

# ANCOATS AND NEW ISLINGTON NDF CHARACTER AREA 3 – POLAND STREET ZONE



**CONSULTATION DRAFT**  
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**ANCOATS  
POLAND STREET  
ZONE**

^ Artists illustrations showing the potential environments and atmospheres for the Poland Street NDF Area

# 1. INTRODUCTION

**Ancoats is now one of the most sought after neighbourhoods in Manchester, and even the UK. However, it has been a 30 year journey to success, with Manchester City Council and its numerous partners endorsing a consistent set of key objectives for regeneration and growth over the years. These objectives have been rooted in the drive to provide a mixed-use neighbourhood, whilst protecting and enhancing the unique historic and urban character of the area.**

Supported by the planning policy framework the Ancoats and New Islington Framework was last updated in 2016 and the regeneration journey has continued since then, with 1,750 residential units, two office conversions and a new school completed. The majority of this new development has been in the 'Front of Ancoats' centered on Cutting Room Square, and in New Islington, with the area beyond seeing very little new development. This land, to the north of Radium Street is now one of the next key phases in this regeneration journey. It is a distinct and important area, acting as a transition zone between established

family neighbourhoods and City Centre living, whilst also containing light industry, albeit all at a very low density. This key area within Ancoats and New Islington warrants a more in-depth analysis of how environmental, social, design and economic objectives can be achieved.

## 1.1 DOCUMENT PURPOSE AND STATUS

The purpose of this document is, drawing on policy, to update preceding Ancoats and New Islington Neighbourhood Development Frameworks (NDF) previously endorsed by Manchester City Council. Specifically, the update is focused on ensuring a co-ordinated and policy consistent approach to development in Character Area 3 - Poland Street Zone (hereafter referred to as the Poland Street Zone).

It reflects further detailed masterplanning work for the Area within the existing policy context and the further significant progress that has been made since 2016



to deliver key objectives. It responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning policy and provides a comprehensive strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live.

Once endorsed, this document, would be a material consideration in determining all planning applications relative to the Poland Street Zone.

## 1.2 LANDOWNERS AND CONTRIBUTORS

Four key landowners in the area have contributed to the preparation of this document through an initial masterplanning exercise. These are as follows:

- Manchester City Council: Majority landowner within the Area and Local Planning Authority

- Manchester Life: Significant landowner within the Area with the remit to deliver predominantly new homes in an eastward expansion of the City Centre, with the focus of investment initially being in Ancoats and New Islington.
- Northern Group: Significant freehold and leasehold interests in the Area, with historic and current development commitments across Ancoats.
- Urban Splash: Significant freehold and leasehold interests in the Area, and also historic and current development commitments across Ancoats and New Islington.

The overall delivery of the Poland Street Zone Vision and Objectives will be led by the City Council, in conjunction with a wide range of delivery partners, including landowners, developers, and strategic partner agencies – as well as local stakeholders, residents, businesses and community organisations.

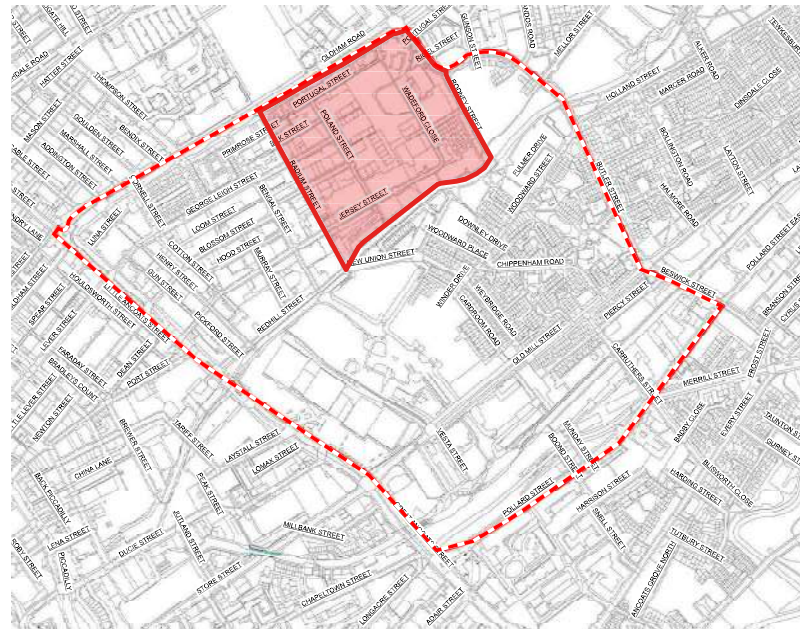


^ View north east towards Poland St Zone, Jersey St

### 1.3 NDF AREA

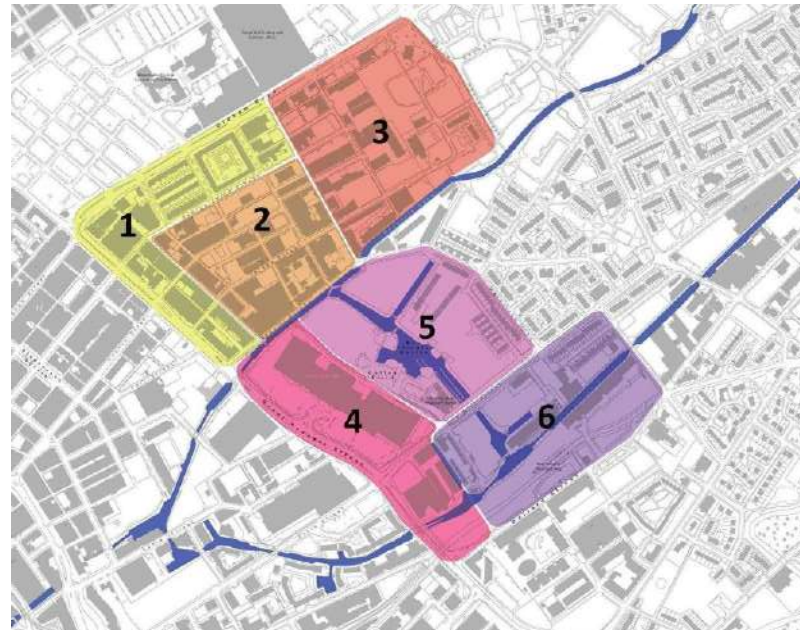
The Ancoats and New Islington NDF area is indicated on the diagram to the right, with the Poland Street Zone marked. The 2016 NDF identified six character areas within the Ancoats and New Islington area based on contextual appraisals, site analysis and identified roles in delivering the NDF masterplan strategy and vision. These 6 character areas are:

1. Greater Ancoats Street and Oldham Road Frontage
2. The Ancoats Core
3. The Poland Street Zone
4. Great Ancoats Street Frontage (New Islington)
5. New Islington Neighbourhood
6. Ashton Canal Corridor



< Ancoats & New Islington NDF Area (2016 NDF Update)

- Ancoats & New Islington NDF Area
- Poland Street NDF Area



< Ancoats & New Islington NDF Opportunity Areas (2016 NDF Update)

This NDF focuses on the Poland Street Zone - the area lying north east of Radium Street stretching up to Miles Platting, contained to the north by Oldham Street and the south by the Rochdale Canal corridor.

The **Front of Ancoats** is the ‘capsule’ environment defined by the eastern ends of Jersey Street, George Leigh Street, and focussed on the hub of Cutting Room Square. This sits at the heart of the renaissance of the wider northern fringe.

The **Poland Street Zone** remains caught in tension between this ‘new’ Ancoats and the stable, maturing inner suburbs of Miles Platting. This area currently performs an important local economic role, being home to various employers and supporting commercial activity; however, this is sporadic and low density.

## 1.4 STRUCTURE

This NDF is structured as follows:

Section 2: Policy Context

Section 3: Strategic Context

Section 4: Vision

Section 5: Regeneration Journey

Section 6: Analysis

Section 7: Objectives

Section 8: Implementation and Delivery





**POLICY CONTEXT**

# 2. POLICY CONTEXT

## 2.1 MANCHESTER CORE STRATEGY (2012)

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.

Ancoats is in the City Centre Fringe, as part of the Regional Centre. Policies within the Core Strategy of particular relevance to Ancoats 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: Identifies key locations for major employment growth, including Ancoats and New Islington (City Centre Fringe). The policy notes that the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities and other employment generating uses mainly in the City Centre and Eastlands, and specifically recognises the ERF area as a growing destination, with further opportunities for sports and leisure uses.
- Policy EC3 The Regional Centre: Within the Regional Centre

development for employment generating uses will be encouraged. The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

- Policy CC1 Primary Economic Development Focus: City Centre and Fringe: Ancoats and New Islington (including Central Retail Park) is identified by Policy CC1 as forming part of the City Centre Fringe. The City Centre Fringe is expected to accommodate 25ha of office or similar employment development and will be considered a suitable location for the consideration of high-density building and commercially led mixed use schemes. A variety of high-quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. The supporting text acknowledges that the City Centre Fringe areas have emerged due to their potential to provide well-connected City Centre extensions

to meet development demand. This process has begun, notably in parts of Ancoats and through the Co-op development, and the City Centre Fringe will become increasingly significant over the life of the Core Strategy. In addition, the Fringe area can offer accommodation to businesses which may suit the central location in policy and operational terms but would struggle to access City Centre accommodation due to cost.

- 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.

- 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.

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. 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.

Manchester City Council is looking to refresh the Core Strategy in light of the emerging GMSF, which is due for further publication in summer 2020.

## 2.2 SAVED POLICIES OF THE MANCHESTER UDP

It is considered that the two policies below are of particular relevance to Ancoats:

- Policies E3.3 & 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.

## 2.3 OTHER MATERIAL PLANNING CONSIDERATIONS

### 2.3.1 National Planning policy Framework (2019)

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.

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.

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).

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.

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).

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.

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.

### 2.3.2 MANCHESTER RESIDENTIAL QUALITY GUIDANCE (2018)

The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims, in the context of, and supported by, the planning policy framework, 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.
- 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.

To meet design and environmental objectives, new residential development needs to demonstrate how it will deliver the highest quality.

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, embedded in policy, 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.





**STRATEGIC CONTEXT**

# 3. STRATEGIC CONTEXT

## 3.1 ECONOMIC AND MARKET CONTEXT

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. 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.

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. 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.

### 3.1.1 Manchester: A Growing City

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 545,000<sup>1</sup> according to most recent estimates and continuing to grow rapidly. 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.

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 2.78 million and a combined GVA of over £65.5 billion, accounting for around two fifths of the North West's economic output<sup>2</sup>. In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester<sup>3</sup>. Manchester is one of the fastest growing cities in Europe.

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). This growth rate is forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is 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<sup>4</sup>.

1. Manchester City Council, 2016 Mid-Year Estimate (Revised 2019), [https://www.manchester.gov.uk/downloads/download/4220/public\\_intelligence\\_population\\_publications](https://www.manchester.gov.uk/downloads/download/4220/public_intelligence_population_publications). Accessed 19 September 2019
2. Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 12 December 2018), <https://www.ons.gov.uk/file?uri=/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach/current/gvareferencetables2.xls>. Accessed 26 September 2019.
3. Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 11 December 2018), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach> Accessed 27 September 2019.
4. Greater Manchester Combined Authority, Greater Manchester Forecasting Model: Summary of outputs (2017 update), [http://www.manchester.gov.uk/download/downloads/id/25330/i14\\_greater\\_manchester\\_forecasting\\_model\\_017\\_-\\_manchester.pdf](http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_017_-_manchester.pdf). Accessed 26 September 2019.
5. Greater Manchester Combined Authority, Greater Manchester Forecasting Model: Summary of outputs (2017 update), [http://www.manchester.gov.uk/download/downloads/id/25330/i14\\_greater\\_manchester\\_forecasting\\_model\\_017\\_-\\_manchester.pdf](http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_017_-_manchester.pdf). Accessed 26 September 2019.

