city centre. To protect and preserve the existing community, any future opportunities could consider whether they are in conflict with the needs of protecting the local area or exacerbating existing problems identified, such as commuter car parking.
- **Positively engage:** in the formulation of site specific development proposals, the Council wish to see early engagement with community and interest groups in the local area to maximise the potential to create positive change, offer and allow for a community-led approach.
- **Enhance:** where there are opportunities for higher density commercial or residential development, the NDF envisions that this development would seek to enhance the level of amenity for the local area, reflect the spatial context in which the opportunity exists and complement existing features and fabric of the area.

Zero Carbon

- 3.2 In July 2019 the City Council declared a Climate Emergency with a stated ambition for the city to become carbon neutral at the earliest possible date. Amongst other things, it set an objective that all new development is to strive to be net zero carbon. Pending the Executive's approval of the Final Action Plan that will detail how Manchester can stay within its carbon budget, it is intended that the updated NDF will seek to minimise carbon emissions from new development.
- 3.3 The objectives contained within the draft NDF aim to create a more sustainable neighbourhood, with communities and lifestyles that have a reduced carbon footprint. Ardwick Green presents an opportunity to bring forward development that responds to the need to reduce carbon output through design and construction methods that utilise cutting edge technologies, and through the creation of mixed-use neighbourhoods providing employment opportunities adjacent to residential development that reduces the dependency on car travel and encourages active travel. The provision of enhanced and well linked green spaces will provide useable amenity space and promote pedestrian movement.

Affordable Housing

- 3.4 The City Council's Executive approved a report in September 2019 that increased the numbers of Affordable Homes in the city to be delivered in the ten-year period to March 2025 to 6,400. In doing so the Executive noted that the delivery of new affordable homes in the city would be dependent on robust partnership relationships with Registered Providers, which currently have the financial and delivery capacity to deliver those homes. The Executive also agreed to an approach to the disposal of sites in Council ownership for the provision of new affordable homes in the city.

- 3.5 Registered Providers One Manchester and Arawak Walton own and manage social housing stock in the residential heart of Ardwick Green. The existing residential stock is mixed in terms of type, tenure and age, some of which could be considered suitable for renewal. The area has the capacity to help achieve the key objective of increasing the quantum of affordable housing with the potential to accommodate new and improved social rented, affordable and market sale homes. The draft NDF envisages the provision of a high quality affordable housing offer close to the city centre.

Transport, movement and connectivity

- 3.6 Accessibility within, to and from the area all present challenges that could be addressed through the principles set out in this NDF. There are illegible walking routes, blocked footpaths from parked cars, severance caused by busy vehicular routes and poorly lit environments. The adjacent highway network is busy and could be adapted to be more balanced in favour of pedestrians and cyclists in order to improve safe and sustainable local connections to key destinations including local services, schools and public transport stops.
- 3.7 The connections ought to be primarily improved by enhancing pedestrian connectivity through enhanced footway provision, improved crossings at junctions and restriction of on street commuter car parking to keep pavements clear. Improving connectivity to and through Ardwick Green could also assist with onward longer journeys made via public transport.
- 3.8 In accordance with planning policy, there ought to be a focus on sustainable modes of transport, particularly active travel. This, in tandem with the sense of place being created, means that there ought to be prioritisation of people friendly streets to create a healthier and more pleasant environment for the local community.

Vision and themes of the draft NDF

- 3.9 The Vision for the area is that Ardwick Green will be enhanced as a vibrant community-led neighbourhood, where the distinctiveness and history of the area is apparent and preserved, whilst it looks forward to a brighter, greener and cleaner future.
- 3.10 There are five themes to the Vision, developed from site analysis and consultation (see section 4 of this report) and are outlined as follows:
- 3.11 **Community-centred activity:** Supporting the aims and ambitions of the passionate local community through continued engagement and participation, when bringing forward development proposals and taking steps to ensure that future development delivers or enhances environmental improvements and community infrastructure.

- 3.12 **Green public place making:** Future development proposals should increase the amount of greenspace, ecology and biodiversity in the NDF area, with an emphasis placed on maintaining the scale of the park. This also includes maintenance by internal and external stakeholders.
- 3.13 **Being ‘Appropriately Ardwick’:** Recognition that Ardwick Green is comprised of smaller, defined character areas (see section 3.13 below)
- 3.14 **Harnessing heritage:** Ardwick Green contains historic buildings of note and interest, including several listed, high-quality Georgian properties surrounding the park. Future activity and development in the area should allow the history of the area and the story of Ardwick Green as a community to be understood.
- 3.15 **A place to live, work and play:** The vision is to retain the mixed residential and commercial character of the area as a whole, preserving and developing the creative industries that have made the area their home and providing a neighbourhood in which they can flourish, alongside a high quality affordable housing offer close to the city centre.

Character areas

- 3.16 Ardwick Green encompasses a diverse range of streets, spaces, residential properties and businesses, whilst offering the opportunity for new development that could enhance its distinctive character, add to the quality of place and improve liveability, if approached in the appropriate way. The draft NDF has been prepared on the basis of distinctive, but interconnected, Character Areas that are each afforded their own nuanced objectives.
- 3.17 **Ardwick Green Park:** the green focal point of the neighbourhood presenting the opportunity to be enhanced and better presented for the benefit of the community.
- 3.18 **Community/cultural hub:** the area between Ardwick Green South and the Brunswick PFI area including the Medlock Primary School, Vallance centre, and the Apollo. The petrol station near the Apollo roundabout is currently the only convenience retail store for the neighbourhood.
- 3.19 **Ardwick Green North** (the residential heart): the area to the north of the green and home to the residential community.
- 3.20 **Ardwick Green South:** the area north of the Medlock Primary school leading down to the Mancunian Way.
- 3.21 **The ‘Knitting District’:** the area around Dolphin Street with Victorian warehouses still largely in manufacturing use.
- 3.22 **Gateway to Ardwick:** the approach from the City Centre to Ardwick Green currently a large modern warehouse district.

- 3.23 **Union Street:** characterised by modern commercial buildings set out in a business park style.

4.0 Consultation to date

- 4.1 Manchester City Council officers and Master-planning team partners have been consulting with stakeholders continually throughout the NDF process. An Our Manchester approach of early engagement with stakeholders, including, residents, community groups, local businesses and landowners and Executive and Ward members has been adopted. These have taken place in the form of face-to-face meetings, consultation drop-ins and online.
- 4.3 The initial stages of consultation (pre Covid) centred on gaining an in-depth understanding from the people who live and work there of the issues and opportunities that are present in the area. At these meetings initial thoughts and drafts of documents were shared and discussed with key stakeholders and feedback and this collaborative working style robustly helped the team to develop the NDF.
- 4.4 The necessity for social distancing has meant that face to face workshops with those residents that volunteered through the initial stages of the consultation have been replaced with online video meetings and the opportunity for further discussion over email and telephone in order to ascertain views on initial layout proposals.
- 4.5 The Coronavirus pandemic meant that a planned face to face consultation was moved to an online consultation which was carried out July-August 2020. The public consultation on the Ardwick Green NDF ran from 31st of July to 21st August 2020, via an online questionnaire hosted on Manchester City Council's website. This consultation asked respondents to view the NDF 'Vision', and asked their views on the proposals. In total 35 responses were received from residents, landowners, employees and visitors to the area. This consultation told us that:
- 74 per cent either strongly agreed or agreed with the vision to continue to engage with the community as proposals emerge and recognising the need for new infrastructure to support existing and new parts of the local community.
 - 85 per cent either strongly agreed or agreed that Ardwick Green Park should remain a green heart for the community, provide a central point for greening Ardwick and implementing key linkages through environmental improvements to make streets more liveable.
 - 62 per cent either strongly agreed or agreed that the area is defined of smaller character areas that need to be appreciated individually so that Ardwick Green can be greater than the sum of its parts.
 - 82 per cent expressed strong or very strong support for retaining heritage in the area for the benefit of the local community and allow its history to be understood.

- 65 per cent either strongly agreed or agreed that the NDF should aim to retain and enhance the mixed residential and commercial character of the area as a whole.
- 77 per cent either strongly agreed or agreed that existing residential communities should be preserved and enhanced through the proposals.

5.0 Next Steps

- 5.1 Subject to the Executive's approval, the intention is that the draft Ardwick Green NDF will be the subject of a public consultation exercise that will take place between November and the end of December 2020, involving local residents, landowners, businesses, developers, statutory and non-statutory bodies and other local stakeholders.
- 5.2 The consultation process will be designed to raise awareness of the objectives for the Ardwick Green neighbourhood among key audiences, including local stakeholders within the area and a wider audience across the city. Feedback will be gathered to help refine and finalise the NDF with an opportunity for concerns/issues relating to specific areas to be addressed and for consideration to be given to any new suggestions that may enhance the draft proposals.
- 5.3 Once comments have been received and assessed, a final version of the NDF document, incorporating any necessary amendments will be brought back to a future meeting of the Executive for consideration and approval, together with details of an Implementation Strategy for the Ardwick Green to support the delivery of the proposals set out. It is likely that such an Implementation Strategy will need to address issues such as:
- The potential requirement for a Sustainability Framework to underpin ambitions relating to Zero Carbon and the provision of improved green spaces and public realm;
 - The funding and provision of supporting community and social infrastructure including appropriate measures to address the issue of on street parking in the area.

6.0 Contributing to a Zero-Carbon City

- 6.1 As set out above, the draft NDF establishes that future development in Ardwick Green will be required to respond to the City Council's Zero Carbon policy through the use of low carbon technologies and solutions in the design and delivery of buildings and infrastructure. The proposals set out in the draft revisions support the provision of residential and employment uses close to the conurbation core and will promote the use of public transport and active travel routes as the primary means of movement; reducing commuting distances and reliance on private cars as the primary means of transport.

7.0 Contributing to the Manchester Strategy

(a) A thriving and sustainable city

- 7.1 The objectives will contribute to the delivery of residential and commercial development that will support the city's economic and residential growth objectives and contribute to the continued growth of the local and regional economy.

(b) A highly skilled city

- 7.2 The objectives of the draft NDF confirm that Ardwick Green will continue to provide new commercial space in line with adopted planning policy to meet demand from existing and newly established businesses, thus creating and sustaining employment opportunities.

(c) A progressive and equitable city

- 7.3 The draft revisions to the NDF offer the potential to meet Manchester's residential growth targets, contributing to and meeting the demand for new homes in close proximity to the city centre in a range of types and tenures meeting the needs of a growing workforce who wish to live close to the Regional Centre.

(d) A liveable and low carbon city

- 7.4 The draft revisions to the NDF will support the delivery of high quality residential development using state of the art technologies to reduce the carbon footprint and create neighbourhoods with a range of amenities to support its residents close to the conurbation core. The Ardwick Green park is established as the green heart of the neighbourhood and proposes improvements to it while identifying opportunities for green fingers to spread out and begin to sow seeds of change in the surrounding areas through tree planting and pocket parks.

(e) A connected city

- 7.5 The draft NDF supports better linkages through the Ardwick Green neighbourhood and beyond which will provide lifestyle benefits, health benefits and improve the overall accessibility of the area through walking, cycling and other modes of active travel.

8.0 Key Policies and Considerations

(a) Equal Opportunities

- 8.1 The draft Neighbourhood Development Framework will be consulted on with a wide range of stakeholders, enabling all interested parties to engage in the process.

(b) Risk Management

- 8.2 Not applicable at this stage of the process.

(c) Legal Considerations

- 8.3 The Executive will receive a final version of the updated Framework early in 2021 which will include the results of the public consultation exercise proposed above. Once the Framework has been approved by the Executive it will become a material consideration for the City Council as Local Planning Authority.



MANCHESTER
CITY COUNCIL

Ardwick Green – Manchester
Neighbourhood Development Framework
Draft for Consultation

1 Introduction

- 1.1 Ardwick Green is a neighbourhood on the edge of the city centre that encompasses a diverse range of streets, spaces, residential properties and businesses, whilst offering the opportunity for new development that could enhance its distinctive character, add to the quality of place and improve liveability, if approached in the appropriate way.
- 1.2 This Neighbourhood Development Framework (NDF) has been prepared to guide the future development of Ardwick Green in order to steer the quality of new development and supporting public realm, highways and other community infrastructure that will seek to deliver a safe, accessible, vibrant, unique and sustainable neighbourhood.
- 1.3 The need for this NDF is derived from Ardwick Green's proximity to the City Centre's employment, leisure, cultural attractions and transport connections. Combined with improving economic conditions in the City Centre, this has resulted in significantly increasing levels of development interest in certain parts of the Study Area.
- 1.4 This document, created through positive engagement with the local community and key stakeholders will, along with planning policy, seek to guide development activity in a way that is beneficial, contextual, appropriate, and distinctively Ardwick.
- 1.5 Subject to endorsement of the NDF at Manchester City Council's Executive Committee meeting, this document will become a material planning consideration for any development activity planned in the area.
- 1.6 The NDF has been prepared and is brought forward in line with national and local planning policy, including the key tenets of the National Planning Policy Framework (2019), and Manchester City Council's Core Strategy (2012) and other material considerations.

Ardwick Green – An Introduction to the Neighbourhood Development Framework (‘NDF’) Area

- 1.7

The Study Area as a whole is an area of different characteristics with varying opportunity. This Framework has been prepared on the basis of distinctive, but interconnected, Character Areas that are each afforded their own nuanced objectives within the overall Framework.
- 1.8

Ardwick Green is a modestly sized mixed use area with a residential community at its heart located on the edge of Manchester City Centre, with a range of commercial occupiers also operating a number of small and niche businesses ranging from the creative and digital, warehousing and distribution as well as manufacturing and textiles.
- Development of the area since its urban creation in the 18th century offers a distinctive character that differentiates it from other similarly sited areas around the city, noted in many of its Georgian features. It was historically, and is still, centred on the valued Ardwick Green Park that was originally bordered by a series of Georgian properties that still remain to an extent.
- 1.10

As development activity has increased in the city centre over the last 30 years in particular, the area has been increasingly used as an informal commuter car park, with many road users parking on residential streets with uncontrolled parking or the patchwork of surface car parking in the area.

- 1.11

Further analysis of the Ardwick Green is provided in this document, along with an understanding of its strategic and planning context, is provided in the remaining sections of this document.
- 1.12

Following this detailed analysis, the objectives promoted to control this are set out in this NDF, both addressing the current issues and advocating that any development provides good quality sustainable transport options, for example, in accordance with planning policy.

Project Partners

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- All those from the local and surrounding community who engaged with any of the sessions held during the production of this NDF.

NDF Structure

- 1.13

The remainder of the Ardwick Green Neighbourhood Development Framework is structured as follows:

- Section 2 – Policy Context
 - Section 3 – Strategic Context
 - Section 4 – Vision
 - Section 5 – Area Analysis
 - Section 6 - Design and Development Objectives
 - Section 7 – Implementation and Delivery
- 1.14

Following the endorsement of this draft NDF, further work will be undertaken in relation to the implementation strategy, which will be presented to Manchester City Council Executive Committee once it has been formulated.
- 1.15

This will deal with the on-going implementation of the objectives set out in this document, as well as further work that is identified in Section 7 of this Framework necessary to appreciate the best way forward.

2 Planning Policy Context

Manchester Core Strategy (2012)

- 2.1 Manchester adopted its Core Strategy in 2012. The CS sets out the City Council’s vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. The Core Strategy provides strategic planning policy to underpin the delivery of the City Centre Strategic Plan and the Strategic Regeneration Frameworks, and their contribution to the Sustainable Community Strategy.
- 2.2 Currently, the Ardwick Green area can be defined as falling within both ‘Central Manchester’, and the ‘Inner City’. Policies within the Core Strategy of particular relevance to Ardwick Green include:
- Policy SP1 Spatial Principles: An emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas. It is noted that the River Valleys, including the Irwell, and the City Parks, are particularly important; access to these resources will be improved.
 - Policy EC1 Employment and Economic Growth: Development will be supported in sectors that make significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities. The city centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism.

- Policy EC8 Central Manchester: Central Manchester is expected to provide approximately 14 ha of employment land. The Council will promote development which has had regard to ensuring employment within Central Manchester complements those uses within the City Centre; and improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations.
 - Policy H1 Overall Housing Provision: approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes.
 - o New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.
 - Policy H8 Affordable Housing: new development (for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed) should contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
 - Policy T1 Sustainable Transport: aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking; both to support the needs of residents and businesses, and reduce congestion. Developments should seek to improve and develop pedestrian and cycle routes, and access to public transport.
 - Policy EN1 Design Principles and Strategic Character areas: In the Central Arc character areas, it is identified that opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.
 - Policy EN3 Heritage: Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.
 - Policy EN9 Green Infrastructure: New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
 - Policy PA1 Developer Contributions: Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.
 - o The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances. In drawing up planning obligations Manchester City Council gives a high priority to the regeneration objectives set out in the Regeneration Frameworks for each area of the City.
- 2.3 Manchester City Council are looking to refresh the Core Strategy in light of the emerging GMSF, which is due for further publication in summer 2020. The review of the Core Strategy will be an opportunity to update planning policy for the city, including the Ardwick Green area.

Saved Policies of the Manchester UDP

- 2.4 It is considered that the three policies below are of particular relevance to the Ardwick Green area.
- Policies E3.3 and E3.4 – Environmental Improvement and Protection: The Council intends to enhance and improve the character of the city centre. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality, and will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space.
 - Policy AB8 notes that sites within the Ardwick Green area are suitable for B1 Office / Industrial use.
 - Policy AB11 The public open space at Ardwick Green will be enhanced as recreational areas to safeguard and improve local amenities and confirm their permanent use.

Other Material Considerations

National Planning Policy Framework

- 2.5 The National Planning Policy Framework (NPPF) is a material consideration in the determination of all planning applications and articulates the priorities of ‘The Plan for Growth’ within planning policy.
- 2.6 The original NPPF in 2012 introduced a ‘presumption’ in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations, as follows:
- a) an economic objective – to help build a strong,

- responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.7 The NPPF states that the planning system should be genuinely plan-led and that plans should:
- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared positively, in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;

- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).
- 2.8 Paragraph 28 states that non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development.
- 2.9 Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies (Paragraph 29).
- 2.10 Paragraph 35 outlines the criteria against which plans should be assessed on whether they are ‘sound’, comprising:
- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and



- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.