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.

### 3.1.2 Thriving Regional Centre and National Destination

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.

Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is perhaps not surprising that the largest population increases are being witnessed within the age bands that are typically considered to fuel economic growth i.e. those at university leaving age and above. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth. The 25-29 age band also witnessed a significant increase of just fewer than 30,000 over the same period<sup>5</sup>. Growth in this sector of the population has resulted in demand for new lifestyle choices that offer access to City Centre employment, amenities and transport networks, together with well managed accommodation built for that purpose.

### **3.1.3 Trend in Businesses Looking for Agglomeration Benefits**

Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, new startups 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.

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.

### **3.1.4 Mobile and Skilled Workforce**

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 99,000 students in five Higher Education Institutions across Greater Manchester.

### **3.1.5 Accessibility**

Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to the regional centre. 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.

Ancoats is one the cusp of the core of the City Centre. Additionally, Metrolink and mainline rail services are available from Manchester Piccadilly Station, approximately 1 mile from Ancoats. This

provides access to the regional market, as well as national and international destinations via mainline rail and train services to the airport.

Manchester Piccadilly is Manchester's primary railway station and currently provides connections nationwide. In the future, this will be significantly extended through the development of a proposed new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

### **3.1.6 Manchester International Airport**

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.

### 3.1.7 Sport

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 2km from the Mayfield area.

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.

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.

### 3.1.8 Culture, Leisure and Tourism

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. Manchester's image as a cultural city that attracts regional, national, and international events is a sign of its increasing importance in this sphere.

Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a service-based high growth economy. 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) to name but a few, which have become recognised globally.

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. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

### 3.1.9 Emerging Residential Trends

Developing socio-economic trends, as described above, are driving changes in how people choose 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. Progress can be summarised as follows<sup>6</sup>

- In 2019 there were 42 residential schemes under construction across the city and Salford. Construction commenced on 21 new sites in 2019, comprising a total of 1,719 units.

- This accumulation and continued development is set to deliver 12,179 new residential properties between 2020 and 2022, with over 9,000 already delivered between 2014 and the end of 2019: highlighting the significant growth in population residing within the City Centre and the ambitions of the city region in this regard.
- Completions in 2019 represented 3,619 units and a strong pipeline from 2020 onwards is likely to continue to have a significant impact on the residential population in the City Centre.

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, often no deposit, flexibility on furnished or unfurnished, 24/7 concierge and significant residential amenity provision.

The city is now seeking to increase the owner-occupier provision in the city in areas like the Northern and Eastern Gateways to the city with lower density. Areas on the outskirts are the typically more suitable for lower density family housing, with a lesser identified need for rental accommodation in these areas.

6. Greater Manchester Combined Authority, Greater Manchester Forecasting Model: Summary of outputs (2017 update), [http://www.manchester.gov.uk/download/downloads/id/25330/i14\\_greater\\_manchester\\_forecasting\\_model\\_017\\_-\\_manchester.pdf](http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_017_-_manchester.pdf). Accessed 26 September 2019.

## 3.2 Regional Strategic Policy

### 3.2.1 The Greater Manchester Strategy

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.

This is the third Greater Manchester Strategy and it builds on the substantial progress made since the first was published in 2009 and the previous 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.

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.”

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

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

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

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

The priorities set out within the updated GM Strategy continue to build on the twin themes of ‘People and Place in GM’ which formed the basis for previous versions of the document. It sets out to achieve the vision contained within the document through new approaches which are shaped and driven by communities themselves.

By harnessing the strengths of Greater Manchester’s people and places, the GM Strategy aims to create a more inclusive and productive city-region where

everyone, and every place, can succeed. It builds on the work that has been done in previous strategies around reforming public services and growing the economy, with an increased focus on ensuring that the people of Greater Manchester can all benefit from economic growth and the opportunities it brings throughout their lives.

The GMS is also the blueprint for the future of public services in the city region, setting out how public bodies – including the 10 councils and the Mayor’s Office, the NHS, transport, police and the fire service – will work alongside local people to take charge of the future.

It addresses education and skills, health, wellbeing, environment, work and economic growth simultaneously in the belief that this is the best way to bring about change, and make a real difference to the lives of real people.

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.

All policies and alignment with the implementation plans are reflected in the Framework for the Poland Street Zone. The NDF document sets out clearly how each of the priorities and enablers have been addressed through the process of engagement and in the production of the NDF.

### **3.2.2 Draft Greater Manchester Spatial Framework ('GMSF', 2019)**

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 GMA and is based on a clear understanding of the role of

places and the connections between them.

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.

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 in summer 2020 following responses to this revised draft.

Manchester City Council's Local Plan (Core Strategy, 2012) is also set to be reviewed and updated in light of the strategic approach set by the GMSF.

In relation to Ancoats, the GMSF policy

GM Strat 5 states how inner areas have experienced the highest levels of population growth, particularly of those aged under 40, in recent years.

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.

New residents can help to improve the area with good quality new development, add to the local population to support the creation of new complementary businesses and deliver vibrancy and vitality.

### 3.2.3 'Made to Move' Beelines Strategy (2018)

The Made to Move Beelines Strategy sets out to provide 1,000 miles of walking and cycling routes across greater Manchester, both promoting sustainable transport and connecting communities.

The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1,400 new crossings that again remove physical barriers dividing communities, and provide safer walking routes through the city. Much of these changes are to be primarily community led. Public realm improvements should have walking and cycling integrated at the development stage.

The importance of reflecting this strategy in the Poland Street Zone NDF update is to improve connectivity, reduce the impact of air quality, and improve the propensity for cycling, in addition to supporting other alternative modes

of transport to create a low car use lifestyle. Direct and pleasant walking and cycling routes are essential to delivering this. Works have now commenced on Great Ancoats Street, part of the Bee Network, to improve walking and cycling infrastructure by the end of 2020.

### 3.2.4 TfGM: Greater Manchester Transport Strategy 2040

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.

Organised by spatial themes and supported by a five-year delivery plan, the strategy takes a long-term view of transport requirements across GM and the wider North and highlights the priority interventions needed to meet

those requirements. A City Centre Transport Plan is being developed for consultation, and will sit below the 2040 strategy.

To refine this long term strategy into more manageable elements for delivery, TfGM has published the Draft Delivery Plan (2020-2025) as the second in a series of five year delivery plans.

The 2040 Strategy and associated delivery plans is relevant to Ancoats because of its broad yet integrated approach to delivering significant improvements to the way people travel both across the region and locally.

The Strategy, to be reflected in the NDF, 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, deliver walking and cycling infrastructure and local centre enhancements.

### 3.3 LOCAL STRATEGIC POLICY

#### 3.3.1 Manchester Strategy 2016-25 (“Our Manchester”)

The Manchester Strategy 2016-25 was adopted by MCC in January 2016, and 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.
- 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.
- The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the city’s communities. This is based on the following essential principles:
- Better lives – it’s about people;

- Listening – we listen, learn and respond;
- Recognising strengths of individuals and communities – we start from strengths; and
- Working together – we build relationships and create conversations.’

#### 3.3.2 Manchester City Council Climate Change Emergency

A motion was passed by Manchester City Council to declare a climate change emergency on the 10th July 2019, which included commitments to:

- Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes.
- 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.

- It also reiterates the previous aim to reach a target of zero net emissions by 2038, or earlier if possible. This is to be followed by a framework produced by the Manchester Climate change Agency, to be published in 2020.
- Areas for action in the Draft Manchester Zero Carbon Framework 2020-2038 (February 2019) include:
- New buildings need to generate zero emissions when occupied and have significantly less emissions embodied in their materials and construction phase.
- Well-connected walking and cycling routes, public transport and electric vehicle charging points need to be key components of all new development.
- The development of a ‘circular economy’, in which sustainable and renewable materials are reused and recycled as much as possible.
- Use of renewable energy either generated in the city or from the National Grid.

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

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. Manchester’s green and blue infrastructure (GBI) has been part of the city’s success for a number of years.

Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the city’s landscape. As the city continues to grow over the next decade, existing and new GBI will need to continue to be an integrated part of this growth, particularly in the City Centre.

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.

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.

### 3.3.4 Manchester's Residential Growth Strategy (2016) and Housing Affordability Framework

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 between 2016 and 2025. 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.

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. 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.

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. In June 2017, the Council's Executive received and approved a Residential Growth Update report that included a Five-Year Action Plan covering the period 2017 - 2022 which identified key priority areas and key actions to be progressed.

Further work is being undertaken to assess the challenges and external factors that pose a risk to the Council's ability to deliver against its residential growth

ambitions, and to identify the actions and opportunities that will ensure that the City delivers the aligned objectives of sustained economic and residential growth including the provision of affordable housing.

In this regard, the Residential Growth Strategy will continue to ensure:

- that the right mix of new housing is delivered in the areas that can accommodate growth and that new homes are connected to new and existing employment opportunities;
- new housing supports the retention and attraction of a highly skilled and economically active population;
- the growing demand for high quality new housing in the City is met, which meets the needs of existing and future residents;
- new residential growth opportunities support the delivery of sustainable neighbourhoods with excellent pedestrian and transport connections including the use of low carbon

construction methods and technologies; and,

- that the master-planning of new neighbourhoods and residential developments will include infrastructure and traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

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.

### **3.4 AREA BASED REGENERATION CONTEXT**

This section sets out the relevant area based regeneration guidance which highlights the key policy objectives and how they could be achieved in areas adjacent to Ancoats and New Islington.

#### **3.4.1 Central Manchester SRF (2012)**

Ancoats area falls within the Central Manchester Regeneration Area. In accordance with policy, 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. Due to the proximity of the area to the city centre, in addition to the universities and hospitals it suggests there are significant opportunities for residents and for new people moving into the area, but this area historically may not always have fully gained the benefits of these.

The central Manchester SRF area is also acknowledged to have a limited scope for physical change generally, due to the very limited number of 'brownfield' sites. Therefore it suggests change is likely restricted to redevelopment or redevelopment primarily. The Core Strategy suggests the high dominance of rented sector housing in some parts of the Central Regeneration Area limits the choice of residents as their housing needs and preferences change. The housing supply in Ancoats consists of high proportion of rented housing in particular.

The aims of the central SRF include a focus on potential opportunities by proximity to the city centre and the regeneration of the city centre boundary. It envisages a significant change in housing in this area, while creating flourishing, and well connected communities.

### 3.4.2 Piccadilly SRF (endorsed 2018)

The Piccadilly SRF is located under a mile from Ancoats, covering a large part of the city centre north of Piccadilly. 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).

The Manchester Piccadilly SRF provides, supported by planning policy, 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.

The 2018 SRF sets out a vision for the delivery of environmental, social design and economic objectives through new high quality commercial accommodation,

new residential accommodation, and public amenities (including public realm, retail and leisure opportunities) within the Piccadilly area, in order to create a desirable location in which to live, work and spend leisure time.

The Site is located to the east of the Manchester Piccadilly SRF masterplan area, and is adjacent to the proposed new HS2 station. The proposals contained in the 2018 SRF aim to maximise the regenerative potential of HS2 and the internationally significant multi-modal transport interchange that Piccadilly Station will become.