2.11 These tests of soundness will be applied to non-strategic policies in a proportionate way, taking into account the extent to which they are consistent with relevant strategic policies for the area.

2.12 It is therefore critical that this Ardwick Green NDF promotes sustainable development in line with national and local planning policy to ensure that the formulation of the area based guidance is robust.
- Make it future proof: anticipate the impacts of climate change and make residential design more efficient.
 - Make it a home: provide sufficient space, natural life and allow people to settle and flourish.
 - Make it happen: make sure residential schemes are deliverable.

2.14 Prospective developers and their design teams bringing forward sites for residential development within the Ardwick Green area must demonstrate that the scheme will deliver accommodation of the very highest quality that complies with the guidance.

2.15 Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal. This approach underpins the Council’s aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.
- The A6 and A57, which both run into and through Ardwick Green, are recognised as major road improvement corridors.

Supplementary Planning Guidance

Manchester Residential Quality Guidance (2016)

- 2.13 The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims to ensure that high quality, sustainable housing that meets the needs of the city and its communities will be built. It sets out the components of residential quality to be aligned with as follows:
- Make it Manchester: understanding the character and quality of the various parts of the city and reflect that in the design.
 - Make it bring people together: encouraging a sense of community and neighbourliness
 - Make it animate streets and spaces: the interrelationship between being, streets and spaces in making a place feel safe and inviting.
 - Make it easy to get around: ensure development is well connected and easy to get around.
 - Make it work with the landscape: enhancing and improving connection with landscape and nature.
 - Make it practical: dealing with the clutter of life.

Allocations

- 2.16 This Framework does not seek to provide new development allocations for the area and is intended to act as a guide to future development proposals and activity in the area. In this regard, reliance must be had on the existing allocations for the site, which have been reviewed and summarised below for completeness:
- As per Core Strategy SP1, the NDF area is allocated as an Inner Area, which emphasises the need for new housing developments in regeneration areas. It is also located within the Central Manchester area, to which the policies ECH8 and H5 of the Core Strategy, set out above, have relevance.
 - Areas to the north of the site, to the south of the Mancunian Way, are allocated for economic development. This is located to the east of Union Street. Vacant land fronting Ardwick Green is also allocated for economic development.

Economic and Market Context

- 3.1 Manchester’s economy continues to benefit from the growth of financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as creative and digital, science and innovation, culture, sport and tourism.
- 3.2 Economic growth has also been supported by Manchester’s expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has increased the diversity and scale of the cities labour markets.
- 3.3 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving Greater Manchester’s attractiveness as a location to live, study, work, invest and do business.
- 3.4 In this regard, a key priority is the delivery of high quality residential accommodation, consistent with the requirements of Manchester’s Residential Quality Guidance, and located within neighbourhoods of choice. Finally, the Manchester Strategy 2016-25 identifies a clear vision for Manchester’s future, where all residents can access and benefit from the opportunities created by economic growth.

Manchester: A Growing City

- 3.5 Manchester has become recognised as one of Europe’s most exciting and dynamic cities, following a thirty year programme of transformation. The city has a diverse population of approximately 575,400 according to most recent estimates and continuing to grow rapidly.
- 3.6 Population growth in recent years has been particularly clear among the younger 20-35 years demographic, attracted to Manchester’s lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.

- 3.7 The City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London, which has a resident population of over 2.8 and a combined GVA of over £65.5 billion, accounting for around two fifths of the North West's economic output .
- 3.8 In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester . Manchester is one of the fastest growing cities in Europe.
- 3.9 By 2025, in excess of 600,000 people are expected to live in the city, up 7.6% on the 2015 estimate. Employment growth of 8.9% is forecast in Manchester between 2016 and 2025 (and 14.1% in the period 2016 to 2036). Prior to Covid-19, this growth rate is forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025.
- 3.10 In addition, a significant proportion of forecast employment growth was expected to occur in sectors with higher than average GVA. GVA was expected to increase by 21.8% to 2025 with a 45.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 2.26% per year, increasing to over £82.8 billion by 2036 .
- 3.11 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below, which remain in spite of the current impact of Covid-19.

Thriving Regional Centre and National Destination

- 3.12 Over the last 20 years Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading Regional Centre and that it can successfully compete as an international investment location and visitor destination.

Trend in Businesses Looking for Agglomeration Benefits

- 3.13 Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.
- 3.14 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the continued growth of MediaCity:UK, for example.

Mobile and Skilled Workforce

- 3.15 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the city. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in four universities across Greater Manchester .

Accessibility

- 3.16 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to the regional centre.
- 3.17 This effectively stretches and increases the capacity of its travel to work area (and therefore pool of labour), and enhances connectivity between businesses. It also makes the city centre easier to get around and a better place in which to live.

Manchester International Airport

- 3.18 Manchester's airport is the third largest in the UK, and is the primary gateway for the north of England, serving over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides long haul routes to North America, the Middle East, Asia and Australasia. At present the airport serves about 26 million passengers a year, forecast to rise to 45 million by 2030.

Sport

- 3.19 Manchester's pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world. Manchester City Football Club is based at the Etihad Campus, approximately 2 km from the Ardwick Green area.
- 3.20 The city is also home to the National Cycling Centre and has established itself as the home for the British Cycling Team. Additionally, the National Squash centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane.



3.21 The recently opened Manchester Institute of Health and Performance (MIHP) in Beswick is the home of the English Institute of Sport and the facilities within that complex are world leading. Other major sports such as rugby league, rugby union and cricket have a significant presence across the conurbation.

Culture, Leisure and Tourism

3.22 The importance of culture, leisure, and tourism to the Manchester economy is increasing, underlining the significance of the City’s existing and growing asset base. Whilst there has been a short term impact as a result of Covid-19, a long term trajectory of growth is anticipated in the sector.

3.23 In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery and the forthcoming Factory Manchester in St John’s (which will become a permanent home for the Manchester International Festival).

3.24 Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited city in the UK by international visitors (after London and Edinburgh), with the city experiencing a 21% rise in the number of international visits since 2005.

Emerging Residential Trends

3.25 Developing socio-economic trends, as described above, are driving changes in how people chose to live. Development activity and investment in residential construction in Manchester has increased significantly during the years 2014 to 2019. For four consecutive years, residential schemes have been the main driver of record levels of development activity in the city region.

3.26 Most of the development that has taken place in the residential sector have focussed on formalising and professionalising the rental market in the city. New residential schemes for rent are now typically owned

and managed by one operator with all bills included and significant residential amenity provision.

3.27 The city is now seeking to increase family home provision in the city, in areas like the Northern and Eastern Gateways and Ardwick, with lower density.

Regional Strategic Policy

The Greater Manchester Strategy

3.28 The Greater Manchester Strategy (‘GMS’) is Greater Manchester’s overarching strategy which has set the strategic framework for policy development across GM since 2009 and was updated in July 2017.

3.29 This is the third Greater Manchester Strategy and it builds on the substantial progress made since the first was published in 2009 and the most recent refresh in 2013. The strategy was refreshed to reflect the change in the economic and political climate, particularly:

- the substantial devolution that is now underway in Greater Manchester;
- the Mayoral election in May 2017 and the Mayor’s manifesto commitments; and
- the changing economic and political climate, particularly the vote to leave the EU.

3.30 The Greater Manchester Strategy sets out a very clear vision for the city region. It states that:

“Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations; A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm, but if you need a helping hand you’ll get it; A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent; A place where people live healthy lives and older people are valued; A

place at the forefront of action on climate change with clean air and a flourishing natural environment; A place where all voices are heard and where, working together, we can shape our future.”

3.31 The strategy for achieving this vision is structured around 10 priorities, reflecting the life journey:

- Priority 1: Children starting school ready to learn;
- Priority 2: Young people equipped for life;
- Priority 3: Good jobs, with opportunities for people to progress and develop;
- Priority 4: A thriving and productive economy in all parts of Greater Manchester;
- Priority 5: World-class connectivity that keeps Greater Manchester moving;
- Priority 6: Safe, decent and affordable housing;
- Priority 7: A green city-region and a high quality culture and leisure offer for all;
- Priority 8: Safer and stronger communities;
- Priority 9: Healthy lives, with quality care available for those that need it; and
- Priority 10: An age-friendly city-region.

3.32 The GM approach to delivering these priorities is underpinned by five key enablers:

- Enabler 1: Communities in control;
- Enabler 2: People at the heart of everything we do;
- Enabler 3: An integrated approach to place-shaping;
- Enabler 4: Leadership and accountability; and
- Enabler 5: Taking control of our future.

3.33 The GMS provides the high level framework for action based on a robust evidence base and the results of public consultation. More detailed plans, developed and led by city-region-wide partnerships, set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision. There are a number of documents that support the delivery of the GMS as follows:

- The Greater Manchester Investment Strategy: supports the implementation of the GM Strategy through investment to create and safeguard jobs, primarily through loans to support the recycling of funding in order to maximise the impact of investment over several funding cycles. The establishment of a second GM Transport Fund to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of Greater Manchester's transport priorities is being proposed.
- The Climate Change and Low Emissions Implementation Plan: sets out the steps that will be taken to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life.
- The Greater Manchester Work and Skills Strategy: sets out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents.
- The Northern Powerhouse Strategy: identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government
- The Greater Manchester Growth Strategy: demonstrates how the opportunities provided by HS2 and Northern Powerhouse Rail will be maximised for the benefit of businesses and residents within the city and across GM.
- The Growth Strategy: emphasises the importance of

HS2 and NPR to the city and the city region, highlighting the significant growth and jobs benefits that these programmes can bring, and demonstrating how the opportunities will be maximised for the benefit of businesses and residents within the city and across GM.

Draft Greater Manchester Spatial Framework ('GMSF', 2019)

- 3.34 The Draft Greater Manchester Spatial Framework (GMSF) seeks to enable an informed, integrated approach to be taken to strategic development planning across Greater Manchester. The purpose of the GMSF is to enable Greater Manchester to manage land supply across the city region in the most effective way, in order to achieve the vision set out in the GMSF and is based on a clear understanding of the role of places and the connections between them.
- 3.35 Built on a robust analysis of projected employment growth, including a sectoral analysis of Greater Manchester's key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure - transport, digital, energy, water and waste - required to support development.
- 3.36 Work is now underway to review and refresh the GMSF following the initial public consultation undertaken between 31 October 2016 and 16 January 2017. A revised version was put out for public consultation in 2019 and publication draft is set to be consulted on later in 2020 following responses to this revised draft.
- 3.37 Higher levels of new development will be accommodated in inner areas, enabling new people to move into these highly accessible areas whilst retaining existing communities. A high priority will be given to enhancing the quality of existing and new places, including through enhanced green infrastructure and improvements in air quality.

'Made to Move' Beelines Strategy (2018)

- 3.38 This plan is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800 mile network of walking and cycling routes across Greater Manchester will be delivered.
- 3.39 The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes.
- 3.40 This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040 which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

TfGM: Greater Manchester Transport Strategy 2040

- 3.41 The Transport Strategy 2040 statement sets out a vision for "World class connections that support long-term, sustainable economic growth and access to opportunity for all" and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region.
- 3.42 The 2040 Strategy and associated delivery plans is relevant to Ardwick because of its broad yet integrated approach to delivering significant improvements to the way people travel both across the region and locally.
- 3.43 The Strategy seeks to create a region that is integrated in efforts to improve health and resilience, tackle congestion, combat air pollution, improve bus services, support interchanges between modes, and deliver walking and cycling infrastructure, and local centre enhancements.



Local Strategic Policy

Manchester Strategy 2016-25 (“Our Manchester”)

- 3.44
- The Manchester Strategy 2016-25 was adopted by MCC in January 2016, and updated in updated in July 2017; setting the ambitions for the city for the next decade at that time. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the city will:
- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK;
 - play its full part in limiting the impacts of climate change;
 - be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - be clean, attractive, culturally rich, outward-looking and welcoming.
- 3.45
- The Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement. This impetus has been reflected in our engagement strategy with the local community and the establishment of a local development forum would continue this engagement.

Manchester City Council Climate Change Emergency

- 3.46
- A motion was passed by Manchester City Council to declare a climate change emergency on the 10th July 2019, which included a commitment to:
- Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes; and

- Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date
- 3.47
- It also reiterates the previous aim to reach a target of zero net emissions by 2038, or earlier if possible. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a ‘circular economy’, in which sustainable and renewable materials are reused and recycled as much as possible.

Manchester’s Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester 2015-25

- 3.48
- Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world’s most popular cities.
- 3.49
- The vision for green and blue infrastructure in Manchester over the next 10 years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.
- 3.50
- Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Residential Growth Strategy (2016)

- 3.51
- Recognising the critical relationship between housing and economic growth, Manchester City Council has approved a Residential Growth Strategy which seeks to deliver a minimum of 25,000 new homes in a ten-year period been 2016 and 2025.
- 3.52
- This policy framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the city’s residents in terms of housing choice, quality and affordability in order to develop strong communities.

Housing Affordability Policy Framework (2016)

- 3.53
- The Residential Growth Strategy has been strengthened and refined by the development of the Housing Affordability Policy Framework which seeks to explicitly link household income to the provision of new homes across the city.
- 3.54
- This is to ensure that residents who are on or below the average household income for Manchester have access to decent and secure homes. The policy recommends that the City Council aims to deliver between 1,000 and 2,000 new affordable homes in Manchester each year.
- 3.55
- This Framework defines affordable housing as homes that cost no more than 30% of gross household income for those at or below the City’s then average income of £27,000. The Council subsequently agreed at its Executive in May 2018 that no Manchester resident should have to spend more than 30% of their household income on accommodation - and ideally less.
- 3.56
- In September 2019 the Executive noted an increase in the forecast Residential Growth delivery target for new homes in Manchester from April 2015 to March 2025 of an additional 7,000 homes to 32,000 including an increase in the target for affordable homes to a minimum of 6,400.



Area-based Regeneration Context

3.57 This section sets out the relevant area based regeneration guidance applied to areas adjacent to Ardwick to appreciate how the NDF area can best align with the opportunities presented by this supportive regeneration context.

Central Manchester SRF (2012)

3.58 The Ardwick Green area falls within the Central Manchester Regeneration Area. The aim of the SRF is to build on the diversity of these areas to create distinctive, attractive and safe neighbourhoods, where people of all economic backgrounds want to live.

3.59 The aims of the central SRF include a focus on potential opportunities by proximity to the city centre and the Southern Gateway regeneration, including university expansion and increased hospital activity. It envisages the creation of flourishing and well connected communities.

Piccadilly SRF (endorsed 2018)

3.60 The Piccadilly SRF borders the Ardwick Green NDF along the A635 ('Mancunian Way'). In June 2018 Manchester City Council's Executive Committee endorsed an updated Strategic Regeneration Framework to help guide the regeneration of the Manchester Piccadilly area, which provides an update to the previous Manchester Piccadilly SRF (endorsed in January 2014).

3.61 The Manchester Piccadilly SRF provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, building on the opportunities presented by the arrival of the High Speed 2 (HS2) and potentially Northern Powerhouse Rail at Piccadilly Station. This could include the creation of new residential neighbourhoods and significant new public spaces.

Mayfield SRF (endorsed 2018)

3.62 The Mayfield SRF sits within the Piccadilly SRF, and also borders the Ardwick Green NDF area along the Mancunian Way. This SRF was endorsed in 2018, superseding the 2010 and 2014 SRF previously endorsed by Manchester City Council (MCC), following public consultation.

3.63 The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic productivity.

3.64 The SRF aims to capitalise on the site's existing assets: the Mayfield Depot; the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all. Through the creation of new workplaces, leisure and cultural amenities and homes, it aims to regenerate this gateway to the city.

Brunswick PFI

3.65 The Brunswick Regeneration PFI is a combination of government funding, private investment and expertise that aims to revitalise the Brunswick area. Improvements will include council home refurbishments, new homes for sale and to rent and an improved neighbourhood design; including roads, community areas and a new housing office built over the next 10 years.

3.66 To secure the funding needed, the Council has created a partnership with developers to develop a masterplan for the area; to make improvements and manage the neighbourhood including housing services for the next 25 years. The PFI is currently 5 years underway.

Corridor Manchester Spatial Framework (endorsed March 2018)

3.67 Corridor Manchester covers a 243-hectare area running south from St Peter's Square to Whitworth Park along Oxford Road, overlapping with the core of Manchester's Central Business District. It brings together public and private sector partners committed to bringing forward new investment to generate further economic growth in the knowledge economy.

3.68 Whilst the focus is on knowledge industries, this growth will be supported by key place-making objectives in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing. The SRF sets out the spatial principles to support the strategic themes and objectives of the Strategic Vision.

3.69 The Ardwick Green area's proximity to the Corridor Manchester Area emphasises its importance as a key site where additional development land is readily available to enhance north-south connections in the City.

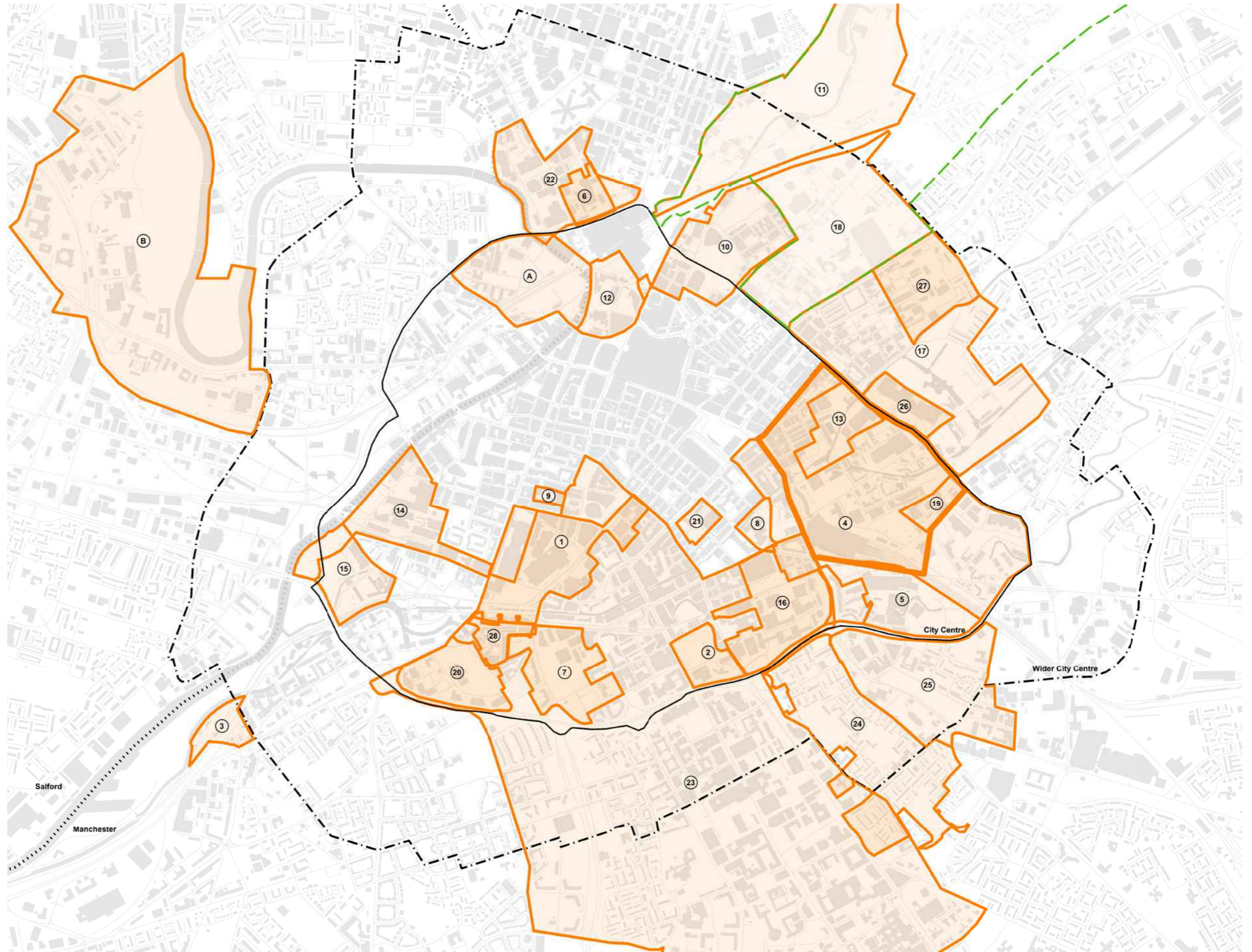
ID Manchester

3.70 ID Manchester is an emerging masterplan that is focussed around the old UMIST Campus and bringing forward new development in this location. It seeks to deliver a world class innovation and business district that will capitalise on Manchester's existing and growing economic strengths.

-  Northern Gateway Boundary
-  Development Framework
-  Strategic Regeneration Framework
-  Regeneration Strategy

- Manchester City Council
- 1 Civic Quarter - Manchester Central
 - 2 Former BBC Site, Oxford Road
 - 3 Cornbrook Hub
 - 4 HS2 Manchester Piccadilly
 - 5 Mayfield
 - 6 Former Boddingtons' Brewery Site
 - 7 First Street
 - 8 Aytoun Street
 - 9 Jackson's Row/Bootle Street
 - 10 NOMA
 - 11 Lower Irk Valley Neighbourhood
 - 12 Medieval Quarter Masterplan
 - 13 Piccadilly Basin
 - 14 St Johns
 - 15 Water Street
 - 16 Corridor Manchester: North Campus
 - 17 Ancoats & New Islington Neighbour
 - 18 New Cross Neighbourhood
 - 19 Portugal Street East
 - 20 Great Jackson Street
 - 21 Portland Street
 - 22 Great Ducie Street
 - 23 Oxford Road Corridor
 - 24 Brunswick PFI
 - 25 Ardwick Green
 - 26 Central Retail Park
 - 27 Poland Street
 - 28 Knott Mill

- Salford City Council
- A Greengate Regeneration Strategy
 - B Crescent Development Framework
- [Last Updated Date Shown]





Introduction

- 4.1 There is an existing community within Ardwick Green that needs to be nurtured and supported in shaping the future development of the area and this community is therefore the starting point for the vision for Ardwick Green.
- 4.2 Defining this vision follows extensive community engagement and seeks to respond to the issues raised by the consultation to date.

Vision

- 4.3 The vision for the area is that Ardwick Green will be enhanced as a vibrant community-led neighbourhood, where the distinctiveness and history of the area is apparent and preserved, whilst it looks forward to a brighter, greener and cleaner future.
- 4.4 The five themes to the Vision, which take heed from the site analysis and consultation and relate to the objectives set out in Section 6 of this NDF are defined as follows:

Community-centred activity:

- 4.5 Supporting the aims and ambitions of the passionate local community through continued engagement and participation when bringing forward development proposals, which will grow as the area develops over time.
- 4.6 Plans recognise the need for community infrastructure to come forward as part of any new development proposals as well as the need to protect, reinforce and diversify the existing workplaces and burgeoning creative industry in the area. All development ought to deliver or enhance environmental improvements and community infrastructure.



Green public place making:

- 4.7 It is envisaged that development proposals will increase the amount of greenspace, ecology and biodiversity in the NDF area, with an emphasis placed on maintaining the scale of the park whilst seeking to improve its overall functionality.
- 4.8 Ardwick Green is an important part of the wider Victorian Manchester Parks movement and a valuable local amenity. The Council wishes this to become the green heart of the neighbourhood to provide a focal point for the area, supporting key linkages and environmental improvements to enhance the lives of Ardwick’s residents.

Being ‘Appropriately Ardwick’:

- 4.9 The vision for Ardwick Green is not simple, singular or comprehensive but refined to recognise that Ardwick Green is comprised of smaller, defined character areas as set out in our Area Analysis (Section 5).

- 4.10 Approaches to development in each character area ought to be holistic so that they address localised needs and opportunities whilst working together to deliver framework-wide connections and strategies. This is to reinforce the mutually dependant nature of the character areas to seek to ensure complementary development comes forward in each area as well as the NDF as a whole.

Harnessing heritage:

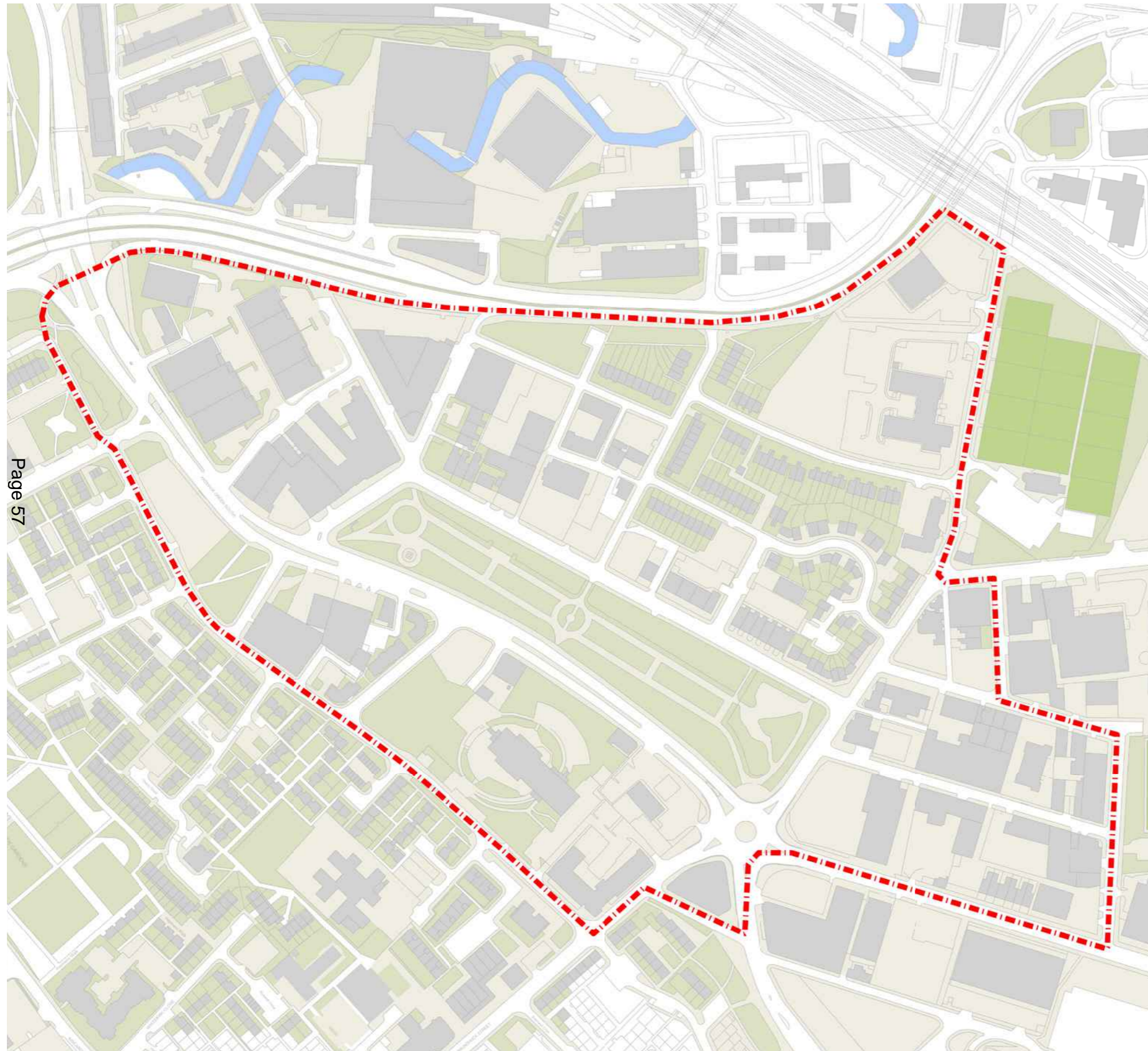
- 4.11 Ardwick Green has huge potential and a notable character rooted in its history. As identified in the Area Analysis (Section 5), Ardwick Green contains historic buildings of note and interest, including several listed, high-quality Georgian properties surrounding the park.
- 4.12 The extent of local pride in the breadth of Ardwick’s heritage is understood by the design team and its protection and enhancement has been embraced as a key to the success of the redevelopment of the area and the re-introduction of residential uses around the central core of Ardwick Green.

- 4.13 The re-introduction of appropriately scaled residential uses in place of gap sites would not only enhance the character and appearance of the area but also offers the potential to indirectly secure additional benefits resulting from the sympathetic use of adjoining heritage assets, such as the Ardwick Green Drill Hall (Grade II), which define Ardwick’s eclectic historic character.

A place to live, work and play:

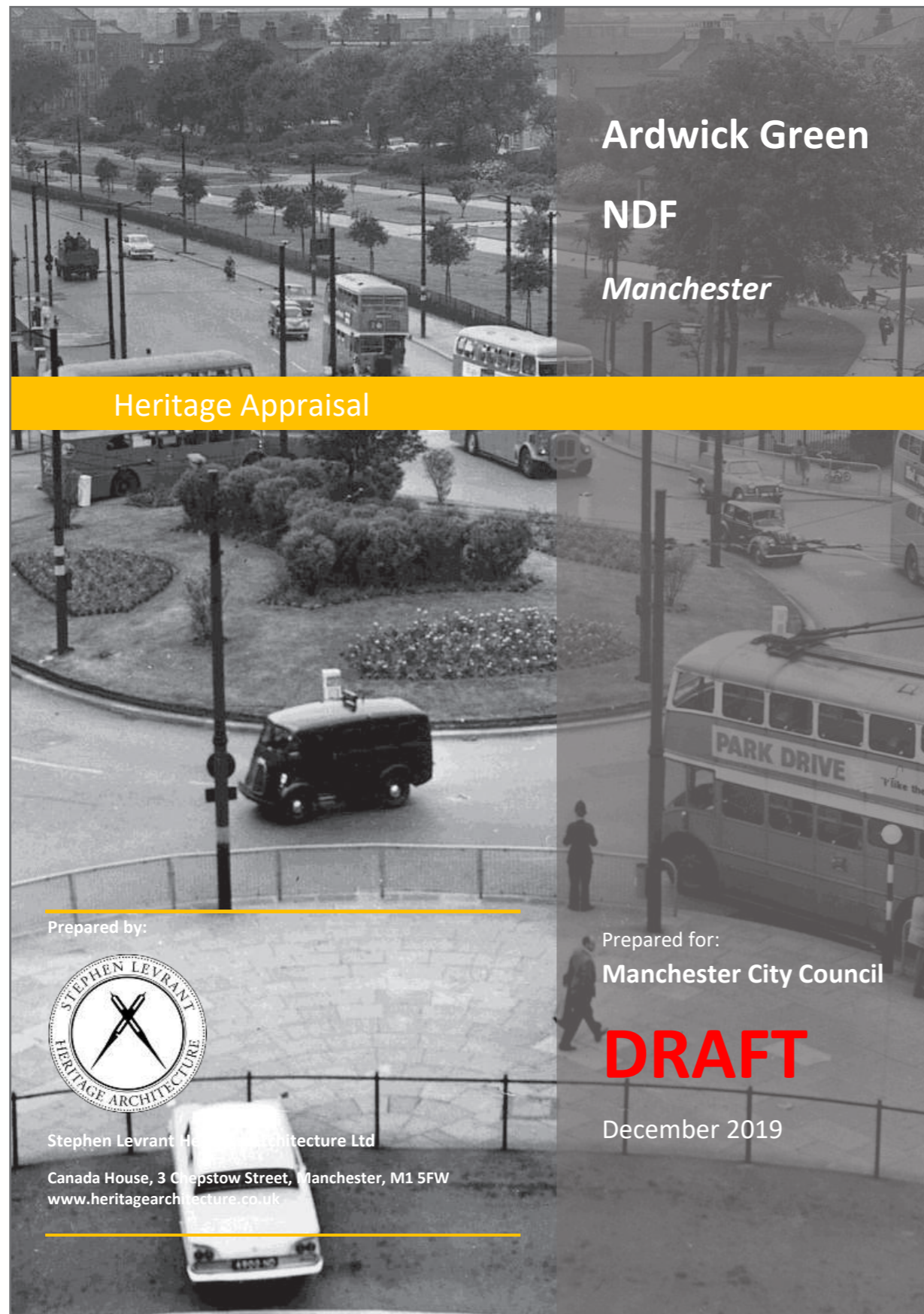
- 4.14 The vision is to retain the mixed residential and commercial character of the area as a whole, preserving and developing the creative industries that have made the area their home and providing a neighbourhood in which they can flourish, alongside a high quality affordable housing offer close to the city centre. Emerging proposals ought to consider how appropriate uses may be brought forward to ensure that the character areas complement, rather than conflict, with one another.





Study Area Overview

- 5.1 The proposed NDF area covers approximately 23 Ha and is situated to the south east of Manchester city centre, immediately to the south of the Mancunian Way and bisected by the busy A6 (Ardwick Green South).
- 5.2 It is roughly triangular in shape, bounded by the Mancunian Way and the Mayfield Strategic Regeneration Framework area to the north and by Wadeson Road and the Brunswick PFI Neighbourhood Regeneration scheme to the south west.
- 5.3 To the east a staggered boundary takes in the Victorian industrial buildings around Dolphin Street and runs up to Dalberg Street and Manchester College's Nicholls campus and Union Street and the Power League 5 a side football centre.
- 5.4 At the centre of the NDF area is the public park Ardwick Green, which was originally established as a private park in the eighteenth century.



Heritage Appraisal

- 5.1 This NDF is supported by a heritage appraisal prepared by Stephen Levrant Heritage Architecture. The Heritage Appraisal outlines the history and development of the defined study area and provides a baseline from which to identify its historic and architectural interest.
- 5.2 It considers the designated heritage assets in and around the Site, potential character areas and buildings of potential (heritage) interest. It also includes a ground level appraisal of the contextual relationship of the buildings and vistas within the wider area to identify the character defining views across and within the NDF Site.

[illegible][illegible]

- 5.3 Ardwick was first recorded as such in the 13th century, when it was known as 'Atherdwic'. In 1622, the medieval settlement was recognised as an independent township in the ancient parish of Manchester. Historically, the River Medlock formed a natural boundary to the north of Ardwick, providing a sense of enclosure from the emerging city centre.
- 5.4 During the 18th century, the principal focus of the emerging township was 'Ardwick Green'. The three-acre recreation ground was originally created for private, residential use. It was fenced with low wooden posts, iron railings and gated entrances, keys for which were owned by the residents. By the late 18th century, the Green contained a long, curved lake, emulating the tranquillity of the affluent area. Georgian townhouses were promptly constructed overlooking the Green, with a number of grand country villas occupying the outskirts.
- 5.5 By the early 19th century, Ardwick had grown from being a village into a pleasant and wealthy suburb of Manchester. As the population steadily grew, the once rural character of the area began to change and develop. In 1867, Ardwick Green was purchased by Manchester Corporation and was converted from a private park into a public open space. Amongst the improvements that were made at this time, was the erection of a fountain and the construction of a bandstand.

1908



1913



- 5.6 Following the onset of Industrial Revolution, the population of Manchester expanded at an extraordinary rate, and areas such as Ardwick soon became densely populated by the working classes. By the early 20th century, Dolphin Street, as it is now known, housed some of the areas principal civic and industrial buildings, including the Aloysius School buildings, the Dolphin Street garment works, and the Atlas Ink works.
- 5.7 The land to the east of Ardwick Green saw further development during the early 20th century, with the construction of the Empire Music Hall and the Apollo Theatre in 1938. Originally a cinema, the art deco building came to be one of Manchester's most famous live music venues.
- 5.8 Following the Second World War, a number of buildings were cleared as a result of German bombing raids and the population of Ardwick dramatically reduced. In 1948, the Green was partially redesigned with new grassed lawns, flowerbeds, shrubberies and walks, with a children's playground being added in 1951 on the northern side. Between the 1940s and 1960s the majority of early property surrounding the Green was demolished and in part redeveloped with social housing.
- 5.9 The introduction of the Mancunian Way in the 1960s drastically altered the townscape and introduced a barrier between Ardwick and areas of the city centre to the north, such as Piccadilly Station.