The Mayfield SRF sits within the Piccadilly SRF. This SRF was endorsed in 2018, superseding the 2010 and 2014 SRFs previously endorsed by Manchester City Council (MCC), following public consultation.

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.

### 3.4.3 Northern Gateway (2019)

The Northern Gateway SRF was endorsed in 2019 replacing several earlier frameworks.

To support the policy framework, the regeneration of the Northern Gateway offers an opportunity to deliver approximately 15,000 new homes over the next 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with city-regional and national growth agendas.

The SRF area covers approximately 155 hectares (ha) to the north of Manchester city centre between Victoria Station, NOMA and the Northern Quarter in the southwest, and Queens Park and the intermediate Ring Road (Queens Road) to the northeast. It is surrounded by the established neighbourhoods of Ancoats and New Islington, Miles Platting, Monsall, Cheetham Hill and the Strangeways commercial district.

There are eight core aims, which highlight how the environmental, social, design and

economic objectives will be achieved:

- A unique and high quality residential led regeneration scheme.
- A varied network of high quality green streets and public open spaces.
- Manchester's unique city river park.
- Build on the best of what is there.
- Improve connectivity across the Northern Gateway and beyond.
- Create new gateways to and from the city centre.
- Promote truly sustainable places.
- Foster the emergence of local retail and service hubs.

Of particular relevance to Ancoats and New Islington is the promotion of walking and cycling as primary modes of transport. An extensive network of walking and cycling links is proposed to connect the neighbourhoods within the Northern Gateway and will also connect the Northern Gateway to the city centre and adjoining neighbourhoods including Ancoats and New Islington,

the Northern Quarter, Miles Platting and Queens Park. Walking and cycling links will also provide increased connectivity between communities and core social and community infrastructure, along with opportunities for leisure and recreation.

In regards to development adjacent to Ancoats, a strong street edge is proposed to be established along Rochdale Road and Oldham Road, with higher densities reinforcing an urban avenue character and larger development plots accommodating a mix of typologies. Development along Oldham Road will remain sensitive to the Ancoats Conservation Area and more suburban housing forms present in the existing Miles Platting neighbourhood.



^ Selected extract from Northern Gateway SRF (Walking and Cycling Connectivity plan)



### 3.4.4 Eastern Gateway (2019 Update)

At the heart of the renaissance of East Manchester has been the Etihad (formerly the City of Manchester) Stadium and the complex of sporting assets on the Etihad Campus (formerly Sportcity) that were developed for the 2002 Commonwealth Games. The Stadium has acted, and still acts, as the beacon of the economic transformation of East Manchester, a symbol of change and improvement in the fortunes of the area.

In the thirty-year journey of transformation of East Manchester which has been firmly embedded in the planning policy framework, the Etihad Campus has consistently been a major economic driver in its own right within a city region and national context. Policy which has supported the successive Regeneration Frameworks have identified the Etihad Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last ten years' significant

new investment has been made to deliver new facilities that benefit the community with new local leisure and educational developments being part of an integrated approach to the transformation of the area.

In December 2017, Manchester City Council approved a further version of the Eastlands Regeneration Framework (ERF 2017) drawing on planning policy in order to guide the next phases of identified projects and development activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.

Since that Framework was introduced, I, the economic growth in the City has continued at pace, with up to fifteen years of employment growth now likely to be delivered in half that time. The Framework was therefore updated and is currently awaiting formal endorsement..

The broad vision for Eastlands has

remained consistent for nearly twenty years – the policy framework is clear that it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.



# VISION

**“ANCOATS IS TO MANCHESTER WHAT  
MANCHESTER IS TO ENGLAND”**

**MORNING CHRONICLE, DEC 1849\***

\*AS QUOTED IN 'ANCOATS: CRADLE OF INDUSTRIALISATION', ENGLISH HERITAGE

# 4. VISION

'FIRST LIFE, THEN SPACES, THEN BUILDINGS - THE OTHER WAY AROUND NEVER WORKS.'

JAN GEHL

## 4.1 INTRODUCTION

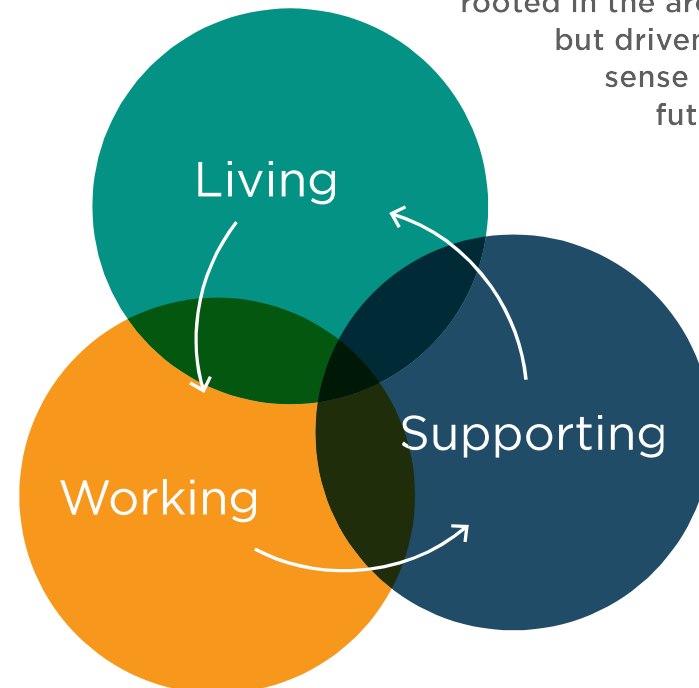
The transformation of Ancoats has become a powerful symbol of Manchester's urban renaissance.

Physically and aesthetically it offers 21st century urban living amongst some of the city's most iconic industrial built fabric. Culturally and functionally it supports an industrious and creative workforce and independent businesses, celebrating the craft and social history of the area.

Now better able to support its residential community, Ancoats is increasingly drawing in new people. Those looking for something different; somewhere different.

## 4.2 VISION

As we plan for the next stage of change which reflects the policy framework, capturing this potential for growth and regeneration, the vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future.



This means shaping a neighbourhood that responds to the need to meet the environmental, social, design and economic objectives. This includes:

- **Diverse and multi-generational** – A housing mix and living environment that opens up the Ancoat’s urban lifestyle to a broader range of people;
- **Living and working** – An active and mixed place that optimises residential and employment space, carefully managing the needs of both communities;
- **Urban and green** – Unreservedly urban in its density, medium-rise in scale and structured around meaningful open and green spaces and people friendly streets; and
- **Sociable and sustainable** – Somewhere that supports carbon neutral living and working, and fosters a sense of community and collective responsibility.

## A DIFFERENT APPROACH TO THE CITY CORE...



^ Vision concept diagram showing the potential ingredients of the Poland Street Zone



# REGENERATION JOURNEY

**“FEW AREAS BETTER DEMONSTRATE THE TRANSFORMATION OF A CITY THAN EAST MANCHESTER. ONCE THE POWERHOUSE OF THE INDUSTRIAL REVOLUTION ... THE EAST MANCHESTER AREA HAS BEEN TRANSFORMED”**

**EASTLANDS REGENERATION FRAMEWORK:  
A 2019 UPDATE**

# 5. REGENERATION JOURNEY

## 5.1 PROGRESS

The development of Ancoats and New Islington has taken place over a significant length of time, with the historic mills in Ancoats being built during the Industrial Revolution and coming to maturity in the early-mid 20th Century. Following this period of peak density, development activity and economic growth, Manchester suffered from post-industrial decline, as experienced in cities across the UK in the late 20th century.

This heralded a new period in city planning, which was reflected in the policy framework which focused on regeneration and renewal. This provided the platform for the Ancoats area in particular which underwent a programme of change and renewal to shape the area's post-industrial legacy. To support, guide and steer the attainment of policy objectives, the New East Manchester Urban Regeneration Company was formed in 1999. This had a particular

impact on starting to envision the potential of the area, alongside the 2002 Urban Splash New Islington Framework.

Each phase of regeneration, Royal Mills and the Chips building were first occupied in 2008 and 2009 respectively with the final phase of Royal Mills being completed in 2015. Key infrastructure has also been delivered early, including:

- Cutting Room Square and Canalside, completed 2010.
- Cotton Field Park, completed early 2011.
- A new Metrolink Line, which included a new stop at New Islington, opened in 2013.
- The restoration of St. Peter's Church as a rehearsal space for the Halle orchestra and event space, opened 2013.
- A permanent home for the Manchester Grammar School sponsored New Islington Free School, opened in September 2016 (they had been in temporary accommodation initially, since 2013).

The process in Ancoats and New Islington is symptomatic of the efforts, underpinned by policy, that have taken place across Manchester over the last 30 years to regenerate the city.

The realisation of policy has seen a vibrant living and working community populating parts of the city that had been in decline. This success has been more than 30 years in the making and has been possible due to a policy framework that has enabled the support, investment and passion of committed partners, and the community that has both existed and blossomed in the area.

The latest phase of redevelopment in Ancoats physically commenced in 2014, when the partnership between Abu Dhabi United Group ('ADUG') and Manchester City Council formed Manchester Life. This took place following the publication of the original 2014 NDF which set out the economic objectives, which could be achieved through investment in the area, and how the social and environmental objectives could be attained through the opportunities that existed for the





^ Halle St Peter's



^ Murray's Mill, Jersey Street



^ Cutting Room Square



^ New Islington Marina looking towards Cotton Field Park

creation of new neighbourhoods.

The NDF was updated in 2016 to crystallise the opportunities further and reflect the progress made already, the majority of which was residential (e.g. Nuovo, Residenza, HoUse, The Point, Paragon Mill, amongst others), but did also include some commercial development (Stubbs Mill and Jactin House).

The core development and urban design principles set out in the 2016 NDF have assisted in bringing forward detailed planning applications that respond to the relevant planning policy and its required outcomes in relation to an appropriate and quality built form. This is evident in the investment by Manchester Life, providing a catalyst for development in the area.

Northern Group, Urban Splash and Mulbury also all have freehold and leasehold interests in the area and have continued to bring projects forward.

In summary, the following residential developments have taken place since the 2016 update:

#### **Manchester Life:**

- Cotton Field Wharf - 302 units (completed Q3 2017)
- 1 Cutting Room Square - 31 units (completed Q2 2018)
- Smiths' Yard - 199 units (completed Q4 2018)
- Murrays' Mills - 124 units (completed Q3 2019)
- Sawmill Court - 158 units (completed Q2 2018)
- Weavers Quay - 201 units (completed Q2 2019)
- Vesta - 172 units (completed Q1 2020)
- Lampwick - 213 units (under construction - to complete by end of 2021).
- New Little Mill - 68 units (under construction - to complete by end of 2020).

#### **Mulbury:**

- Anco & Co, Blossom Street - 143 units (will complete in Q2 2020)

#### **Urban Splash:**

- HoUse, Phase 1 - 40 homes (completed 2017)
- Mansion House and Town House - 134 units (due to complete by Q2 2021)

#### **ISIS Developments:**

- Islington Wharf Phase 4 - 101 units (completed Q3 2019)

Much of the development that has been completed to date was designed with ground floor commercial space, especially in the 'Front of Ancoats', which has proven to be hugely popular. This includes Rudy's Pizza, which opened its first outlet in Ancoats in 2015 and has now become a well-known brand, not just in Manchester with operations elsewhere in the City Centre, but also but further afield. International recognition has also come from Mana, which was awarded Manchester's first Michelin Star in 2019, after a 42 year hiatus.

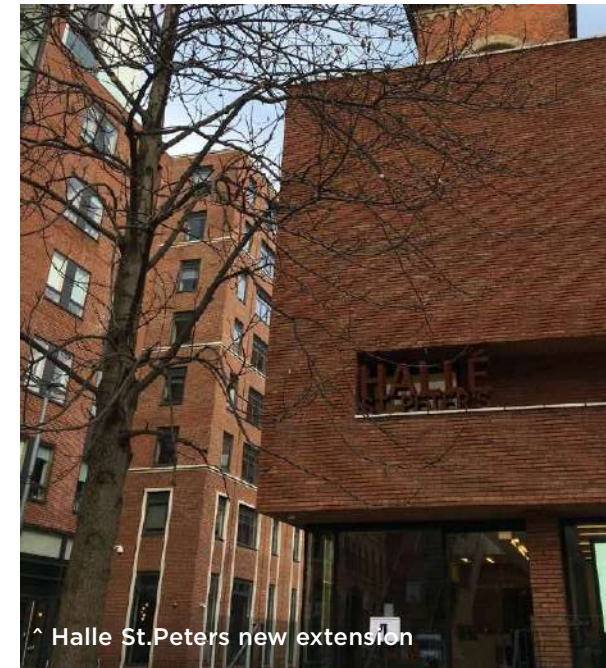
Ancoats General Store continues to go from strength to strength, operating as a bar and coffee shop alongside its convenience store operation; it also opened a post office in 2018, providing further amenity for local residents. Ancoats is also now home a barbers, and the Halle St Peters opened its extension in November 2019. This provides additional practice rooms and performances spaces alongside a new café, and will facilitate a broader cultural offer and opportunities for larger events.

There are further developments and proposals in the pipeline, which will continue to shape the area, including:

- The purchase and demolition of Central Retail Park by Manchester City Council to enable its future redevelopment and improve connectivity throughout the area. This is also to be the subject of a framework to highlight the policy position which supports its redevelopment.
- Work to transform Great Ancoats Street with wider footways, cycle crossings and additional tree planting



^ Rudy's Pizza



^ Halle St.Peters new extension



^ The Jane Eyre



^ Ancoats General Store

^ Examples of ground floor environments and uses  
Image sources: [www.facebook.com](http://www.facebook.com) and [www.betterretailing.com](http://www.betterretailing.com)

has now commenced and will take approximately 12 months (due to finish by the end of 2020).

Meeting all objectives, the residential development has had both an impact on the City Centre residential offer and has provided a high quality extension to the cultural and visitor economy from the Northern Quarter into Ancoats.

There has been a natural progression of the city centre outwards, reflected in policy, and this includes Ancoats. New residential developments with active ground floor uses have helped to achieve this, further enhanced by new public realm in Cotton Field Park and Cutting Room Square.

Development has predominantly been focussed on the area of Ancoats closest to Great Ancoats Street and much of this has been residential apartment blocks, with the exception of the ongoing refurbishment of the Grade II\* Express Building to provide 77,500 sq ft of contemporary workspace. This has generated a critical mass of local population to support the food and

beverage offer that has developed. In accordance with policy, there is now an opportunity for a greater living - working mix of uses, providing employment opportunities for local residents, with less night time economy uses compared to the Front of Ancoats. The area is also capable of providing public spaces, green spaces and children's play, which would support the environmental objective and policy requirements for place making

Great Ancoats Street is a busy arterial route through the City and measures to improve this are underway. Connectivity, permeability and much wider traffic impacts would all have to be considered in the context of policy. Parking within Ancoats has also been a subject of much debate, with Highways recently implementing control through the use of double yellow lines.

Regeneration of the surrounding area has gained momentum and long terms plans for further phases are beginning to crystallise. There is a greater emphasis on family-style housing of relevance to

the NDF area, with progress made in both the Northern and Eastern Gateways to the city. The full strategic context to the Poland Street Zone is contained in Section 3. This includes the Eastern Gateway and the Northern Gateway.

## 5.2 RESIDENTIAL MARKET

Manchester has seen unprecedented population growth over the past two decades, with growth concentrated in the City Centre and surrounding wards.

Less than 1,000 people lived in Manchester City Centre in 1990. As a result of the latest development cycle, which started in earnest since 2014, the city has added a further 35,000 people and the current total is now around 65,000. Population growth is concentrated in the City Centre and surrounding wards, and is expected to reach 100,000 residents by 20257.

Much of the population growth can be attributed to the intense development of Build to Rent (BtR) accommodation

in the city since 20148, with Manchester Life delivering, or on-site with 1,073 BtR homes currently. This has formalised the rental market in the city and supports a diverse regional centre.

To meet policy objective there is need for diversification, particularly with new family-style homes in appropriate locations. This is clearly articulated and emphasised in both the Northern and Eastern Gateway Frameworks. Delivery of this type of housing seeks to harness the demand anticipated to be generated by those occupying rental accommodation and looking for their first home, many of whom have established roots in the city and need space to grow.

The Core Strategy recognises that there is a need for development to respond to its location and character; this will mean the creation of new neighbourhoods with a different housing offer both in terms of type, tenure and density

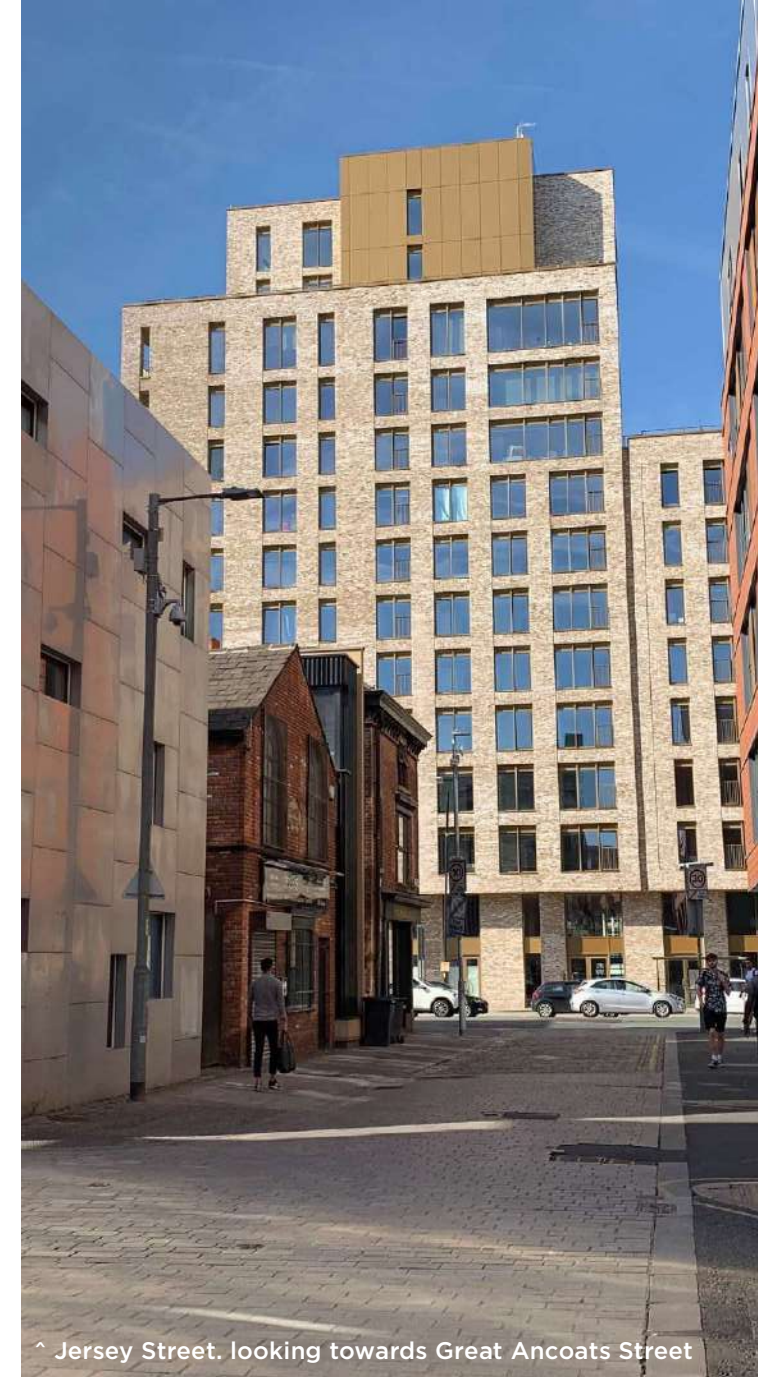
### 5.3 COMMERCIAL MARKET

The City Centre is the economic growth engine for both Manchester and the wider region. It has a high concentration of employment and has seen a significant increase in development over the past year, building on the city’s international reputation as a leading place to live, visit and do business. Over the past year in particular, there have been significant levels of investment in the city to commercialise its strengths in research and innovation<sup>9</sup>. This is a long-standing policy objective to deliver the growth to support the city and the region.

<sup>7</sup> State of the City Report (2019) Manchester City Council

<sup>8</sup> Since 2014, over 21,000 units have been delivered or are on-site in the regional centre, with the vast majority of these being BtR.

<sup>9</sup> Manchester City Council (2019) State of the State report.



^ Jersey Street. looking towards Great Ancoats Street

Commercial progress has been made in Ancoats and New Islington since the 2016 update. Delivery of the Jactin House and Stubbs Mill and schemes, as well as some smaller commercial conversions, has allowed for the business community to develop. This has harnessed the potential and elevated the area beyond the commercial space at Royal Mill, Beehive Mill and 47 Bengal Street. Ancoats and New Islington has now become an attractive and viable location for new commercial development. The product range and location has helped to diversify the commercial economy in the city centre, attracting new occupiers.

Food, beverage and convenience retail has also become prevalent in the area, associated with the delivery of new residential developments offering ground floor retail units. MCC, Manchester Life and others have adopted an 'independent-led' strategy for the food and beverages uses which has contributed to the vitality of the area. The area now has a thriving evening and weekend economy that acts as an

extension of the offer currently in the Northern Quarter, albeit the operations and hours have been adapted to reflect the fact that this is predominantly a residential neighbourhood.

10 The Manchester City Centre Strategic Plan 2015-2018 (2016) included an extended City Centre boundary to include Ancoats and New Islington to respond to the rapidly evolving economic geography of the City Centre and to recognise the contribution of former 'fringe' areas and their relationship with the city centre.