Ardwick today – built fabric

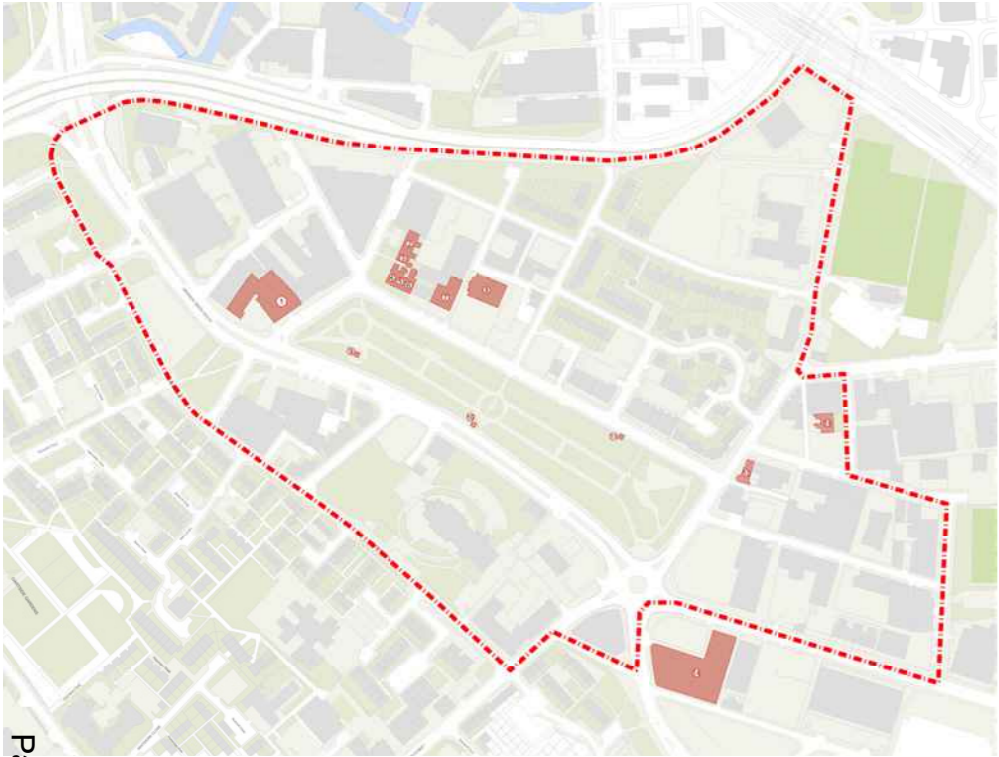
5.10 Ardwick today comprises an eclectic mix of built form. Despite losses during the 20th century, the area still contains a significant number of interesting historic buildings and structures, thirteen of which are protected by statutory listing, which make a significant contribution to the character of the area.

5.11 Listed Structures include the 19th Century Territorial Army Drill Hall, a collection of Georgian townhouses and the (former) Church of St Thomas to the north of the Green, the park's war memorial and railings and a milestone to the south of the Green, engraved with "11 miles to Wilmslow and 184 to London", and 18th/19th century townhouses to the east of the Green.

5.12 The Heritage Appraisal contains a detailed description of the listed structures and of other properties, which are considered to contribute to the character of the area. Details are also provided at Appendix A.

5.13 The retention of these structures, and their improvement and enhancement, where possible, is considered key to harnessing the history of Ardwick and preserving the distinctive character of the area and ought to be prioritised in any development proposals.

Listed Buildings



Map showing listed buildings within and adjacent to the study area



1. DRILL HALL, ARDWICK GREEN NORTH, GRADE II (List No. 1207590)



2-6. 21, 23, 25 and 27 MANOR STREET, 27 and 29 ARDWICK GREEN NORTH GRADE II (List Nos. 1219791, 1283018, 1219817, 1207536, 1283046)



6. MILFORD HOUSE, 29, ARDWICK GREEN NORTH, GRADE II (List No.1283046)



8. FORMER CHURCH OF ST THOMAS, ARDWICK GREEN NORTH, GRADE II (List No. 1197828)



9. WAR MEMORIAL, ARDWICK GREEN PARK, GRADE II (List No. 1283047)



10-11. MILEPOST AND RAILINGS OF ARDWICK GREEN, ARDWICK GREEN NORTH, GRADE II (List Nos. 1207607, 1207603)



12. FENTON HOUSE, 4, HIGHER ARDWICK, GRADE II (List No. 1218685)

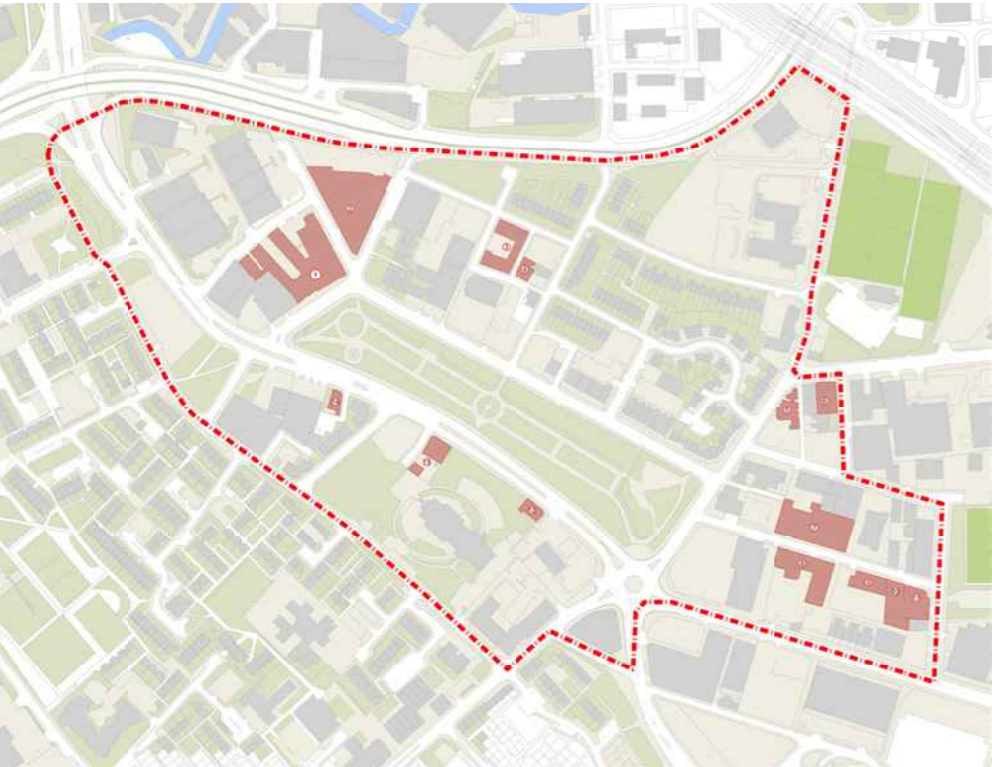


13. 2 AND 4, PALFREY PLACE, GRADE II (List No. 1246659)



14. APOLLO THEATRE, STOCKPORT ROAD, GRADE II (List No. 1254683)

Buildings contributing to character of area



Map showing non-listed buildings which make a contribution to the character of the study area



1. Tanzaro House, Ardwick Green North



2. 1 & 2 Manor Street



3. The Old School House, Thirsk Street



4. The Old School House, Thirsk Street



5. 44 Higher Ardwick



6. 10 Higher Ardwick



7. 11 Dolphin Street



8. 16 Dolphin Street



9. 22 Dolphin Street



10. 8 Dolphin Street



11. 9 Dalberg Street



12. 52 Ardwick Green South



13. Coral Street

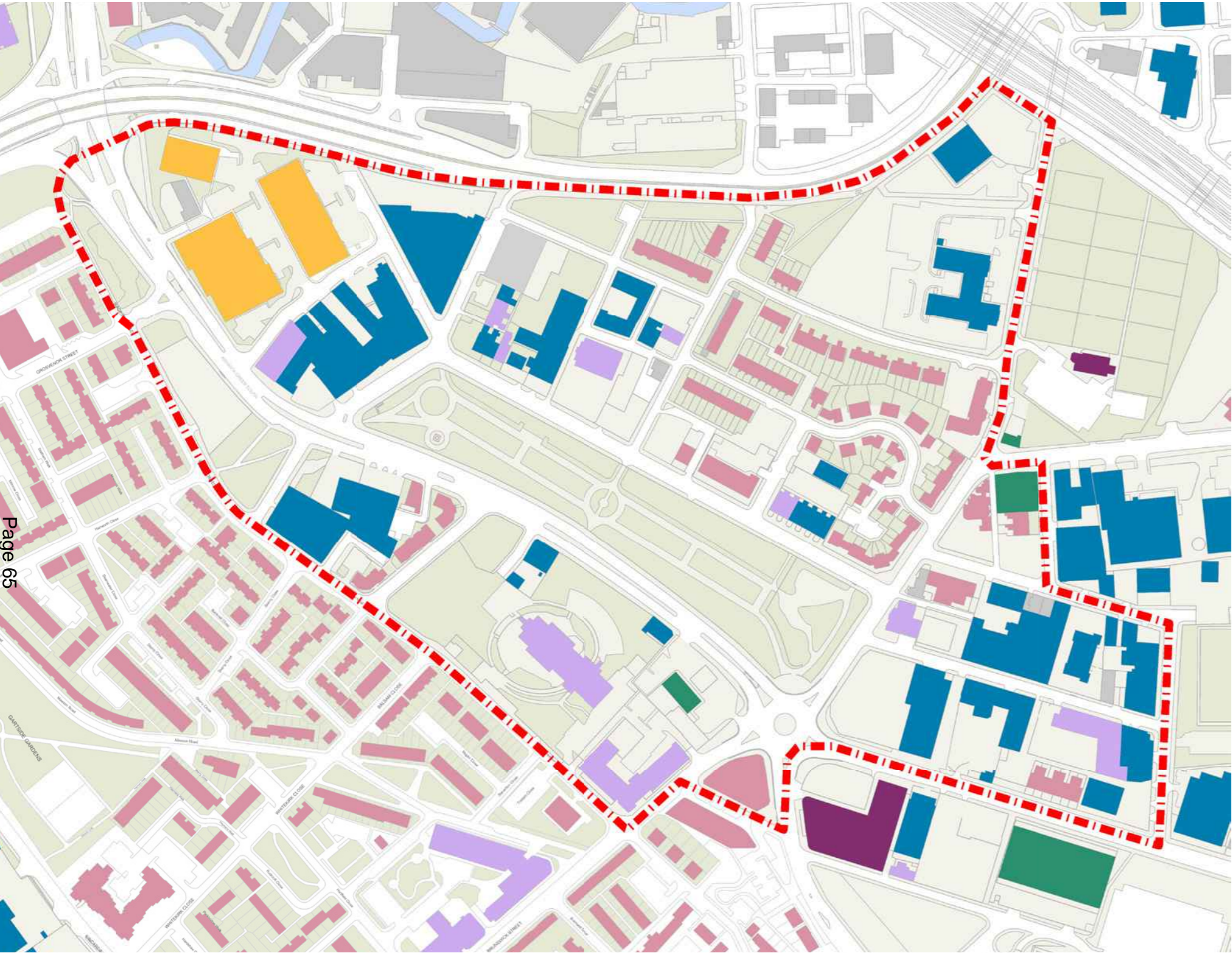


14. 28 Ardwick Green South



Green Spaces

- 5.14 The green space of Ardwick Green is, as it has since the establishment of a township here in the Eighteenth Century, at the heart of the NDF area. This space is a significant contributor to the character of the area and, particularly in conjunction with the significant remaining Georgian built fabric bordering the park described above, can be used to help to create a neighbourhood with a particular local distinction.
- 5.15 Ardwick Green can also be connected to a number of existing and emerging green spaces in this part of the city centre. This NDF seeks to provide the opportunity to establish better green connections to and from areas like Brunswick (Gartside Gardens), Piccadilly, the Medlock Valley, Gorton and potentially Mayfield in the future.
- 5.16 Impetus to improve the quality of green spaces and green routes through the area has been established by the recently published document 'Nature of Ardwick'. This NDF recognises the work that has been undertaken locally to establish this initiative and the opportunities that are presented by this network of spaces with regards to greening the area.
- 5.17 There is obvious and clear support for encouraging better linkages through the Neighbourhood Development Framework and to establish Ardwick Green Park as the green heart of the NDF area, which will provide lifestyle benefits, health benefits and improve the overall accessibility of the area through walking, cycling and other modes of active travel.



Key

■ Residential uses	■ Education, healthcare and social uses	■ Commercial uses
■ warehousing and Industrial Use	■ Leisure uses	■ Retail uses

Uses

- 5.18 Although land use is fragmented Ardwick Green and the immediately adjacent area is a mixed use area with a range of residential, commercial, educational and leisure uses. These include:
- Residential Use: low rise, lower density residential properties ranging from 2-4 storeys are located to the north east of Ardwick Green Park. This has been a well-established residential community through the second half of the 20th century. There are other pockets of residential accommodation to the south of Ardwick Green Park adjacent to the primarily residential Brunswick neighbourhood.
 - Education, healthcare and social uses: the Vallance Healthcare Centre and Medlock Primary School lie to the south of the Ardwick Green area. These provide a necessary supporting function for the local community with regard to education and healthcare. There are also a range of local charities operating in the area that assist with the wellbeing of residents locally and across Manchester. The area’s role in the charity sector is a notable feature of the local community and is crucial to offering support to those who are in need of it. The St. Thomas Centre also provides a form of civic space for the local community.
 - Commercial Uses: a range of commercial businesses currently operate in the variety of different spaces on offer within Ardwick Green. In addition to textiles manufacturing, there are a range of creative and digital start-ups that have occupied space in various listed buildings and buildings of character throughout the area. Distribution and warehousing facilities exist close to the Mancunian Way.
 - Leisure Uses: the area is home to the Manchester Apollo, which hosts a range of performances in this historic and intimate venue. The Power League football pitches also sit adjacent to the Ardwick Green area, which provide an opportunity for exercise. The park itself is an asset for

- providing health benefits and opportunity for outdoor leisure activities.
 - Retail Uses: there is a limited amount of convenience retail in the area within walking distance for local residents.
- 5.19 The rich mix of uses and particularly the presence of critical local community infrastructure such as the primary school and health centre, creates a strong basis for improving accessibility within the area and delivering an increased residential density.

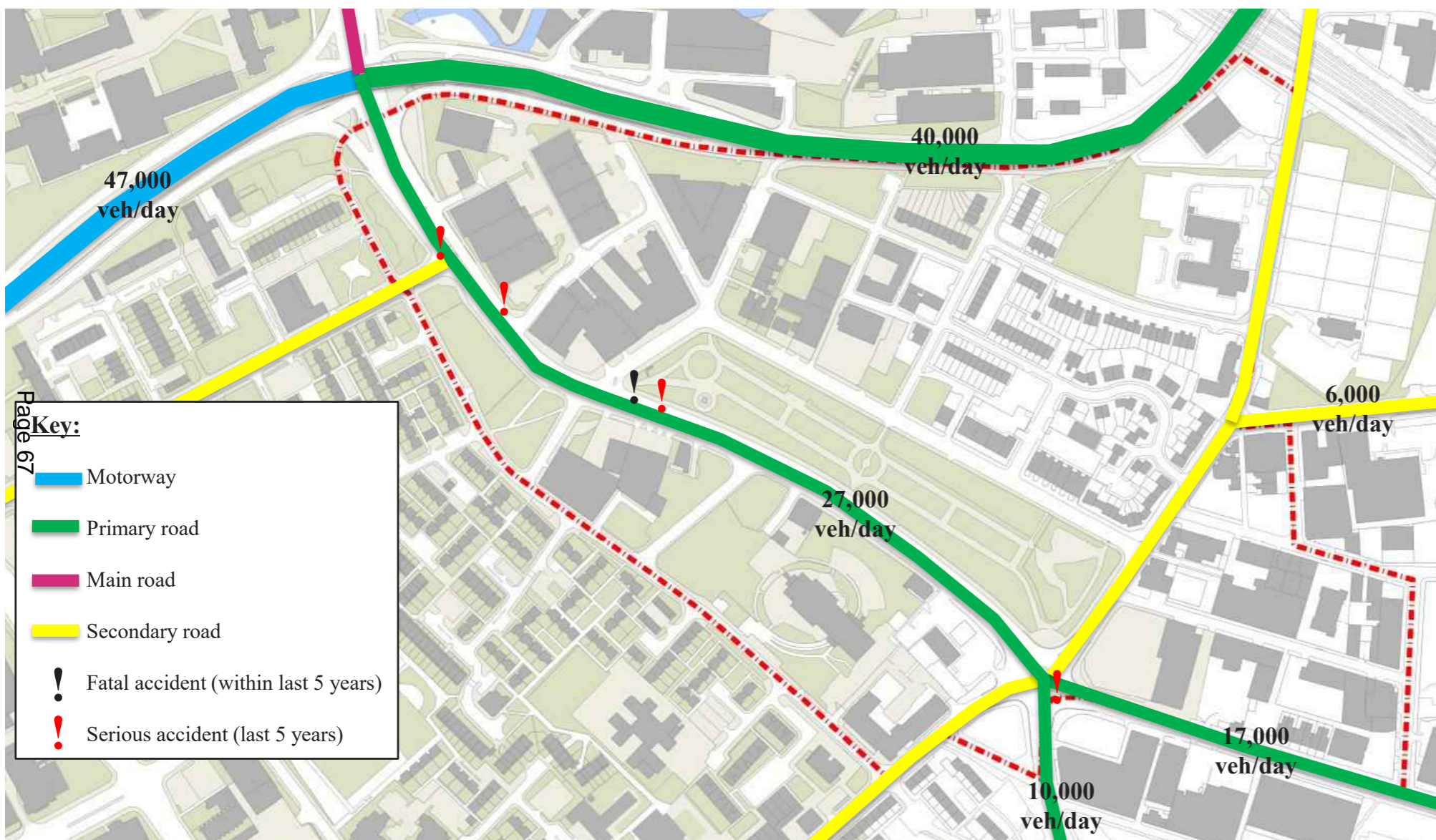
Connections

- 5.20 Ardwick Green is well connected. It is within a 10 minute walking distance of the city centre, but walking routes are often made challenging by the heavy road infrastructure that borders the NDF area, as described below.