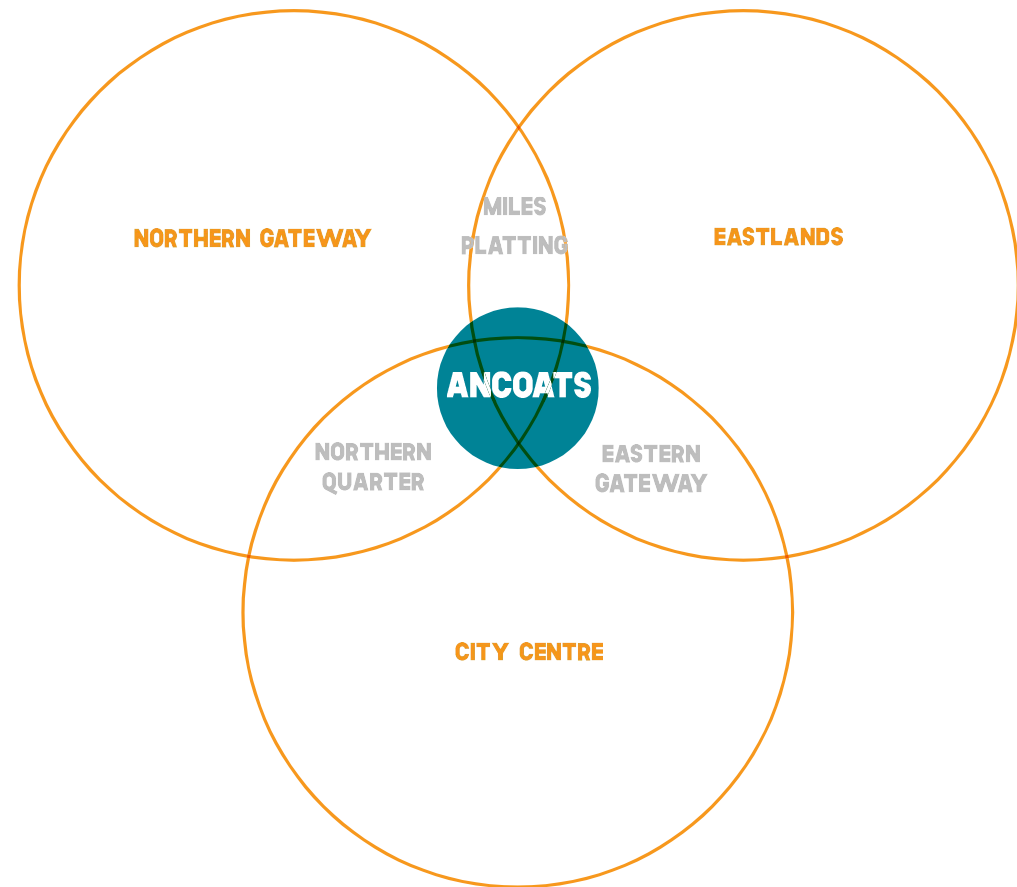
## 5.4 RELATIONSHIP WITH THE CITY CENTRE

The updated City Centre boundary (2016)<sup>10</sup>, responded to the policy objective of economic growth and the delivery of more homes in the City Centre. The population increasing to over 50,000. As both the economy and population of Manchester have grown, large scale mixed-use developments incorporating commercial, residential and leisure uses are driving change at its boundaries - including Ancoats, and New Islington to the east. The city centre boundary has therefore been extended to recognise the contribution of former 'fringe' areas and their relationship with the city centre.

The expansion of the city centre therefore reflects the policy position and is also a key imperative of Manchester's Strategy (2016-2025) which is to drive the creation of sustainable neighbourhoods of choice which support economic growth and improve quality of life in these areas. This extension facilitated Ancoats and

New Islington evolving into a desirable city centre residential offer as well as a destination in their own right.

The 2016 Strategic Plan recognised that Ancoats and New Islington were increasingly growing in popularity for places to live. The expanded city centre neighbourhoods are seen as locations where young, skilled and key workers have chosen to live, but also where a broader population, including retirees, have chosen to live.



^ Relationship of Ancoats to other Strategic Regeneration Areas








**ANALYSIS**

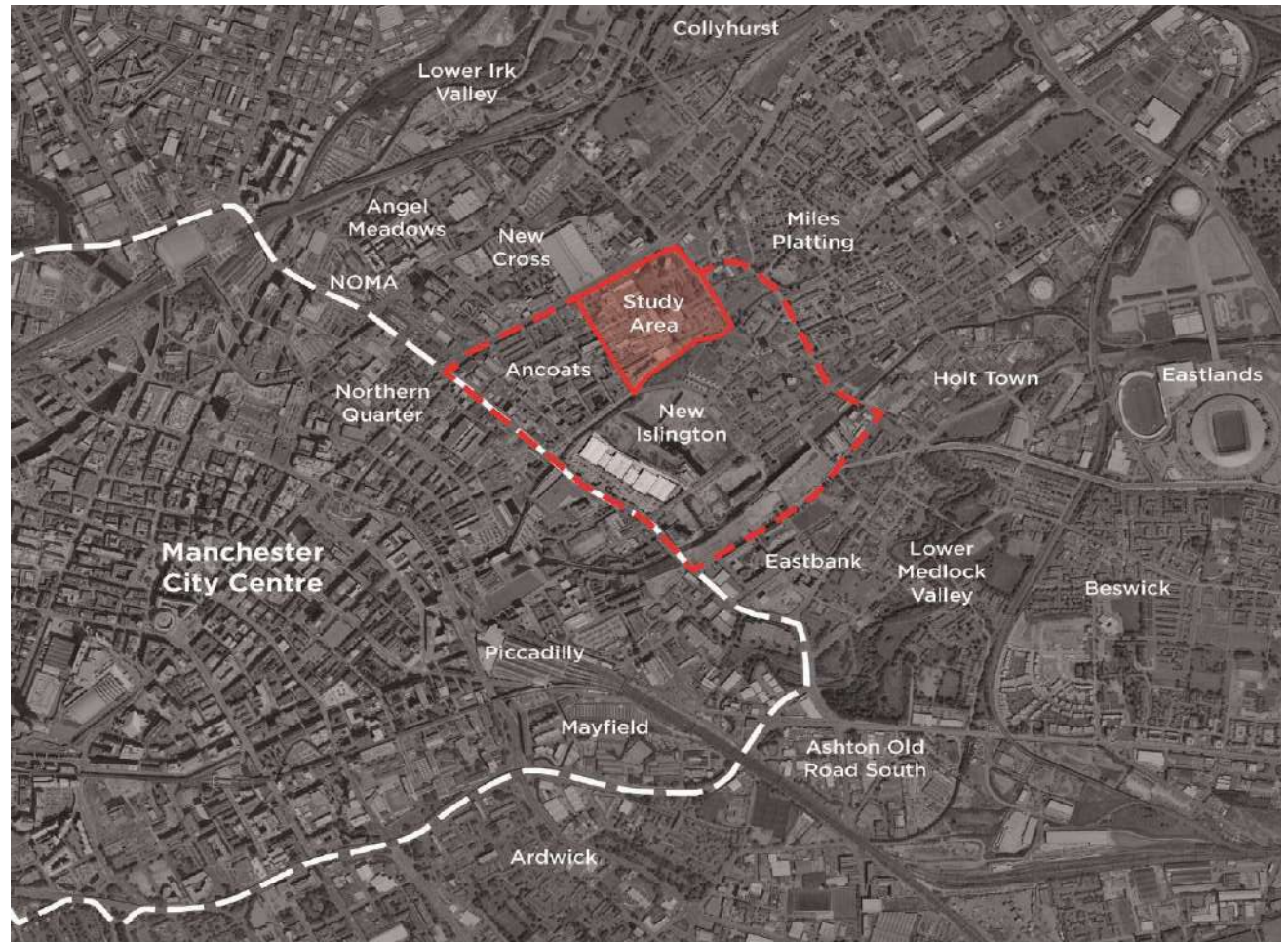
# 6. ANALYSIS

## 6.1 SURROUNDING CONTEXT

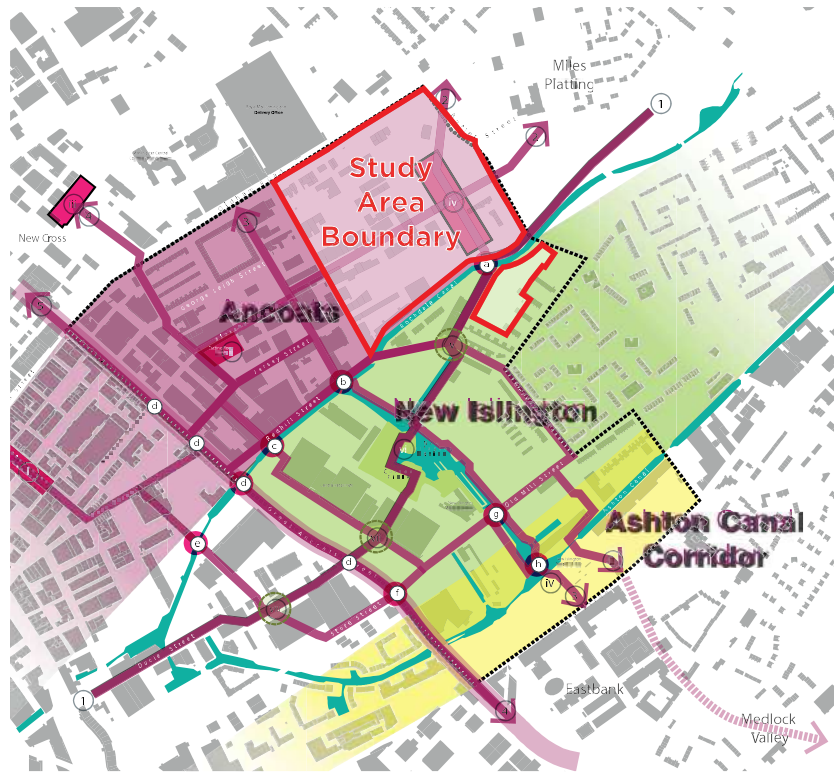
The Poland Street Zone of Ancoats is a key component of the Ancoats and New Islington NDF area, as well as being surrounded by other major regeneration areas.

There are also various notable initiatives and developments consistent with policy in the immediate surrounding area, including the recently completed and ongoing Lovell family-style housing development in Miles Platting; a variety of recently completed high density housing developments in the Front of Ancoats; and the proposed highway and public realm improvements on Great Ancoats Street and Oldham Road.

-  Poland Street NDF Area
-  Ancoats and New Islington 2016 NDF Boundary
-  City Centre Boundary



^ Key neighbourhoods and regeneration areas surrounding the study area



^ Extract from the Ancoats & New Islington NDF 2016 showing proposed key links and activity nodes