- 5.21 Ardwick Green South is part of a major bus corridor with frequent bus connections to the city centre and to areas to the south and east such as Gorton, Hyde, Levenshulme and Stockport, creating a good degree of existing connectivity via public transport modes.
- 5.22 To travel further afield, Metrolink and mainline rail services are available from Manchester Piccadilly Station, just 400m to north of the Ardwick Green area. This provides access to the rest of Greater Manchester and to national destinations, and via train and Metrolink connections to the airport, international destinations.
- 5.23 The Mancunian Way provides easy access to Greater Manchester’s highway network with access points from the major intersection at the A6 junction and from the northern end of Union Street.

Pedestrian environment

- 5.24 The public realm is defined as the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use. Feedback received to date indicates that residents think that the public realm could be improved.
- 5.25 Key routes through the area, for example to the local bus stops, are not easy to negotiate due to the pedestrian environment being overwhelmed by cars and traffic. Improving the routes in Ardwick and to other areas could build on the Nature of Ardwick programme and the support of the empowered local community.



5.26 The current pedestrian experience in Ardwick Green is not conducive to good mobility across the area and to adjoining communities. The heavy traffic also creates negative effects for local residents, businesses and pedestrians in terms of air quality and noise. In summary:

- 40,000 cars per day use this section of the Mancunian way to the north of Ardwick Green.
- The only safe pedestrian route north into the city centre from Ardwick Green is adjacent to the A6, passing under the Mancunian Way fly over. The pedestrian environment here is challenging for those with mobility issues, although works are underway to improve this as part of the Mayfield development.
- Ardwick Green South is effectively a four lane highway, with bus lanes in both directions. 27,000 cars a day use this stretch of road.
- The only controlled crossing point between the Mancunian Way and the Hyde Road roundabout (the Apollo) is at Grosvenor Street. Although pedestrian islands are provided at intervals crossing the road between Ardwick Green and the primary school is challenging.

5.27 Accident data shows that in the last five years, 27 slight accidents have occurred within the vicinity of the site:

- Nine of these resulted in injury to pedestrians or pedal cyclists and the majority of accidents occurred at the Apollo roundabout.
- Furthermore, four serious accidents occurred in this area, three of which involved either a pedal cyclist or a motor cyclist.
- One fatal accident occurred in 2015 on Ardwick Green South.

Parking

5.28 It is evident that on street and on pavement parking is a significant issue within Ardwick Green, which we understand through our analysis and consultation, is creating pressure on on-street parking availability for residents. This is caused by parking associated with non-residential uses, such as commuter parking, visitor parking from businesses or other traffic generating uses.

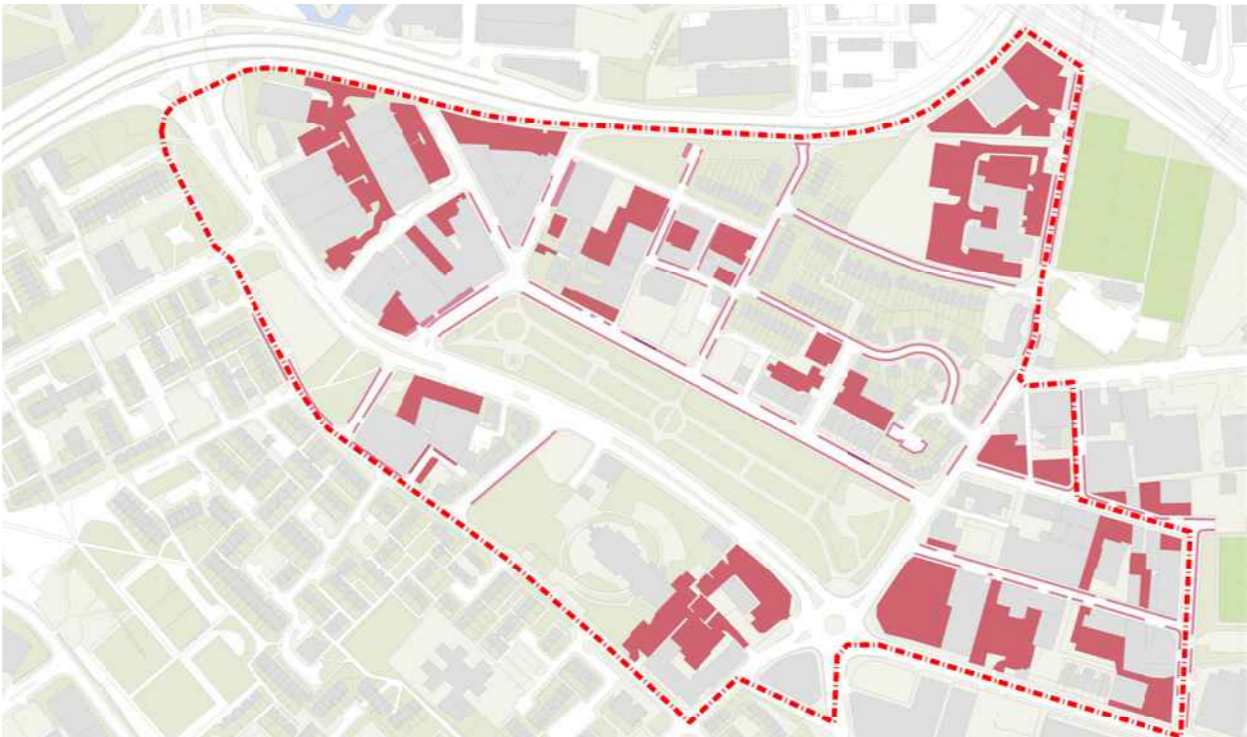
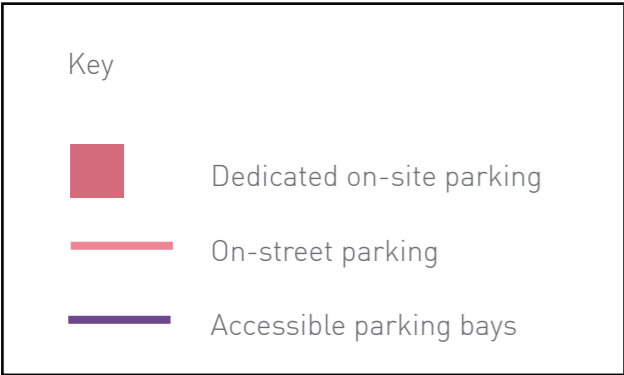
5.29 The availability of on-street parking within the residential areas of the NDF has been reviewed and has identified that there is current on-street capacity for approximately 250-300 vehicles to park. This excludes any time-restricted parking areas (i.e. streets with single or double yellow lines).

5.30 Based on car ownership figures in the area, it is considered that there is more than enough space for all residents who need to park to do so. However, a significant cause of the current parking issues is through non-residents parking within the area. This is a common issue for residents living in areas on the periphery of the city centre. There are a number of reasons why non-residents may choose to park within this area, including:

- Commuter parking – the area is approximately 10 minutes’ walk from Piccadilly Station and provides an opportunity for effectively free parking close to the city centre;
 - Leisure parking – similar to commuter parking, the proximity to the city centre and the O2 Apollo in particular provides an opportunity for free parking in the evenings and weekends;
 - Employee parking – there are a number of active commercial properties within the area, many of which are small businesses operating out of multi-tenanted buildings that may travel to work by car; and
 - Displacement parking – there is a potential that there is some ‘displaced’ parking of vehicles that could otherwise park in adjacent areas that currently operate controlled parking zones (in particular the Brunswick and Etihad schemes).
- 5.31 Extensive parking on footways significantly affects pedestrian movement through the area, particularly for

- those with restricted mobility. There is a risk that the existing issues may be exacerbated in the future due to:
- An increase in residential car ownership within the area from low levels in the previous census (2011) and moving forward;
 - Development associated with Mayfield increasing demand for parking in this part of the city at different times of the day, although a Multi-storey car park is proposed in this location that ought to cater for demand generated by new development;
 - Loss of temporary surface car parks across the city as a result of positive brownfield land conversion; and
 - General city centre growth, particularly around the Piccadilly area (including HS2).
- 5.32 The options available to address the issue of non-residents parking within the area, such as the provision of parking controls, need to be considered in detail. These are explored further in Section 7 of this report (Implementation Strategy), and the next steps to achieving this are set out.

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Appendix 1, Item 13



Character Areas

5.33 In light of the comprehensive analysis of the site, developed through consultation with the community and our own in depth studies of the area, a series of character areas can be formed to acknowledge both their existing qualities and their potential:

1. Ardwick Green Park
2. Community/ Cultural Hub
3. Ardwick Green North
4. Ardwick Green South
5. Knitting District
6. City Gateway
7. Union Street

Ardwick Green Park

- 5.34 The park itself, particularly in conjunction with the Georgian built fabric, is key to the local distinctiveness of Ardwick Green. It presents an opportunity enhanced, better and celebrated.
- 5.35 The park is currently not well lit, nor does it provision of facilities that make the park more attractive to local children, which has been highlighted during site visits and the consultation process.
- 5.36 Surrounding the streets that border the park, there are gap sites that currently fragment the built form. Continuous and strong street frontages used to surround the park, with windows overlooking it, which helped improving natural surveillance and security.

Community/cultural hub

- 5.37 The area immediately adjacent to the Hyde Rd/Stockport Rd roundabout contains a number of Ardwick Green's important community assets, including Medlock Primary School, the Vallance Centre and the Apollo. The petrol station adjacent to the roundabout also currently provides Ardwick Green's only convenience retail store, although pedestrians have to approach this across the garage forecourt.
- 5.38 Despite serving an existing function as the areas' community hub, it does not currently provide additional amenity/retail space around the roundabout or along Ardwick Green North to complement the existing facilities. The conditions for delivering additional facilities are currently compromised due to the poor pedestrian connectivity to and from this location.
- 5.39 It is considered that the petrol station site, which currently serves a purpose as convenience retail, is not fit for this purpose given the local residential community that use it.
- 5.40 Similarly, the Ardwick Green frontage of the primary school does not currently face nor address its relationship with the park. A juxtaposition of new building developments, which do not complement the buildings of character, creates incoherency in this part of the NDF.

Ardwick Green North– the Residential Heart

- 5.41 Ardwick Green is home to a considerable and active residential community, primarily situated in the area to the north of the Green. Consideration of the needs of this community are at the heart of the proposals brought forward in this NDF.
- 5.42 The introduction of the Mancunian Way in the 1960's provided a degree of separation to Ardwick Green from the city centre, which has reinforced the feeling of Ardwick Green as a 'village' with its own identity. This comes across very strongly from discussions with residents.
- 5.43 The existing residential stock is mixed in terms of type, tenure and age, some of which could be considered suitable for renewal. Lack of an established network of streets and movement have not helped to deliver a sense of place for the existing housing stock. The presence of the Mancunian Way immediately adjacent to the residential area also creates issues relating to noise and air pollution for residents.
- 5.44 Ardwick Green North contains a number of buildings with statutory protection through their Listed Status. At the centre of the Ardwick Green North area, the Old School House buildings on Thirsk Street have been identified as contributing to the character of the area and are worthy of retention.

Ardwick Green South

- 5.45 To the north of the primary school is Ardwick Green South and this part of the NDF is effectively the border between Brunswick and Ardwick.
- 5.46 The majority of the buildings that originally fronted the street have been removed. Vehicle maintenance workshops are set back from the street frontage between Hamsell Road and Kale Street.
- 5.47 To the north of Kale Street is a vacant site. Green spaces that are enjoyed by local residents have been created on gap sites, to the north of Kale Street and to the north of Grosvenor Street.

The 'Knitting District'

- 5.48 The area around Dolphin Street is characterised by the notable Victorian Warehouses that rise up from the back of pavement and give this sub-area a unique feel in the Ardwick Green context.
- 5.49 These buildings convey the changing character of Ardwick following the onset of industrialisation during the early 20th century. A number of the buildings along the street still remain in commercial, manufacturing use and a number are identified in this NDF as contributing to the character of the area.
- 5.50 Dolphin Street itself has a quiet, enclosed character and provides a direct route through east Ardwick to the Green but is perceived by local residents as unsafe partly due to inactivity at street level, poor lighting and lack of evening activity.
- 5.51 To the north of Dolphin Street, three isolated buildings of contrasting architectural character stand isolated within an area otherwise defined by gap sites and dilapidated buildings. At 2-4 Palfrey Place, two mid-19th century townhouses survive (Grade II).
- 5.52 The listed buildings retain grand porched entrances, flanked by Doric columns with entablatures and cornices. The buildings are stucco fronted and stand juxtaposed to the adjacent Conservative Club, (built of red brick and stone) and the former Sunday School at Higher Ardwick (Victorian Gothic built of brick and sandstone).

Gateway to Ardwick

- 5.53 Large modern warehouse uses adjacent to the Mancunian Way currently mark the approach to Ardwick Green from the city centre. These warehouses turn their backs on the street frontage, with entrance from car parks at the rear, accessed from Cakebread Street and Charlton Place.
- 5.54 The warehouses have no value within the streetscape and could be said to have a negative impact and the street frontage to the A6 created as a result does nothing for the pedestrian experience. The A6 itself is busy and the impermeable nature of the current site does not offer any alternative pedestrian routes to the pavement along the A6.
- 5.55 An eclectic mix of buildings, including the nineteenth century Drill Hall which is listed, and the later Tazaro House, which isn't listed but which contributes to the character of the area and is considered by the NDF to be worthy of retention, front the northern edge of Ardwick Green park.
- 5.56 To the east of the area the former bakery building on the triangular site bounded by Cakebread Street and Manor Street is representative of the onset of larger footprint commercial buildings in the 20th century. The brick perimeter wall of this building, hugging the back of pavement is another contributor to the character of the area.

Union Street

- 5.57 In the context of the dense urban grain experienced elsewhere in Ardwick Green, the modern commercial buildings on Union Street feel almost suburban or ‘business park’ in character. They are both designed as standalone buildings surrounded by car parks and secured behind gated perimeter walls. The form of development does not seem appropriate for this city-fringe location
- 5.58 Again, the scale and density of this area does not currently provide a significant contribution to the area, nor does it promote permeability across the site that links Ardwick Green better into the Mayfield Regeneration Framework.
- 5.59 Whilst there is a residential neighbourhood adjacent, there is a good degree of separation and sufficient amounts of land to sensitively bring development forward in this location. Areas like Brydon Avenue have an identified scale and are currently afforded reasonable residential amenity in terms of daylight, sunlight and overlooking.

Introduction

- 6.1 The framework highlights key design and development objectives which will help deliver the environmental, social and economic uplift that future development may aspire towards, in accordance with planning policy.
- 6.2 Responding to the localised needs of the community whilst addressing city wide objectives around growth and climate change is at the heart of this, as is the need to drive quality from the existing assets in the community in addition to new buildings and spaces that may come forward in the future.

Overarching Objectives

- 6.3 Building upon the Vision for the area (Section 4), the aspiration is to see improved social, environmental and economic outcomes from well-designed developments in the local context and a sense of place. The starting point for the NDF area is to address concerns, whilst protecting and enhancing the qualities of the local community that have been identified through research and extensive consultation.
- 6.4 Overarching principles are needed to balance an understanding of the place today, the needs of the local residential and business community, its historic development, and the potential influence of wider regeneration including Mayfield, Brunswick, ID Manchester and the Corridor:
 - Protect and preserve: the area is under significant development pressure due its location on the edge of the city centre. To protect and preserve the existing community, any future opportunities could consider whether they are in conflict with the needs of protecting the local area or exacerbating existing problems identified, such as commuter car parking.
 - Positively engage: in the formulation of site specific development proposals, the Council wish to see early

engagement with community and interest groups in the local area to maximise the potential to create positive change, offer and allow for a community-led approach.

- Enhance: where there are opportunities for higher density commercial or residential development, the NDF envisions that this development would seek to enhance the level of amenity for the local area, reflect the spatial context in which the opportunity exists and complement existing features and fabric of the area.

Detailed Objectives

- 6.5 Whilst the overarching objectives and vision may be considered as part of any works to the area or activity taking place within it, the rest of this section sets out detailed and targeted objectives that could improve the liveability, functionality, design and connectivity of Ardwick Green.

Mutual respect between character areas

- 6.6 Ardwick Green is made up of a number of distinctive character areas that each have their own existing form and function, as well as varying degrees of potential for higher and lower density development.
- 6.7 Overall it is envisaged that there could be a focus on improving the quality of the public realm through surfacing in order to create consistency in the aesthetic and to green the area.
- 6.8 The character areas allow Ardwick Green to have both a consistent language but to adopt variance in their design; from having a more 'village' feel in the residential areas, to an industrial setting in the Knitting District and more commercially oriented spaces toward the periphery of the NDF boundary.
- 6.9 The existing residential community could be respected through adopting an appropriate scale and density in residential forms, whilst other character areas could provide the opportunity for a greater economic use and

diversification of existing uses to reflect its supportive context.

- 6.10 Whilst each character area has its own qualities and opportunities, this demonstrates there may well be positive interrelationships in terms of form, function and aesthetics across the NDF area as a whole. They are defined in the context of their opportunities as follows:
- **Ardwick Green Park:** it is envisaged that the built form and natural landscapes reflect both the historic and existing prominence of this key ever-present feature of the area, seeking to enhance its sense of purpose, safety and mobility for the benefit of the local community. There are also great opportunities for supporting biodiversity and planting that could sow seeds of greening through the surrounding Character Areas.
 - **Community Hub:** as the gateway to the site from Ardwick and the southernmost point of the NDF area, the existing healthcare and educational assets aspire to be better connected with Ardwick Green the surrounding communities, which in turn provide opportunities to support local amenities such as much needed convenience retail.
 - **Ardwick Green North:** the residential community and their homes could be protected and enhanced in order to minimise the impact of development coming forward in the surrounding areas and retain its residential nature. There are opportunities to improve streets by greening and offering quieter places to play and relax for locals by addressing the significant amount of surface commuter car parking in the area.
 - **City Gateway:** a mix of impressive heritage buildings and low rise industrial warehousing provide an opportunity for the City Gateway to provide an impressive backdrop to the Listed Drill Hall, act as both a threshold to the City Centre, and reflect the emerging higher density commercial and innovation districts nearby. A mix of uses

at a higher density may be appropriate in this location, but the site may well be opened up to allow for a filtering of movement at ground level, improve connectivity to and from the residential community Ardwick Green North, and add opportunities for active frontages.