^ Proposed upgrades to Great Ancoats Street  
Source: www.placenorthwest.co.uk



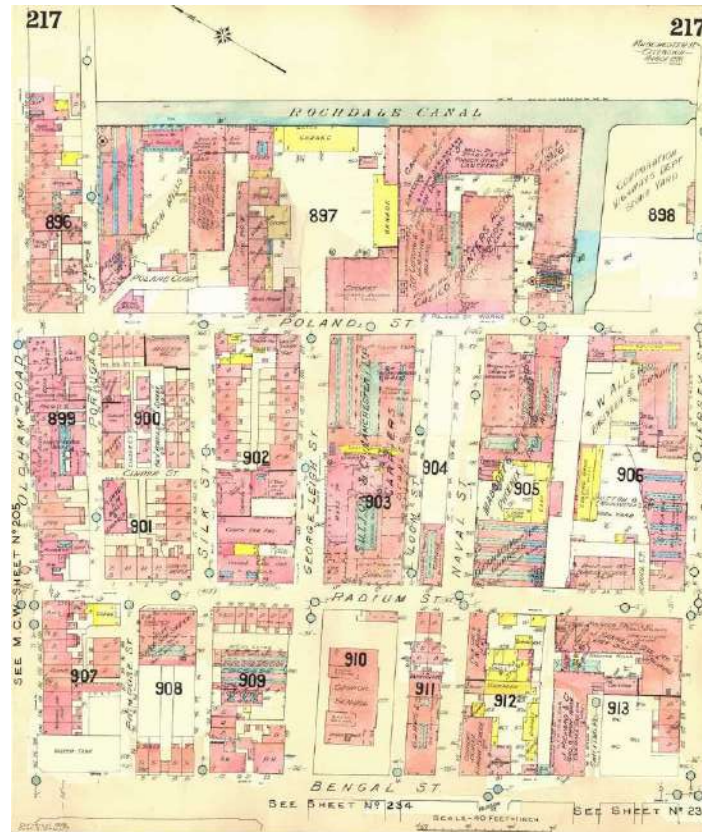
^ New Islington Free School



^ New homes in Miles Platting

## 6.2 HISTORY AND HERITAGE

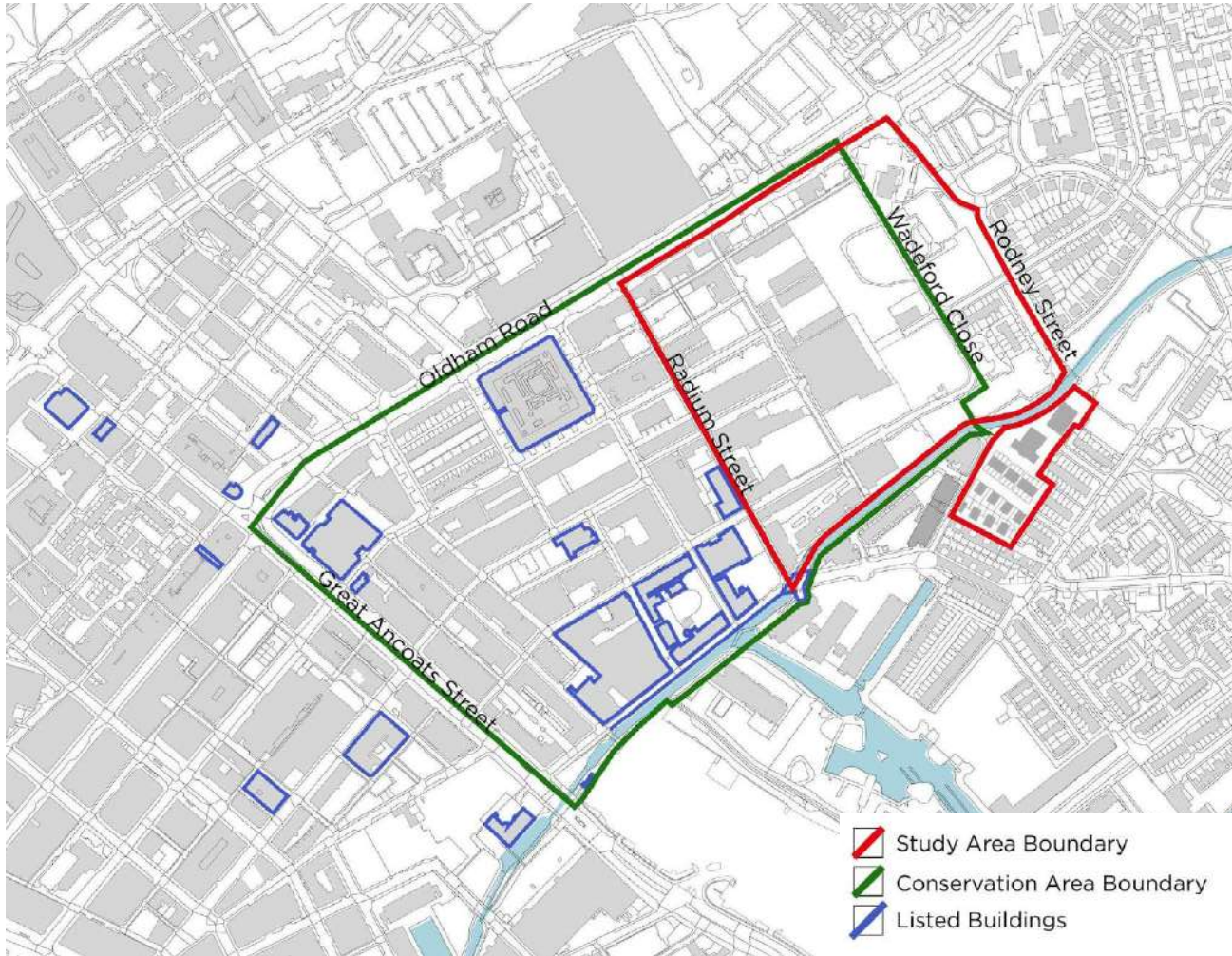
The evolution of Ancoats is well documented, and sets an intriguing and inspiring foundation. The Ancoats Conservation Area extends across the Poland Street Zone through to Wadeford Close, but there are no listed buildings within the area east of Beehive Mill. Planning policy sets out the importance of heritage and conservation.



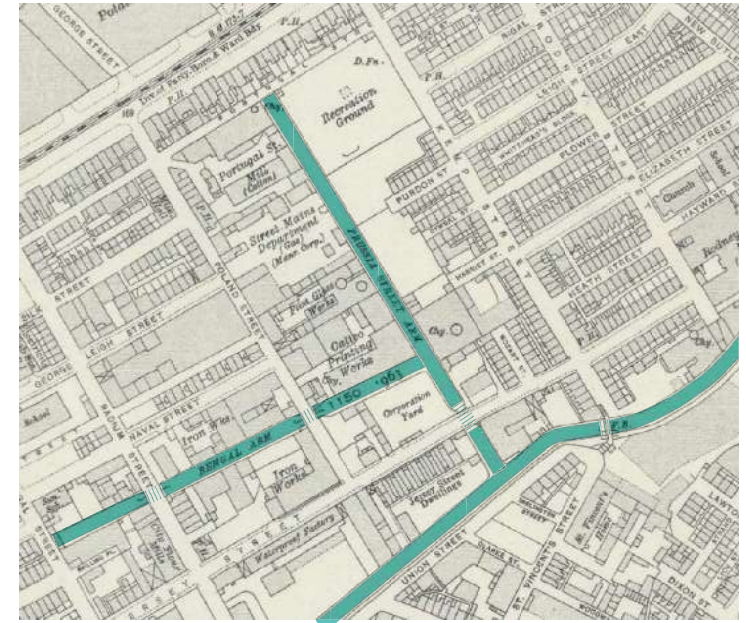
^ Goad map of 1928 revealing an eclectic urban grain and use mix



^ Artists impression of the 'cheek by jowl' living, working and play environments evocatively described in Friedrich Engels 'The Condition of the Working Class'



^ Ancoats Conservation Area boundary and listed buildings



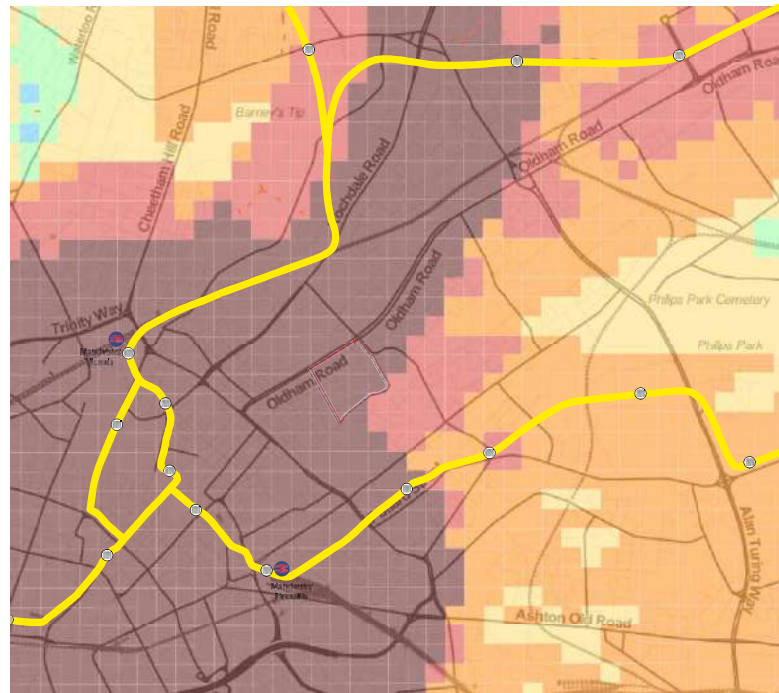
^ Historic mapping 1914 showing the former alignment of the Prussia and Bengal canal arms







^ Existing bridge remnants of the old canal arm under Jersey Street

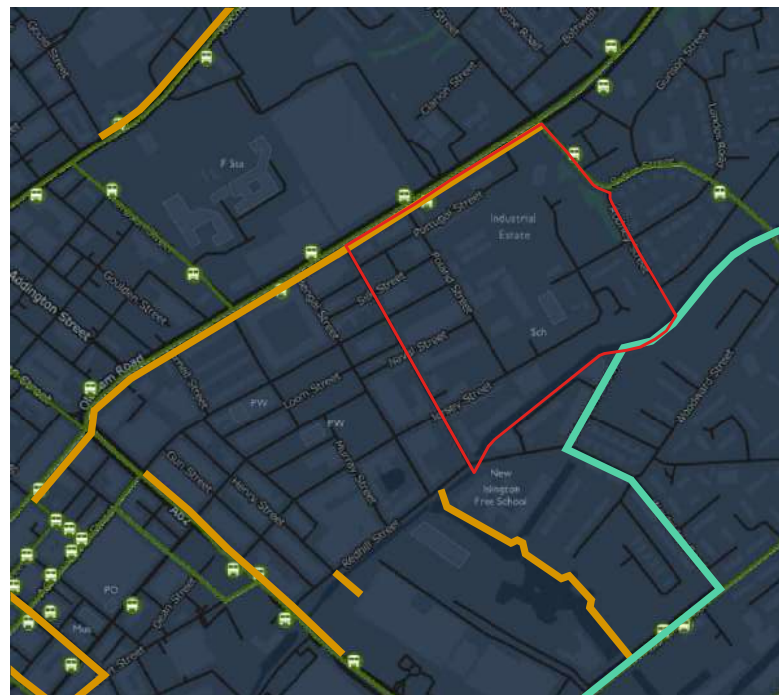
### 6.3 CONNECTIVITY

The Poland Street Zone is a very accessible and connected neighbourhood as demonstrated by the analysis.