- **Knitting District:** the immediate sense of character that is apparent in this area lends itself to the promotion of a vibrant and quirky commercial district; one that celebrates its industrial heritage and Victorian architecture. Restoration of a street frontage and activation could help the area capitalise on the growing creative industries in the area and reflect that in active ground floor uses, such as shops, cafes, restaurants and evening uses. Such uses have declined in the area during the second half of the 20th century, and a sensitive reintroduction within the Knitting District could be seen as an opportunity to both complement entertainment at the Apollo, add new residential opportunities, and provide evening and late night activity away from the existing and lower density residential community.
- **Union Street:** to the north of the Knitting District and sitting to the south of the Mancunian Way, Union Street provides the other opportunity within the Ardwick Green NDF area for an increase in density. The area does share a border with the residential community, however, and this relationship can be respected by allowing higher density built form to ease towards the low rise, low density existing housing stock.
- **Ardwick Green South:** located on the border between Ardwick Green and Brunswick, this part of the NDF could retain the existing greenspace whilst a frontage to the A6 is re-established in order to positively develop brownfield land. It is effectively the primary connection between the two residential communities of Ardwick Green and Brunswick, which could be acknowledged and addressed to improve mobility. There are opportunities for a mix of uses to be brought forward in a way that respects the low

density nature of the Brunswick residential properties to the west.

Restoring the urban grain

- 6.11 Fragmented land use, broken frontages and vacant plots across the area are in need of repair to seek to deliver an efficient use of land and enhance the vibrancy and activity in the NDF area. Sensitively increasing the density in areas of opportunity defined within the NDF could deliver residential amenity, including convenience retail.
- 6.12 This NDF envisions that any opportunities to restore the urban grain in Ardwick Green North are brought forward sensitively with the scale and density of the adjacent residential properties.
- 6.13 However, in areas such as the Knitting District, there are clear opportunities to provide a better defined, active and cohesive street frontage through restoration and repair of existing buildings and new development on vacant sites.
- 6.14 There are character areas within the NDF that have an opportunity to alter and update the urban grid based on the needs of the 21st century and the emerging context to which they adjoin.
- 6.15 Mayfield, ID Manchester and the presence of large highway infrastructure in the form of the Mancunian Way could provide the opportunity to provide both a filtering of movement and a scale and density that responds to this emerging strategic context.
- 6.16 The park itself was historically the core and hub of the area and this has become less evident as its borders are no longer consistently overlooked by the built form. Along all four edges of Ardwick Green Park, there is an opportunity to establish the Park as the focal point for the community and those buildings that currently and could face into it.

Nature of Ardwick

- 6.17 Significant improvements to ecology and biodiversity could be delivered through screening busy vehicular arterial routes that border Ardwick Green (the A6 and the Mancunian Way). This would not only provide a solution to a clear and evident problem - it would also deliver added benefits in accordance with the 'think global, act local' and the Nature of Ardwick document principles.
- 6.18 Hedge and tree planting in key locations can help to clean local air quality by trapping absorbing CO2 from exhaust fumes. The health benefits of doing so are well documented, and the local natural environment can benefit as a result by allowing for habitat creation and improving biodiversity.
- 6.19 In addition to existing features of the community supporting Ardwick's natural environment, such as the Park itself, there are opportunities for green fingers to spread out from the central core of the area (the park) and begin to sow seeds of change in the surrounding areas through tree planting and pocket parks.
- 6.20 By implementing such changes, Ardwick Green can play its part in the global issue of climate change by acting locally and reinforce the idea that inner city urban areas can become part of the solution to climate change, rather than a key part of the problem.

Transport, Movement and Connectivity

- 6.21 Accessibility within, to and from the area all present challenges that could be addressed through the principles set out in this NDF. Ardwick Green could connect communities from north-south and east-west but doesn't currently achieve this successfully due to illegible walking routes, blocked footpaths from parked cars, severance caused by busy vehicular routes and poorly lit environments.
- 6.22 Development of the area ought to respond to the hubs of activity that take place nearby, such as the Apollo, and

aim to ensure that these uses and routes of pedestrian do not conflict with the quieter residential neighbourhoods. It could positively respond to the challenges of inter-neighbourhood connectivity and internal NDF connections.

- 6.23 Through the reinstating of the built form across the area, where appropriate to do so, the streets could be made to feel much safer by encouraging active surveillance. All key routes within the area could form a relationship with the Park to ensure that the area focuses movement to and through Ardwick Green. This is particularly important for safety, health outcomes, and connecting residents better to the existing social infrastructure, such as the health centre, school and local entertainment venues.
- 6.24 The connections ought to be primarily improved by enhancing pedestrian connectivity through enhanced footway provision, improved crossings at junctions and restricting on street commuter car parking to keep pavements clear. In terms of place-making, greening streets and new smaller public squares away from the park may allow for successful transitions between areas with a commercial focus and those with an existing residential community. For example, this change in density and use could be reflected in the design of buildings and streets holistically.
- 6.25 Improving connectivity to and through Ardwick Green could also assist with onward longer journeys made via public transport. The adjacent highway network is busy and could be adapted to be more balanced in favour of pedestrians and cyclists in order to improve safe and sustainable local connections to key destinations including local services, schools and public transport stops.
- 6.26 In accordance with planning policy, there ought to be a focus on sustainable modes of transport, particularly active travel. This, in tandem with the sense of place being created, means that there ought to be prioritisation of people friendly streets to create a healthier and more pleasant environment for the local community.



Place Making and Public Realm

- 6.27
- Notwithstanding the need for a restoration of the urban grain, there are opportunities to both reinforce the existing sense of place and establish new areas that are currently impenetrable spaces due to their land use or large building footprints.
- 6.28
- For example, improvements to streets by restricting on-street car parking, greening the area through tree and similar planting, and the delivery of new well placed pocket parks could help to improve the sense of place.
- 6.29
- However, not all subareas in the NDF area benefit from such an established grid of streets. Locations like the City Gateway and Union Street are currently occupied by large buildings with impenetrable perimeter fencing, or surrounded by surface car parking and there are opportunities to re-establish an appropriate network of new streets and spaces that better relate to the existing community and the surround mix of areas.

Design Quality and Heritage

- 6.30
- The area’s roots, grounded in its Georgian and Victorian heritage, are evident in the architecture that exists across the NDF. This materiality, design and form can be respected, referenced and celebrated in new development that comes forward. Positive adjacencies can be promoted between designated heritage assets and sites that have been vacant since the mid-20th century.
- 6.31
- There are also a number of non-designated heritage assets within the community that could be refurbished or sensitively adapted. Locations that could be appropriate for development to occur that are adjacent to buildings of character are envisaged to be of a complementary and respectful design.
- 6.32
- Opportunities for new, higher density development will also need to consider how potential development will create a backdrop to existing designated and non-

designated heritage assets in both longer and shorter range viewpoint locations. This may help to ensure that new development preserves and enhances the existing character of the area.

Form and Layout

- 6.33
- Defining the NDF into smaller character areas and ensuring that there is mutual respect between them in terms of form, layout and design can help to establish a holistic street hierarchy across the area as a whole.
- 6.34
- Open space can sit at the heart of a local community as the focal point for meeting, recreation and events. Successful open space in Ardwick Green Park has an opportunity to be properly integrated with the homes and communities it serves; well connected; fronted; and overlooked at all times of day.
- 6.35
- With the idea that social public spaces will be key to fostering a wider sense of community, the network of spaces in the area, with Ardwick Green at its heart, ought to be designed to:
 - Become shared outdoor rooms which promote health, sociability, sense of ownership and identity.
 - Be engaging for all ages and abilities, especially supporting family life.
 - Integrate a form of community-oriented elements.
- 6.36
- To this effect, open spaces like Ardwick Green Park and other identified opportunities for new public spaces could include play equipment, exercise opportunities, multi-use free sport spaces, and dog walking.
- 6.37
- To reinforce the residential core of Ardwick Green North, higher density mixed use developments on the periphery of the NDF boundary could be clearly separated from existing residential communities in their design, with walking and cycling routes circumnavigating this area. This could help mixed use development to come forward in

the right manner by establishing it as a destination in its own right whilst preserving the residential character and amenity currently afforded to local residents.

- 6.38
- This structure could aid legibility and provide cycle friendly links that tie-in with the wider Bee Network currently being promoted across Greater Manchester. They could then be complemented and connected by a strong public realm linkages that offer traffic-free connections through the area. Clear routes that allow heavy footfall generated by late night uses, such as the Apollo, could guide pedestrians to primary and nearby transport modes, such as Piccadilly Station.
- 6.39
- Re-establishment of the built form to the edges of the protected Ardwick Green could also assist with improving both the quality, safety and function of the park itself. It could reference the previously contiguous street frontage that was once clear and obvious in the design and establishment of the Park as a focal point for the community.

Scale and Massing

- 6.40
- It is envisaged that density within established residential communities is brought forward with a clear relationship to the existing built form, which predominantly comprises residential properties between 2 and 4 storeys. This could help to preserve its existing residential character, whilst other parts of the NDF offer the opportunity for increased vibrancy and vitality during the daytime, evening and weekends.
- 6.41
- This composition of scale and massing could allow development to come forward on sites outside of Ardwick Green North in a complementary matter. Sites that offer opportunities for comprehensive redevelopment could maximise their potential by relating in scale to surrounding areas, such as Mayfield, provided that existing residential amenity is not significantly impacted.
- 6.42
- It is the aspiration of the Council that higher density



developments assess their impact from key viewpoint locations within and outside of the NDF area. Good practice in design for taller buildings ought to be adhered to by respecting the principles set out in relevant design guides and as enshrined in local and national planning policy. Assessment of their impact ought to be clearly set out and such schemes can be reviewed by a design review panel, in addition to close working with the local community on developed proposals.

6.43 It is also an aspiration that development proposals are assessed in detail in relation to their potential impact on residential amenity through their scale and massing, including considerations such as daylight, sunlight and microclimate conditions.

Use and Quantum

6.44 The site analysis of the area evidences that it is not currently fulfilling its potential in terms of its location, mix of uses and level of activity, which has in turn offered less support for local amenities, such as convenience retail, to come forward. A better utilisation of brownfield land could support more activity, use and vibrancy in the area that ought to be beneficial for jobs, new homes and the overall quality of the area.

6.45 This framework envisions that new commercial uses and increased amounts of floorspace are predominantly kept away from Ardwick Green North where the existing residential community exists. Opportunities for delivery of new social, affordable or market value housing can be brought forward sensitively in relation to the existing community and undertaken in close consultation with them.

6.46 Opportunities for increasing quantum of development on existing sites could be promoted to support more appropriate economic activity in the area. A range of different work environments are envisaged across the area from light industrial and maker spaces, to modern flexible office space.

6.47 Areas within the Knitting District have opportunities for delivering increased amounts of employment space to support the growth of independent makers and creatives that is already taking place in the area. This would also be a fitting reference to the area’s working history, rooted in textiles manufacturing and the cotton industry. Workspaces could be modern, flexible and studio spaces that promote co-working, whilst modern and light industrial uses could be safely and appropriately integrated.

6.48 Areas such as the City Gateway and Union Street have opportunities to greatly increase the quantum of development on site and it could be possible to bring this forward with a mix of uses, such as retail, office, leisure and new homes. The NDF envisions that new development in this location responds to land allocations; the emerging strategic context of the development; and addressing the needs of the local community and surrounding areas.

6.49 Other NDF Character Areas identified could promote the repurposing of land that is relative in kind to the existing development that borders it, in terms of both use and quantum.

Parking

6.50 The area is envisaged as a very low car use area, in line with the environmental sustainability aspirations set out in the NDF. The relationship of Ardwick Green to the centre’s core and accessibility of public transport makes this a highly sustainable location, provided that walking connections are improved to and through the area.

6.51 However, some residents will require access to private car parking, and there may also be requirements for visitor and commercial access. By addressing the existing on street commuter parking that currently takes place through a residents only parking scheme, or similar, better conditions could be created for new developments to

be able to address their own car parking needs without adversely affecting the local community.

6.52 In accordance with planning policy requirements there will need to be a consideration of parking requirements and how they can be accommodated in the curtilage of the development proposals. Priority ought to be given to travel planning and investment in, and promotion of, sustainable means of travel.

6.53 Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles where appropriate. High levels of cycle parking ought to be provided across the area. This includes on street and within buildings.

6.54 There is the potential to create a cycle hub with secure storage and on-site showers and changing within holistic development proposals in specific character areas. This could allow workers access to facilities beyond those which smaller businesses can often provide. It could also be broadened to allow residents to rent a wide range of bikes for leisure or commuting purposes.

Sustainability and Social Value

6.55 In addition to the objective of greening the area, which would inevitably bring about positive change with regard to ecology, biodiversity, and the social value of street and public spaces, there are a wide range of other elements that make up sustainability that could be promoted.

6.56 New developments, refurbishments or alterations within the area could consider their ability to contribute toward nationally and locally ascribed Net Zero Carbon Targets. This approach is known as ‘Whole Lifecycle Carbon’ assessments and can be a starting point for appraising early designs and can be promoted in the final designs where feasible and viable to do so.

6.57 One way to achieve this would be to identify where existing buildings and structures can be repurposed for new uses as a starting point. Where buildings are

Continued Community Engagement

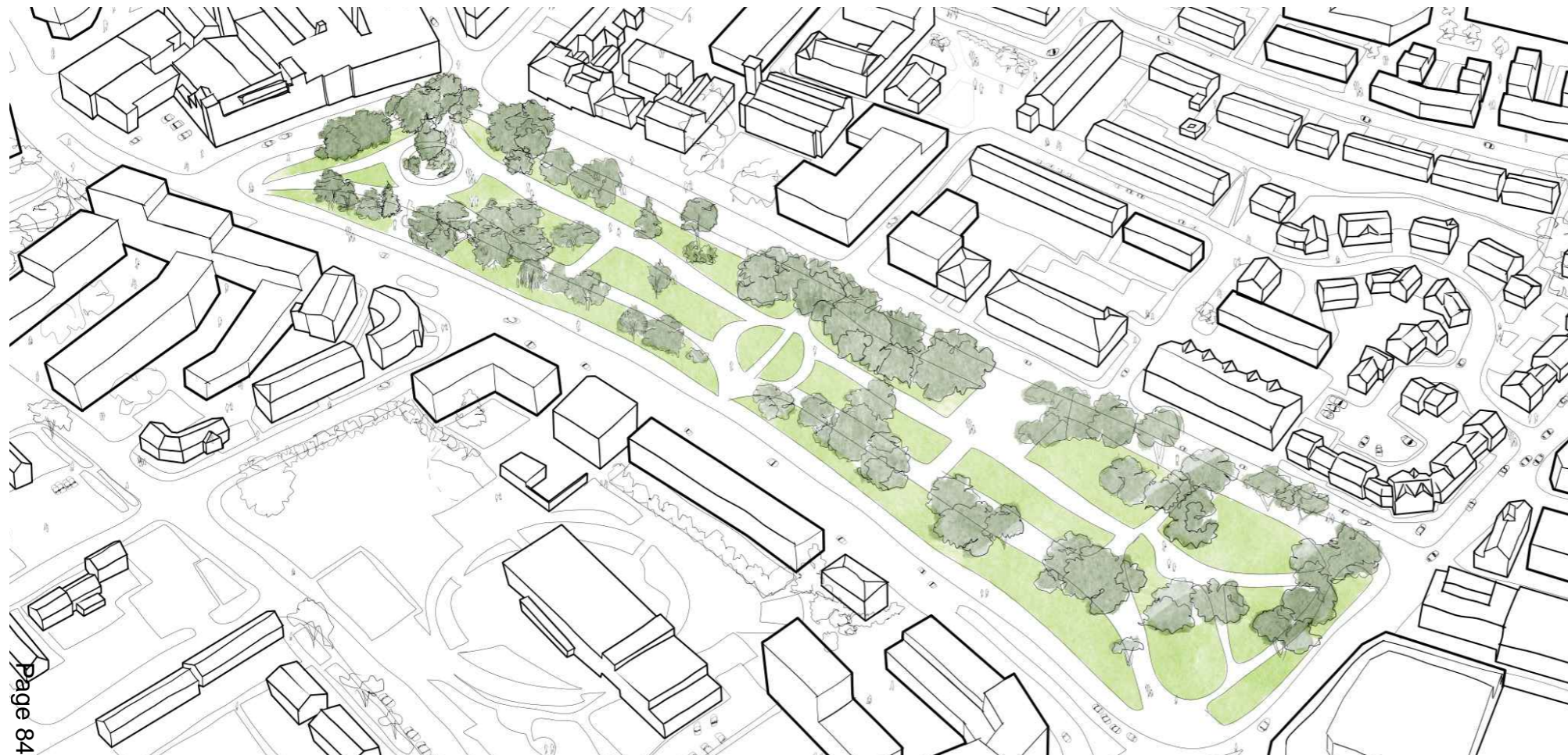
- demonstrated as being no longer fit for purpose, options may be explored to minimise embodied and operational carbon for developments. New developments could well also be appraised in order to consider their adaptability for future use, or for the propensity of the design to be recycled.
- 6.58 Where possible, green and blue infrastructure can be considered in terms of how developments can contribute to this agenda. Public spaces can provide a network to draw people to and through the area, providing a vital place for leisure and offer an attractive setting for new development. Sustainable urban drainage systems can be considered when bringing forward development proposals, in line with Local Planning Policy.
- 6.59 As set out in the overarching development principle, this NDF represents a new beginning in terms of listening to the views of the community and ways in which the area could be improved for existing residents, as well as providing a vibrant neighbourhood that people want to travel to for work or leisure.
- 6.60 To date, there has been a significant amount of invaluable feedback from the local community to identify both their key issues and needs. All development proposals could seek early engagement with the local community to ensure that their needs and concerns are addressed in the development of proposals.
- 6.61 There is an opportunity to improve the connection between the businesses in the area and the local resident population of Ardwick in terms of providing education, training and employment opportunities. Community facilities or online notice boards could advertise physical and digital opportunities for work and development of skills.
- 6.62 Not only could this bring about a more cohesive neighbourhood and develop a better relationship between business and community in the area, but it could also offer mutual benefits to the new and existing businesses who need a local pool of talent and those residential neighbourhoods who may need to develop skills and careers.

The Illustrative Spatial Framework

- 7.1 The illustrative spatial framework is a demonstration of how the key design and design and development principles can be realised in the area. It is an indicative proposition for future exploration with key partners and collaborators having regard to all relevant planning policy.
- 7.2 The existing planning policy framework acknowledges that inner city areas and the City Centre are critical in delivering a significant number of new homes to support the city’s growth.
- 7.3 This area has the capacity to help achieve this key objective with the potential to accommodate new and improved social rented, affordable and market sale homes. Furthermore, the area is capable of meeting economic objectives by attracting investment and offering the capacity to create new commercial development.

Phasing and Delivery

- 7.4 Whilst this Framework does not seek to be prescriptive with regard to the short and long term ambitions of the NDF, there does need to be further consideration of the sequencing of delivery for improving the area.
- 7.5 This sequencing should seek to ensure that current needs of the community are addressed whilst preserving the possibility of achieving the long term vision set out in this document.
- 7.6 The actions suggested for each of the Character Areas to achieve the long term vision are set out below.



Ardwick Green Park

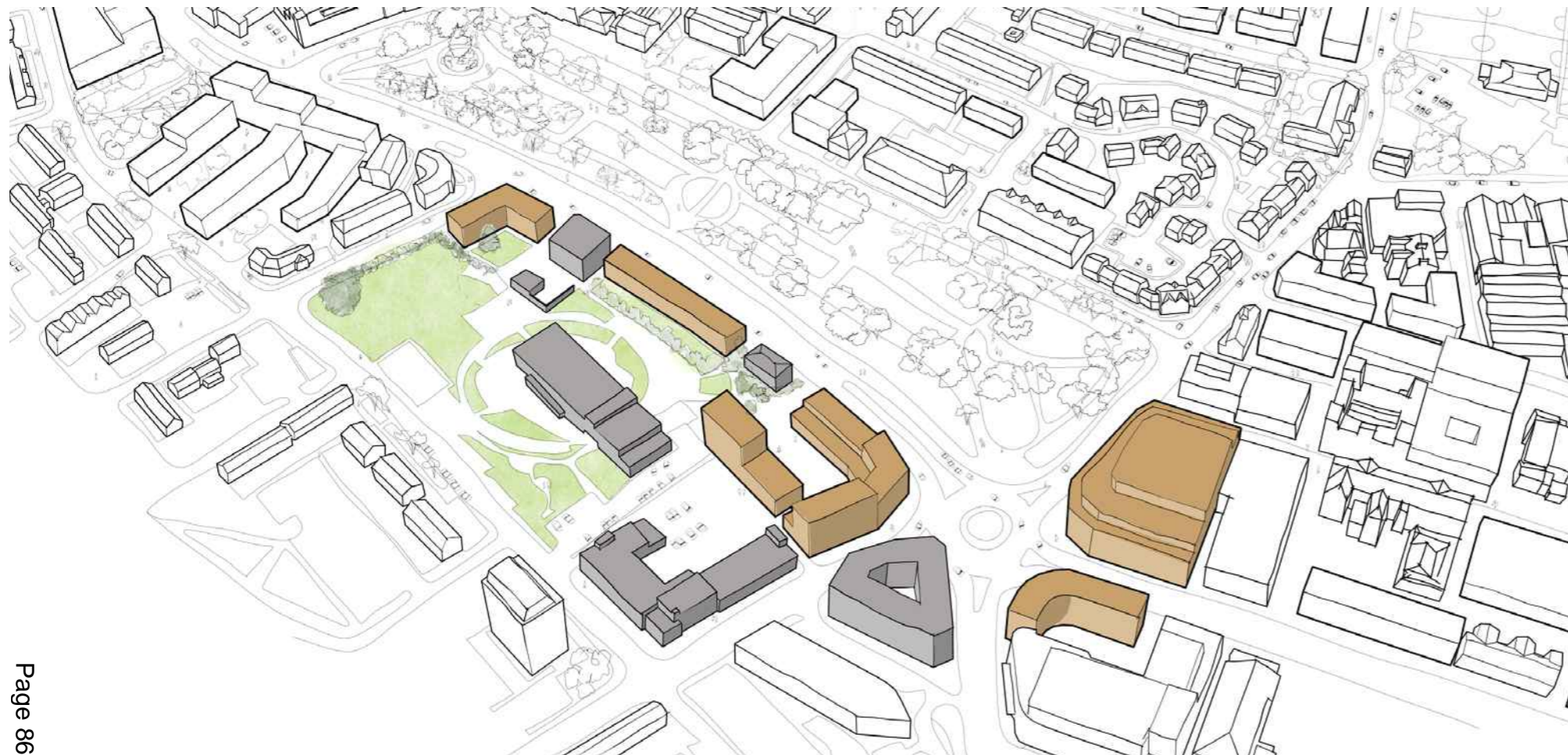
- 7.7 The protection of Ardwick Green Park as a local green space at the heart of the neighbourhood is a key objective of the NDF.
- 7.8 The relationship between the park, which had a historic role as the focus of the emerging Georgian township in the eighteenth century, and the surviving Georgian built fabric bordering the park is key to the area's local distinctiveness, and is almost unique in Manchester.
- 7.9 It is critical that any developments within the Ardwick Green area do not disrupt this relationship (between the park and the Georgian buildings) which can still be clearly read.
- 7.10 The park is, however, currently underutilised. It could be, once again, a space for family and community life; providing a breathing space away from the home or the office for residents of Ardwick Green and occupants of the commercial premises in the area.
- 7.11 Opportunities may be sought where they improve safety and security in the park, to provide better lighting and to provide facilities which make the park more attractive to local children.
- 7.12 There are also great opportunities for supporting biodiversity and planting that could sow seeds of greening through the surrounding Character Areas.





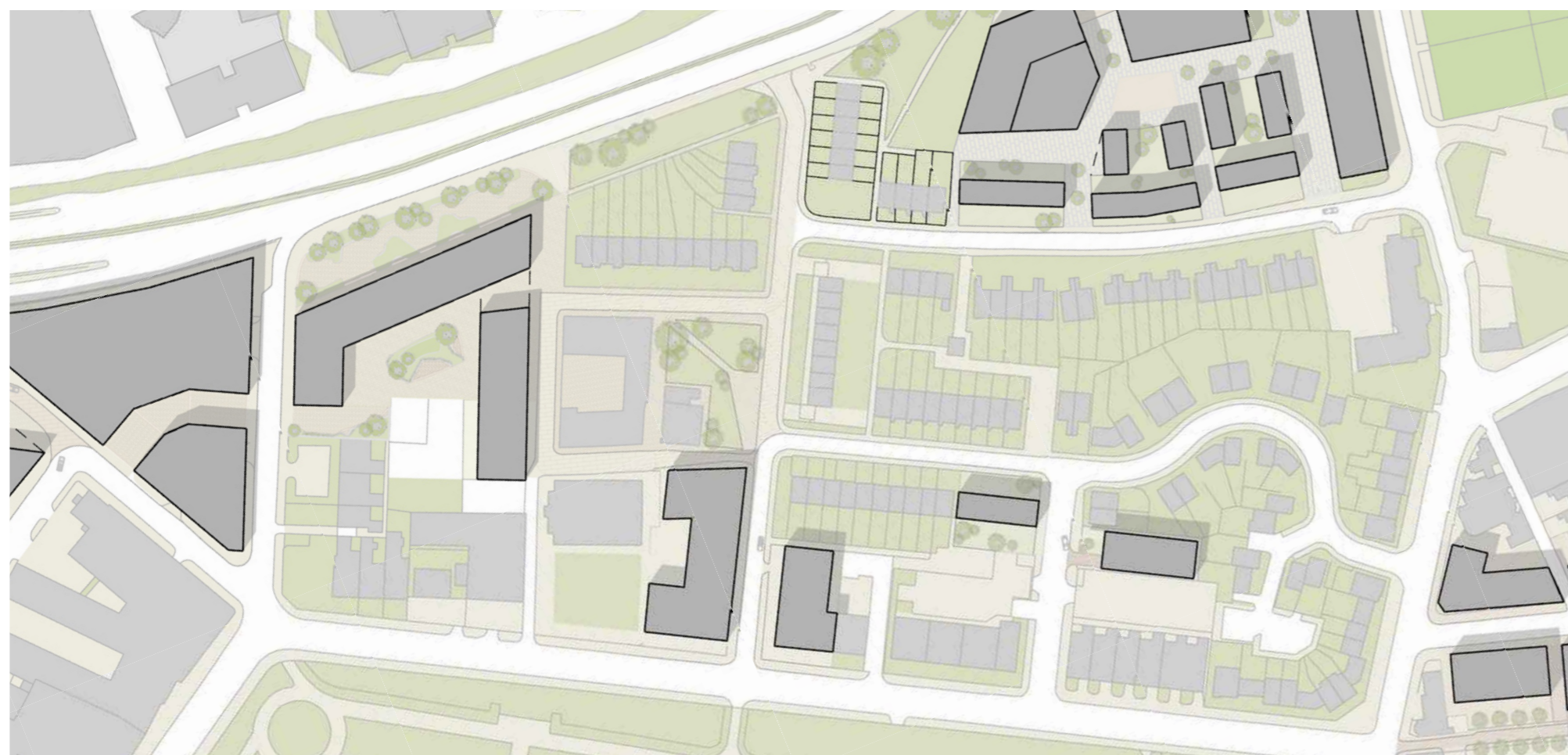
The park's role in connecting neighbourhoods

- 7.13 The park's situation as part of a network of green spaces to the south of the city centre, ranging from Hulme Park to All Saints/Brunswick Park to Gartside Gardens to Ardwick Green to Mayfield could be capitalised upon and promote better walking and cycling connections east-west through this part of the city.
- 7.14 The provision of an additional controlled crossing of Ardwick Green South, associated with the routes through the park, could assist in this objective and better connect the residents of Ardwick Green to the community facilities including the school and health centre to the west of Ardwick Green South, for example.
- 7.15 Routes through the park and entrance points could also be used to focus on other key connections that have been suggested as part of adjacent Frameworks, the technical details of which would need to be agreed.
- 7.16 Better lighting may allow the park to provide an alternative north-south route to the pavements on the busy A6 as it connects, amongst other things, the Apollo concert venue with the public transport connections at Piccadilly. The pedestrian environment on the streets bordering the park is also poor and could be improved.
- 7.17 There is an opportunity for forms of development which restore a regularised street frontage on the opposite sides of the roads bordering the park. This would reinstate the built form that used to surround the park and the provision of residential or commercial accommodation could allow more windows to overlook the park, and improve natural surveillance and security.



Community/cultural hub

- 7.18 The roundabout at the Apollo (junction of the A6 (Stockport Road) and the A57 (Hyde Rd), is the southernmost point of the NDF area. It acts as the Gateway to the Ardwick Green neighbourhood for people approaching from the south and connects the adjacent communities, particularly Brunswick and Ardwick Green.
- 7.19 Opportunities to improve the pedestrian environment, prioritising pedestrians over vehicles and, easing movement around the junction could be sought as developments in Ardwick Green come forward.
- 7.20 Development of the sites around the junction could provide active building frontages - providing local amenities such as café or convenience retail which, when aligned with existing healthcare and educational assets adjacent could promote the concept of this key node as a 'hub' for the community.
- 7.21 The presence of the Apollo Theatre at the junction means that the roundabout has a presence in the minds of Mancunians. The characterful nature of the Apollo building provides clues as to the ways in which developments of character might be brought forward, in turn assisting with creating a more habitable and people friendly place.
- 7.22 More appropriate forms of development could be considered on the petrol station site to provide genuine convenience retail. Along the Ardwick Green frontage of the primary school there is an opportunity to reinstate buildings to the back of pavement line, whilst seeking to retain or reference the buildings of character identified.



Ardwick Green North

- 7.23 The existing residential community situated to the north of Ardwick Green is at the heart of this NDF.
- 7.24 There are opportunities to increase the density of residential accommodation in this area and provide further housing which adds to and complements the existing residential community.
- 7.25 This could include sensitive redevelopment of surface car parking or similar brownfield 'gap' sites and, potentially, the sensitive renewal of some of the older social housing stock over time.
- 7.26 Key considerations for any development proposals in this sub area are: the tenure and affordability of the offer proposed; the needs of the community; the scale and nature of the existing residential stock adjacent; and the impact on privacy of existing and new residents/occupants.
- 7.27 It is an aspiration in this NDF that the problems with commuter parking are addressed; particularly in this Character Area.
- 7.28 There is an opportunity for proposals in this area to improve the quality of the public realm and achieve a consistent, people-friendly' feel with a view to giving this area, the residential 'village' within the Ardwick Green neighbourhood, a distinct identity and sense of place.
- 7.29 Opportunities ought to build on the 'Nature of Ardwick', proposals and further green the neighbourhood. In particular, planting could be used to develop a green 'buffer' between the residential properties and the Mancunian Way.
- 7.30 There may also be opportunities to introduce green spaces within currently underutilised pockets of land, particularly along Cotter Street. They could provide a better pedestrian connection between Ardwick Green Park



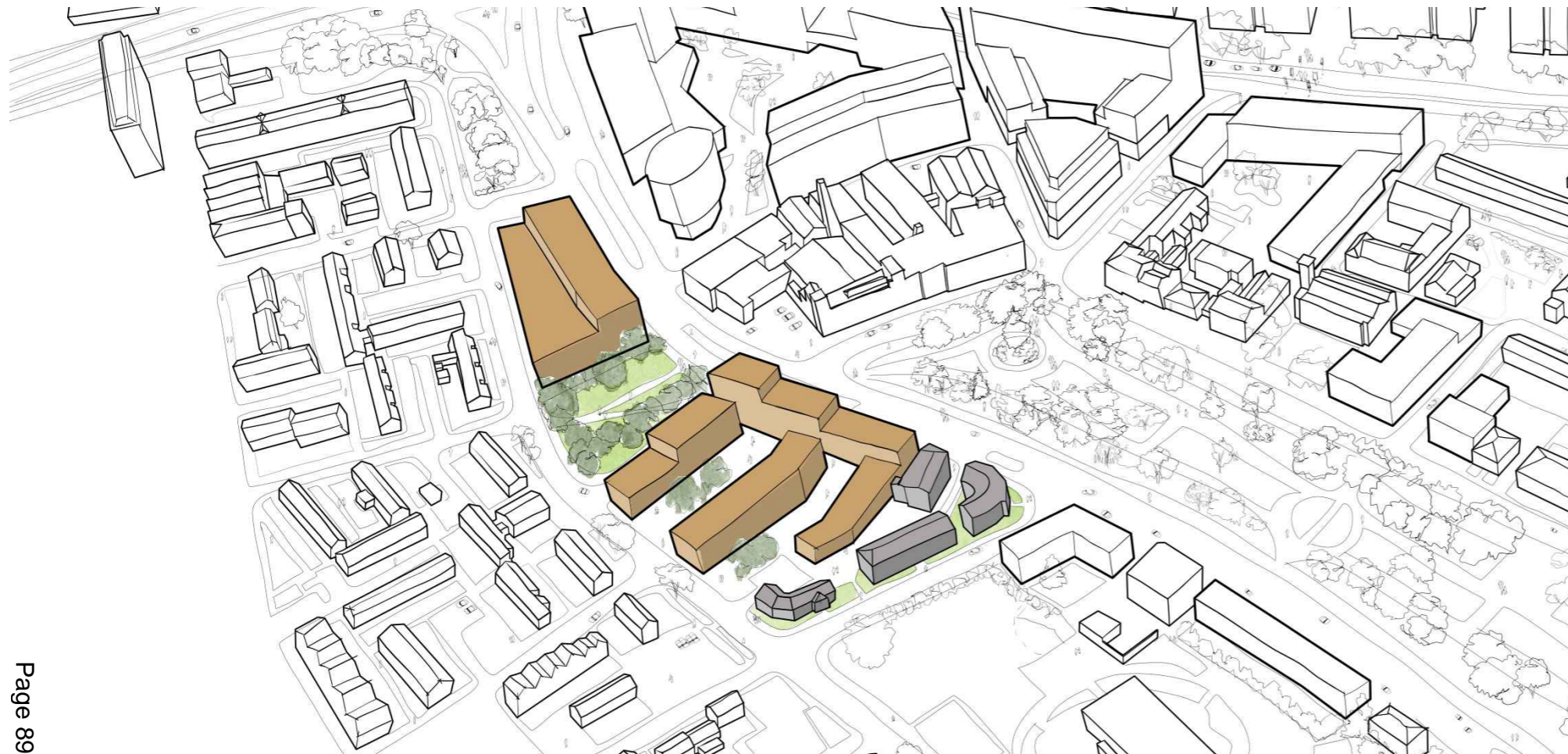
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and any potential future crossing between the NDF area and Mayfield to the north.