< Greater Manchester Accessibility Levels [GMAL] as currently mapped (2019), shown in the context of the existing Metrolink tram network

-  Tram route
-  Tram stop
-  Principal rail stations
-  GMAL accessibility score (low-high)



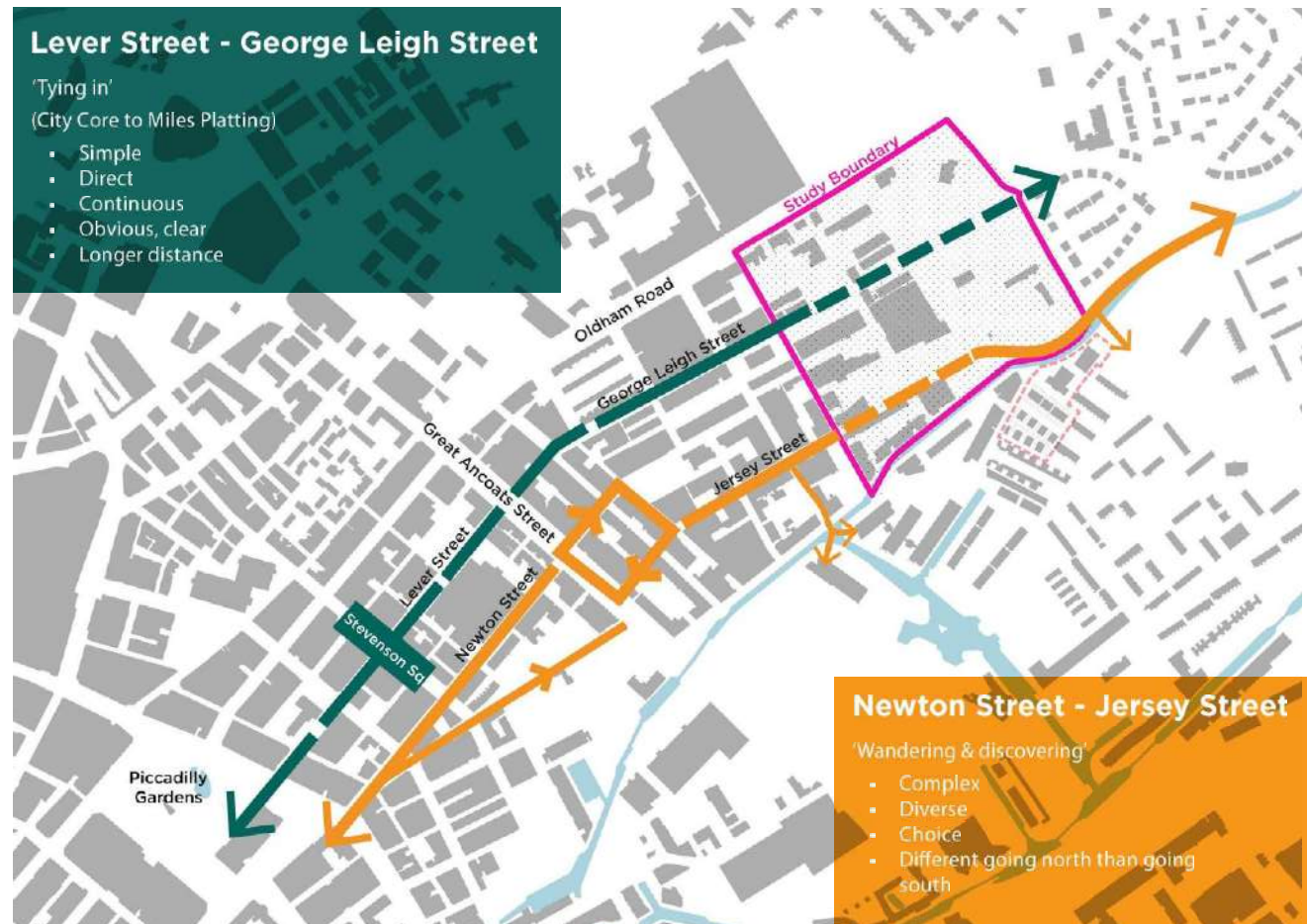
< Connectivity by bus and cycle as currently mapped by mappinggm.org.uk (2019)

-  Bus route
-  Bus stop
-  Cycle network (TfGM)
-  Cycle network (Sustrans)

(plans based on adaptation of mapping data sourced from mappinggm.org.uk)

However journeys through the neighbourhood can be unclear or unfriendly to pedestrians and cyclists, with the car tending to dominate. There is no clear street hierarchy and surfaces are generally tired.

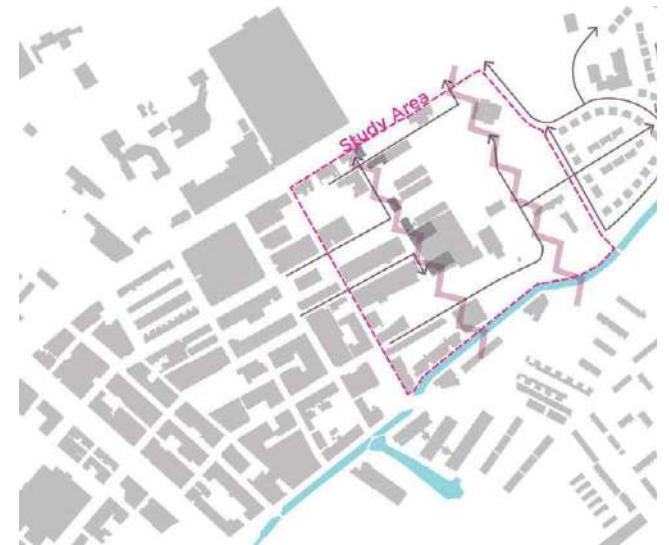
George Leigh Street and Jersey Street are the key connections into the city core. They are the more direct and well-used routes into and out of Ancoats.



^ Diagram summarising the characteristics of George Leigh Street and Jersey Street corridors

## 6.4 EDGES AND INTERFACES

The edges and interfaces of the Poland Street Zone are generally poor with a limited relationship to assets such as the canal or adjoining residential neighbourhoods.



### ^ Lack of Connectivity to Miles Platting

Severance between the northern edge and Miles Platting - only Oldham Road, Jersey Street and Rochdale Canal provide connectivity here, and these all lack environmental quality and suffer from a poor perception of legibility and safety.



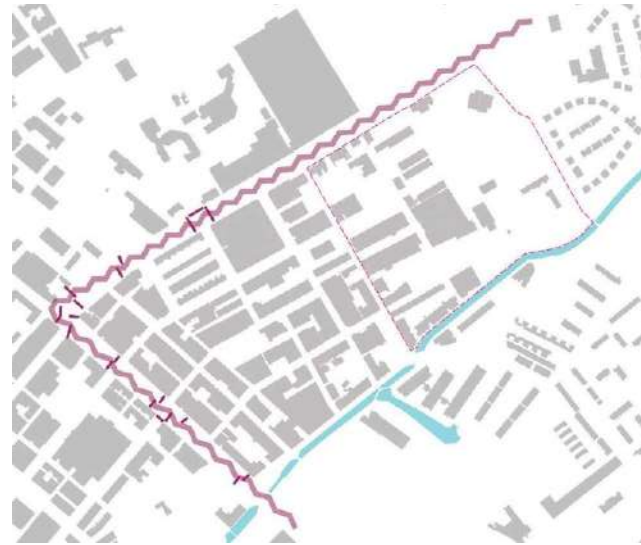
^ View from Miles Platting looking back towards Ancoats showing poor and obstructed connections





### ^ Deteriorating Edges

Quality and definition of frontage along the key edges - Oldham Road, Rochdale Canal and Miles Platting Wadeford Close and Poland Street) - is poor and dilapidated. These are poor thresholds into the area.

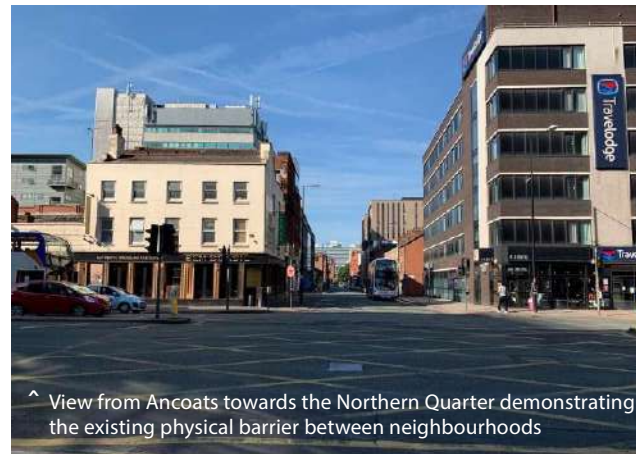


### ^ Severed Connections

The vehicular dominated environments of Oldham Road and, to a lesser extent, Great Ancoats Street constrain the sense of connectivity but contribute to Ancoats insular character.



^ View towards buildings that front onto Oldham Road showing their poor condition and fragmented edges



^ View from Ancoats towards the Northern Quarter demonstrating the existing physical barrier between neighbourhoods

## 6.5 FORM

The Ancoats grid breaks down beyond Poland Street, with only two direct street connections passing beyond this to the eastern edge of the Poland Street Zone. This has resulted in an inward-looking built form at this point and inhibits the sense of connection to the wider community.



^ Fragmented built form within the grid structure



^ Figure:ground diagram illustrating the loss of intactness of the Ancoats grid within the Poland Street Zone

## 6.6 MASS AND DENSITY

The area is generally of low density and mass and transitions between the denser mass of the Front of Ancoats to the lower rise development in Miles Platting.



^ Diagram providing illustrative representation of current building heights within the Poland Street Zone, in contrast to front of Ancoats

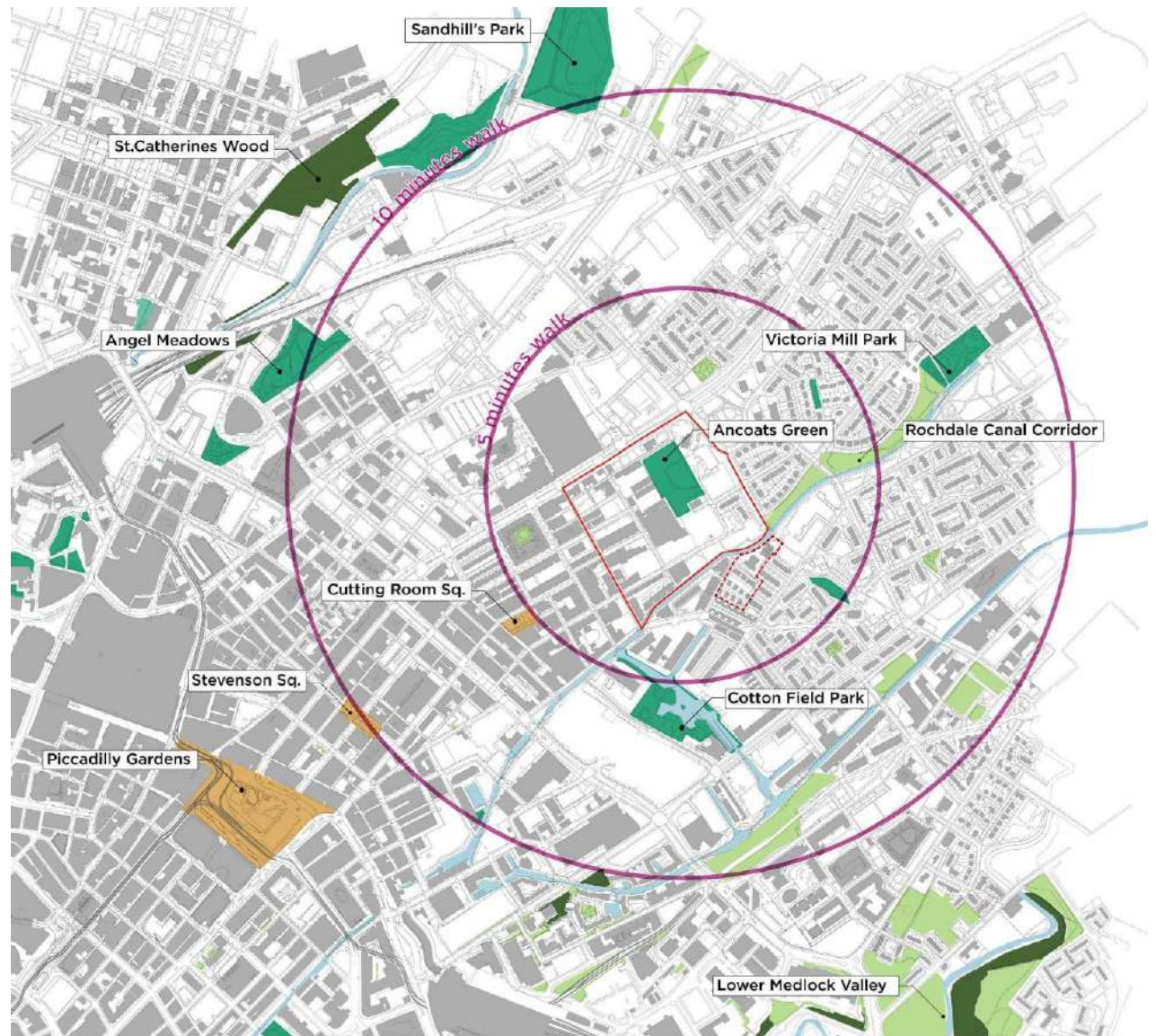
## 6.7 OPEN SPACE

New Islington and Ancoats currently has three functioning open spaces. Cutting Room Square is a traditional hard urban space at the centre of the Front of Ancoats. It is well integrated with overlooking development, surrounded by a mix of active uses, with a food and drink emphasis.