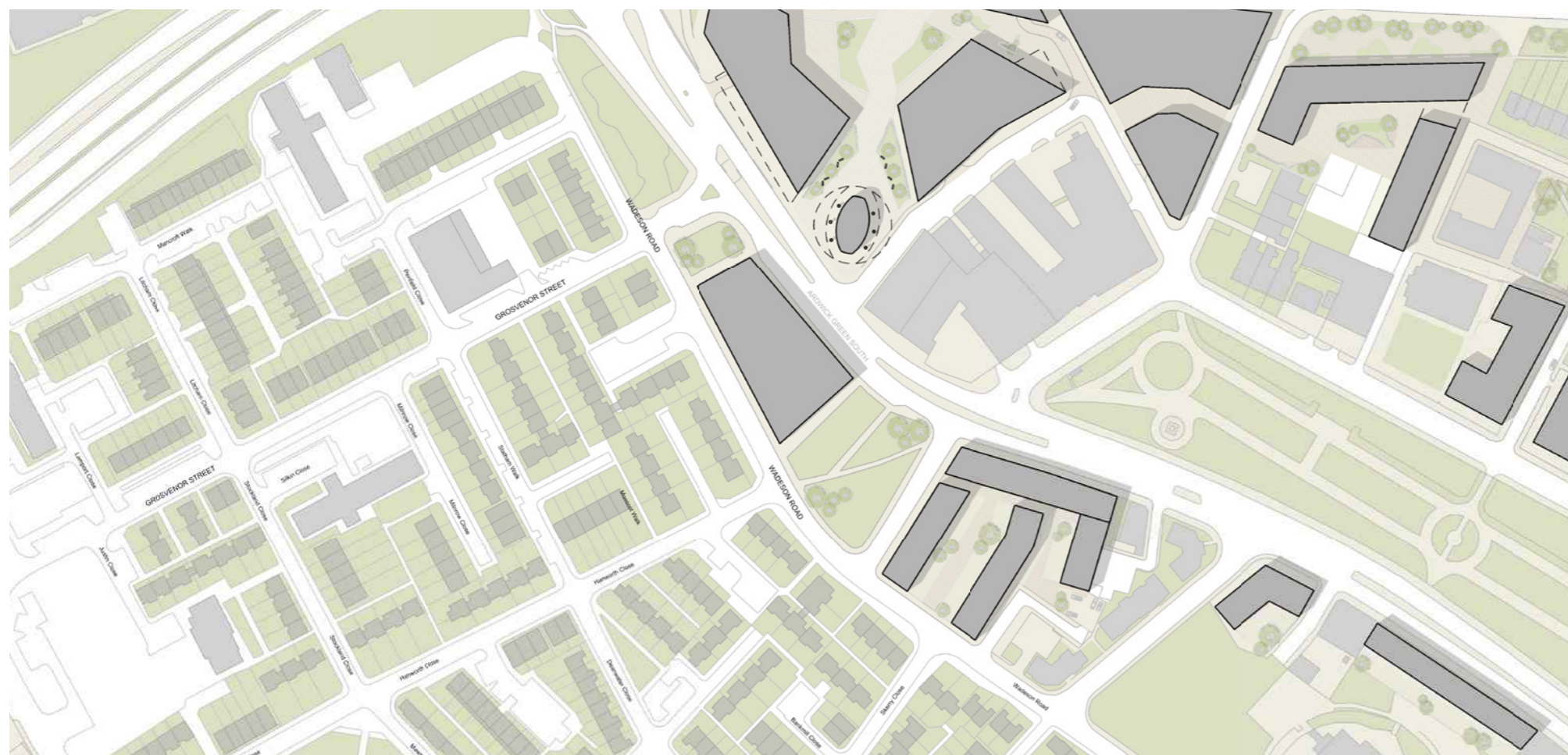
- 7.31 The area to the north of the Green contains a number of buildings identified earlier in this document as contributing to the character of the area, including the school house buildings on Thirsk Street and the listed Georgian properties fronting the park.
- 7.32 It is envisaged that development proposals seek to ensure that these buildings are retained and that their fabric and setting is preserved and enhanced.

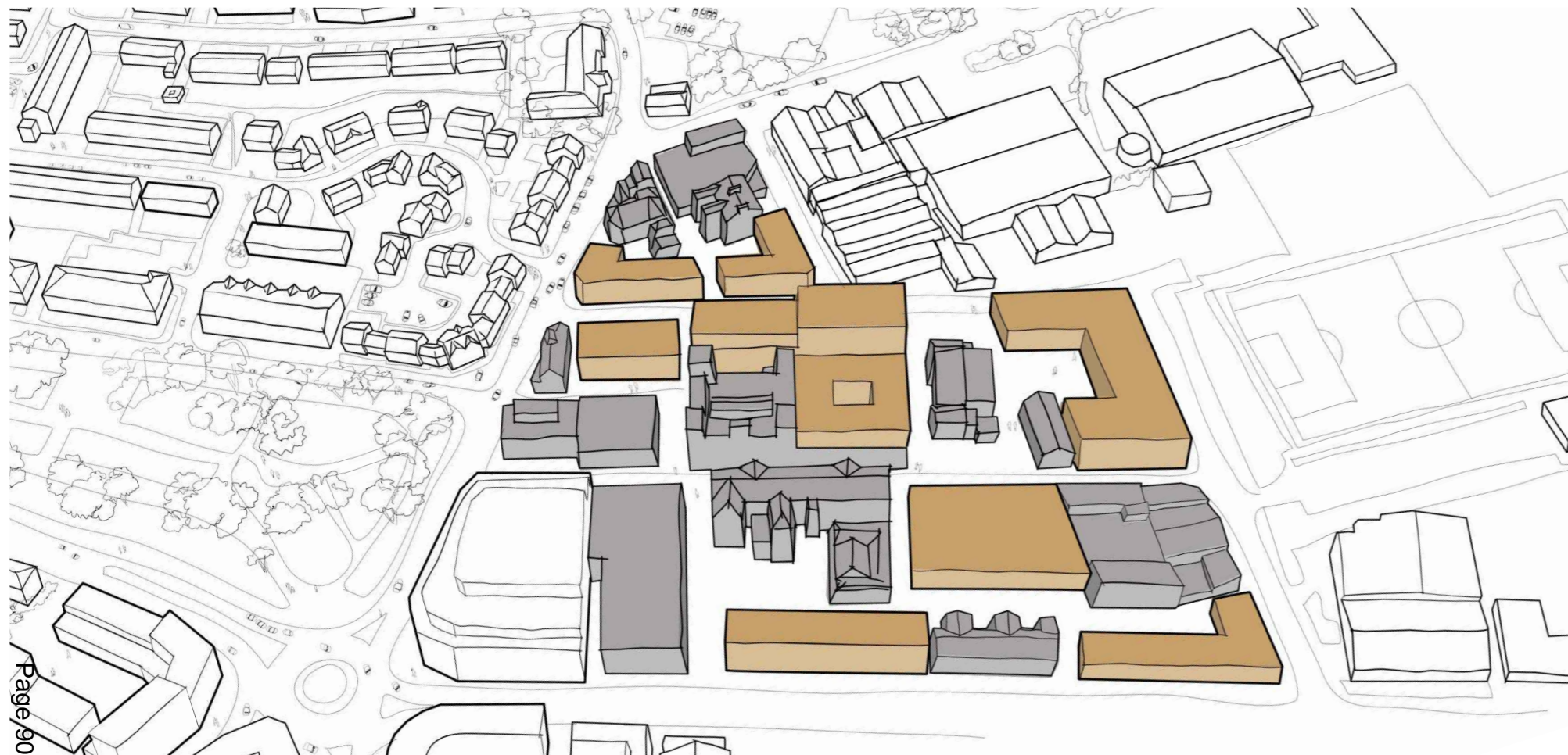




Ardwick Green South

- 7.33 Land use here is fragmented currently, but the framework envisions a variety of uses on the sites to the south of Ardwick Green South, including residential and/or commercial uses.
- 7.34 It is an aspiration that development proposals in this area reinstate the frontage to Ardwick Green South and be of an appropriate scale to address this important primary route into the city centre, whilst also respecting the scale and privacy of residential properties within Brunswick along Wadeson Road.
- 7.35 The green spaces to the north of Kale Street and to the north of Grosvenor Street could be retained and enhanced as part of the network of green spaces, which could better link Brunswick, Ardwick Green and Mayfield.

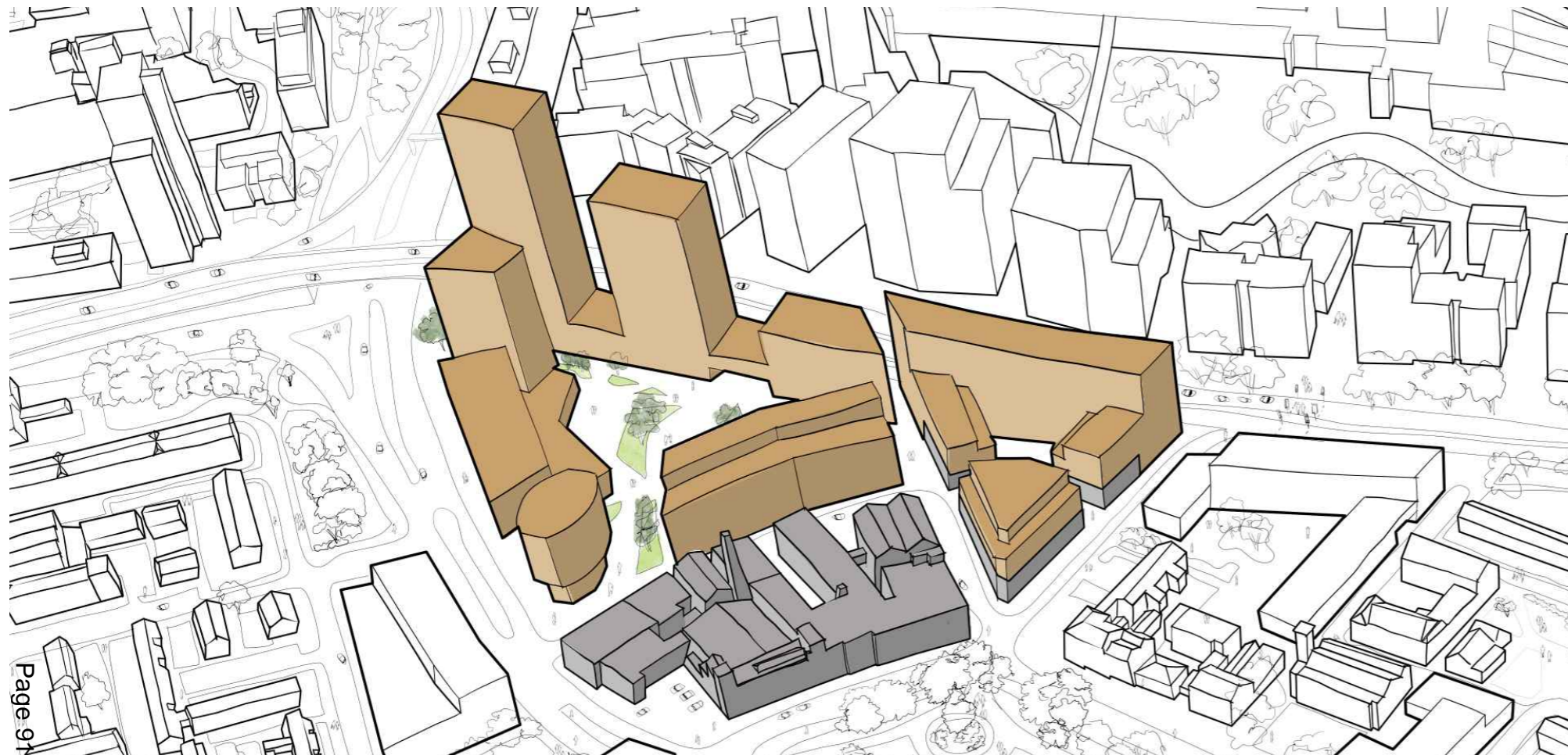




Knitting District

- 7.36 The eclectic and characterful mix of buildings in the area around Dolphin Street give this area a unique feel. A number of these buildings are identified as being worthy of retention within this NDF to support that aesthetic.
- 7.37 Opportunities could be sought to capitalise on this dramatic streetscape by sensitively repurposing existing buildings where necessary and encouraging high quality development adjacent to these existing warehouses and townhouses.
- 7.38 The existing streetscape suggests opportunities for a range of new buildings, which could vary in height or mass, but the setting of the existing buildings adjacent is a key consideration.
- 7.39 The introduction of more varied uses in the area, in addition to the manufacturing and commercial uses prevalent, and the provision of active frontages at ground floor level, could aid in providing 24 hour use and a higher degree of passive security.
- 7.40 Dolphin Street itself could provide a key link to potential future developments in east Ardwick and there is an opportunity to improve the public realm and provide better lighting along Dolphin Street.





City Gateway

- 7.41 This sub area currently contains a large underutilised site and presents an opportunity to create a marker for Ardwick Green on the approach from the City Centre.
- 7.42 A mix of uses at a higher density compared to elsewhere in the NDF area may be appropriate in this location; capitalising on the clear opportunity that the site under one ownership offers to improve the economic productivity of this large portion of the NDF area.
- 7.43 Any development of this area could seek to improve the street frontage to the A6 and improve the pedestrian experience, both along the A6 itself and by offering alternative pedestrian routes. This may provide the opportunity for the creation of new public spaces within the perimeter of the site and additional opportunities for ground floor active uses.
- 7.44 The scale of development within this sub area could increase adjacent to the Mancunian Way to reflect the scale of development proposed at Mayfield and within the Innovation District (ID Manchester – former UMIST Campus).
- 7.45 However, the scale of any development proposals must be carefully considered both in relation to its potential impact on the setting of designated heritage assets. The Drill Hall and Tanzaro House currently terminate views from Ardwick Green Park.
- 7.46 The eclectic mix of characterful buildings, including the nineteenth century Drill Hall and Tanzaro House, could be repurposed for appropriate commercial uses which complement the creative industries resident in the area currently.
- 7.47 It is envisaged that development of sites within this sub area, as elsewhere in Ardwick Green consider the car parking requirements of occupiers carefully to avoid worsening the on-street parking situation in the rest of Ardwick Green.



Union Street

- 7.48 Union Street provides the other opportunity within the Ardwick Green NDF area for an increase in density and a mix of uses could be appropriate here.
- 7.49 Any development in this area does, however, need to be cognisant of the residential neighbourhood adjacent and, particularly along Brydon Street, needs to respect the scale and the privacy needs of residential properties to the southern side of the street overlooking the site.
- 7.50 There may be opportunities in the development of this area to create alternative pedestrian/cycle routes connecting the city centre and Mayfield (via the new Mancunian way crossing) to the leisure facilities at Powerleague and at the Apollo.
- 7.51 Again, car parking requirements of residents/occupants is an important consideration within the context of the existing parking issues.

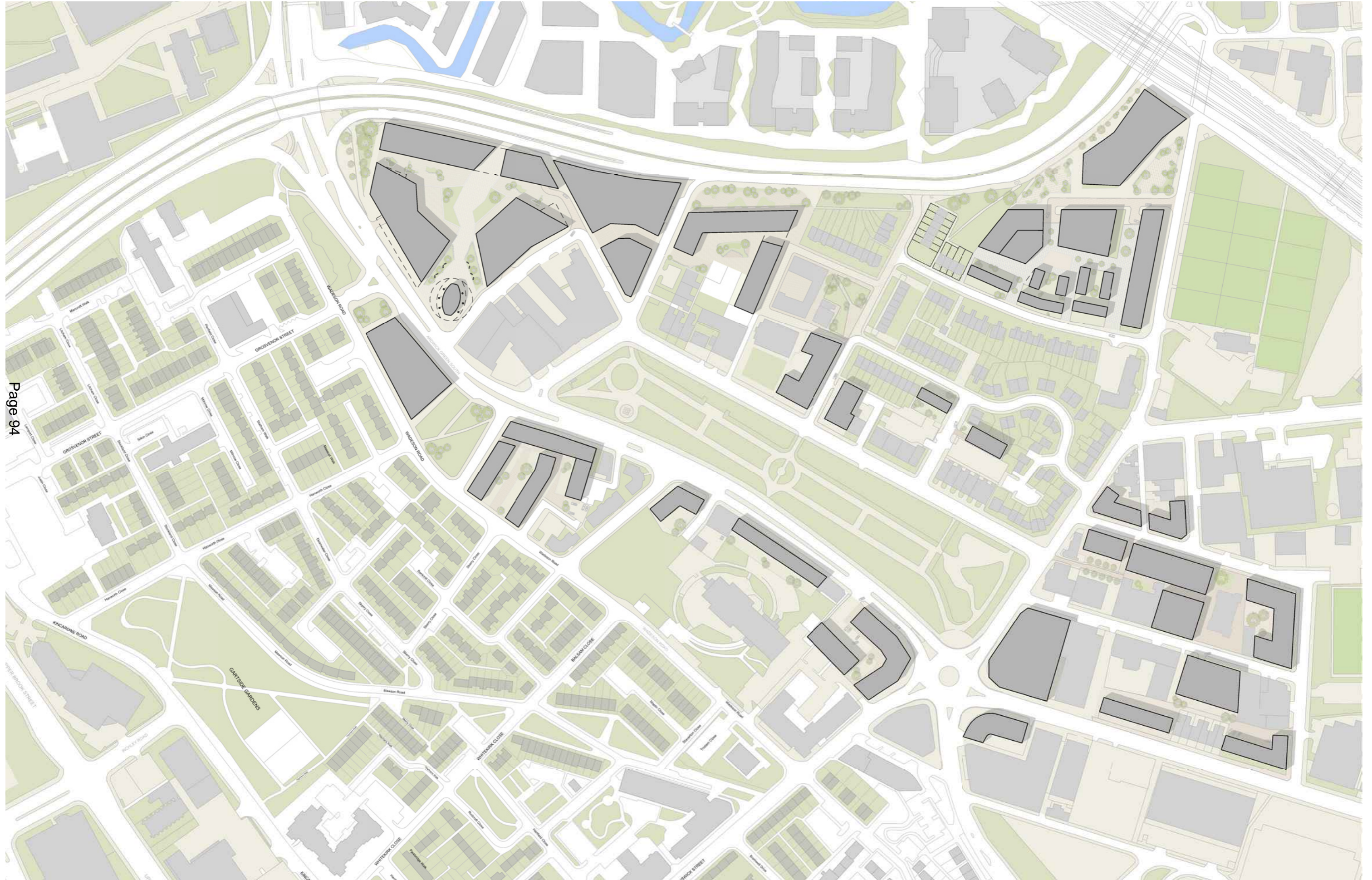


Next Steps

7.52 Subject to endorsement of this document by Manchester City Council, there are a number of important next steps that need to take place to ascertain the best way of implementing the ambitions of the Ardwick Green NDF:

- 1) Undertake further technical work to set out a strategy for the management of residential and commuter parking that is currently adversely affecting the area;
- 2) In conjunction with the relevant registered providers and landowners in the area, undertake an audit of the existing social and affordable housing stock to appreciate the ways in which improvements could be delivered;
- 3) Carry out further detailed design and feasibility work on the potential form and function of the crossing point that could connect Mayfield with Ardwick Green; and
- 4) All sites should be brought forward in accordance with local, regional and national Planning Policy, with regard to the details and ambitions set out in this NDF as a material consideration.

7.53 Although technical in nature, all solutions to the further work set out above can be developed through positive and close working with the existing community; landowners; and statutory stakeholders.





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