Cotton Field Park is a park centred around a marina with a blend of hard and green space. It has an active canal boat community, with a variety of wildlife.

Canalside on Redhill Street is a smaller space, but provides amenity space adjacent to the Canal with plentiful seating.

Beyond these lies Ancoats Green, a large green space that provides a resource for local communities and wildlife. However it suffers from a poor relationship with existing buildings and is not overlooked. As a result there is little animation or positive activity and it attracts anti-social behaviour. It currently represents an underused asset for the community.



^ Illustrative map of existing open spaces in the local area

- |  |   |
|--|---|
|  Study area               |  Wooded area               |
|  5 minutes walk distance  |  Hard surface public realm |
|  10 minutes walk distance |  Park                      |
|  Canal                    |  Informal open space       |



^ New Islington Marina



^ Rochdale Canal corridor



^ Ancoats Green



^ Cutting Room Square

In the context of this regeneration framework there is an opportunity to improve Ancoats Green to fully celebrate its potential as a significant community asset as part of a vibrant and inclusive neighbourhood.

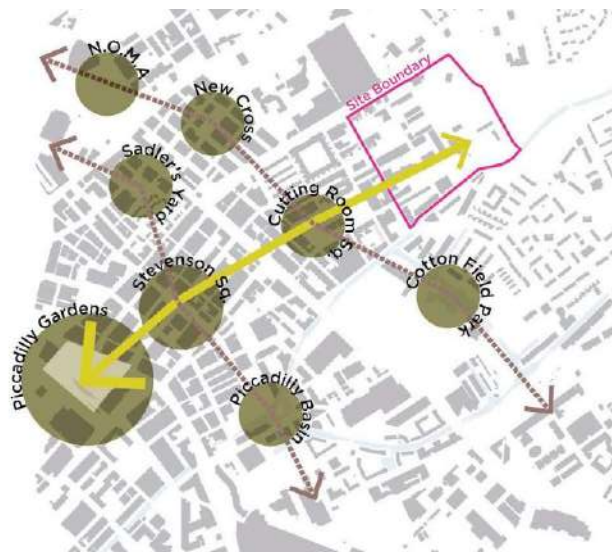


### City spaces

Piccadilly gardens gives this part of the city core a strong sense of centre. Smaller scale, neighbourhood spaces orbit the centre in our mental map.

Cutting Room Square has been successful in pulling Ancoats into the orbit of the centre, and is evidence of an evolving / maturing series of spaces that are providing an ever richer experience in the city.

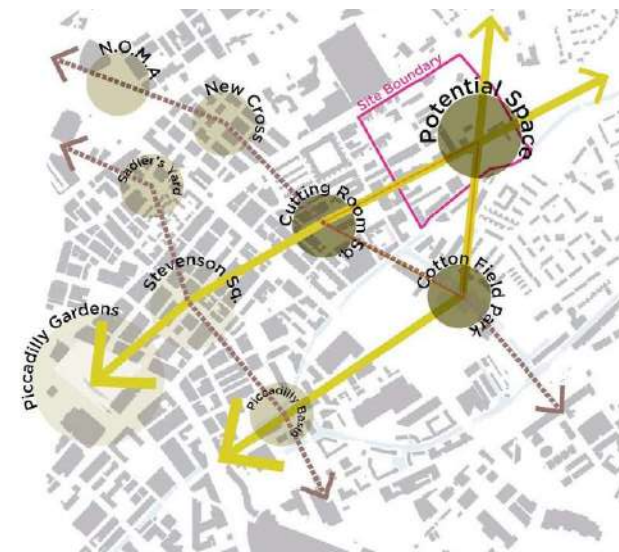
Connections into the core are strongly radial and this serves to strengthen the pull of Cutting Room square on a clear sequence from Piccadilly Gardens and Stephenson Square.



### An emerging network

The strong radial sequence from Cutting Room to Piccadilly as starting to become more recognisably counter balanced by inter-radial connections.

The emergence of spaces such as Cotton Fields and Angel Square and future planned spaces e.g within New Cross are highlighting cross-connections that will continue to strengthen the city fabric and encourage inter-radial movement.



### A potential new axis

There is a compelling opportunity for a space or spaces at back of Ancoats that would;

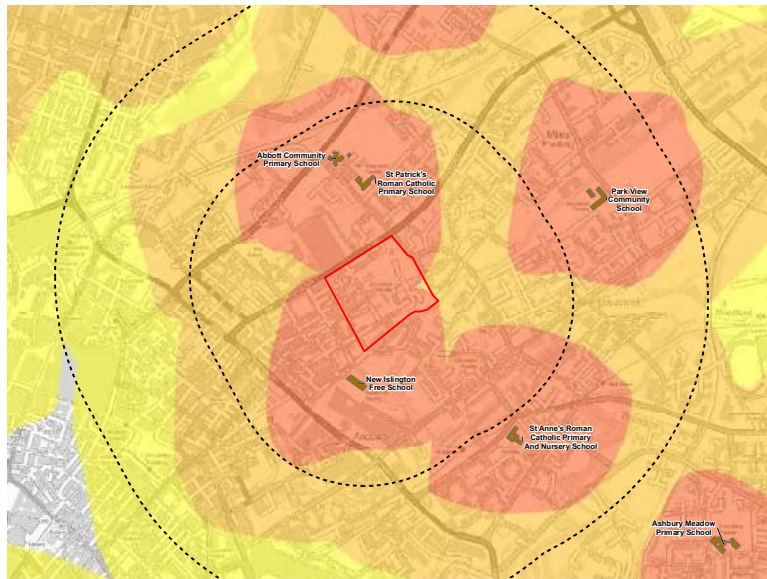
Lengthen and strengthen existing radial connectivity into the city core

Strengthen and feed into the emerging inter-radial network

Provide the foundation to a new radial sequence through Cotton Fields towards Piccadilly station via Ducie St and Piccadilly Basin

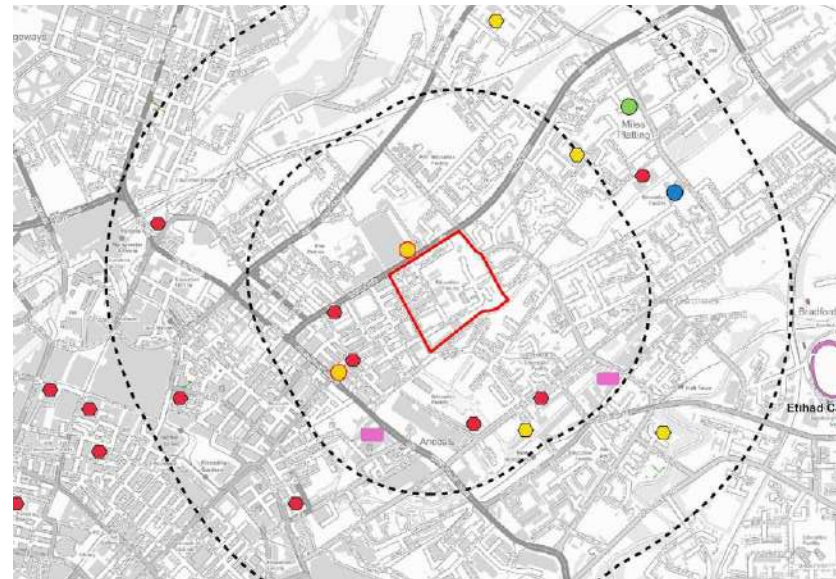
## 6.8 COMMUNITY AND SOCIAL INFRASTRUCTURE

The Poland Street Zone is well served by existing community and social infrastructure in immediately adjoining areas and neighbourhoods, as demonstrated by the analysis.



^ Current Local Primary Schools (illustrative not definitive)

- Site Boundary
- 500m and 1km buffers
- Schools
- Primary Education
- Walking isochromes
- under 5min walk
- 5 - 10 min walk
- 10 - 15 min walk



^ Other community facilities (illustrative not definitive)

- Site Boundary
- 500m and 1km buffers
- GP Practice Location
- Sports And Leisure Centre
- Nursery Location
- Childrens Centre
- Public Library
- Post Office

0 125 250 500 Meters







# OBJECTIVES

# 7. OBJECTIVES

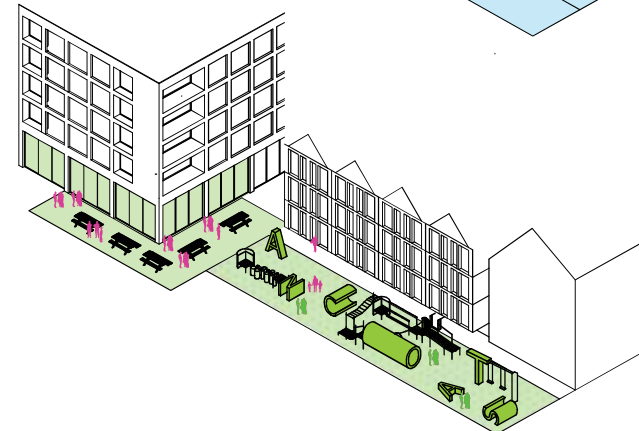
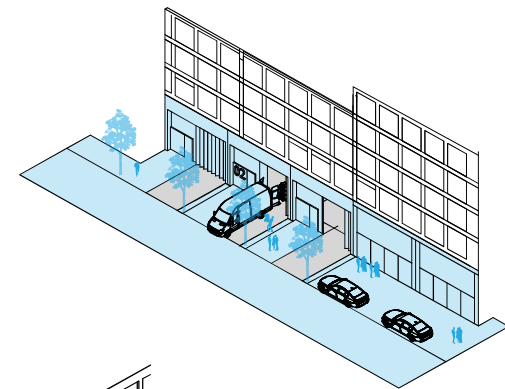
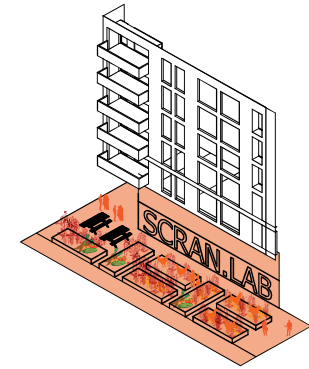
## 7.1 INTRODUCTION

The framework highlights the environmental, social, design and economic objectives that the development of this area needs to reflect.

Of note is the need to achieve the environmental objective, with sustainability being a thread which runs throughout all principles and opportunities.

## 7.2 OVERARCHING OBJECTIVES

The aim is to see improved social and economic outcomes from developments in the local context and a sense of place. The overarching objectives apply an understanding of the place today, its historic development, and the influence of wider regeneration including Eastlands, Northern Gateway, and the wider Ancoats and New Islington NDF Area.



## FLOURISH

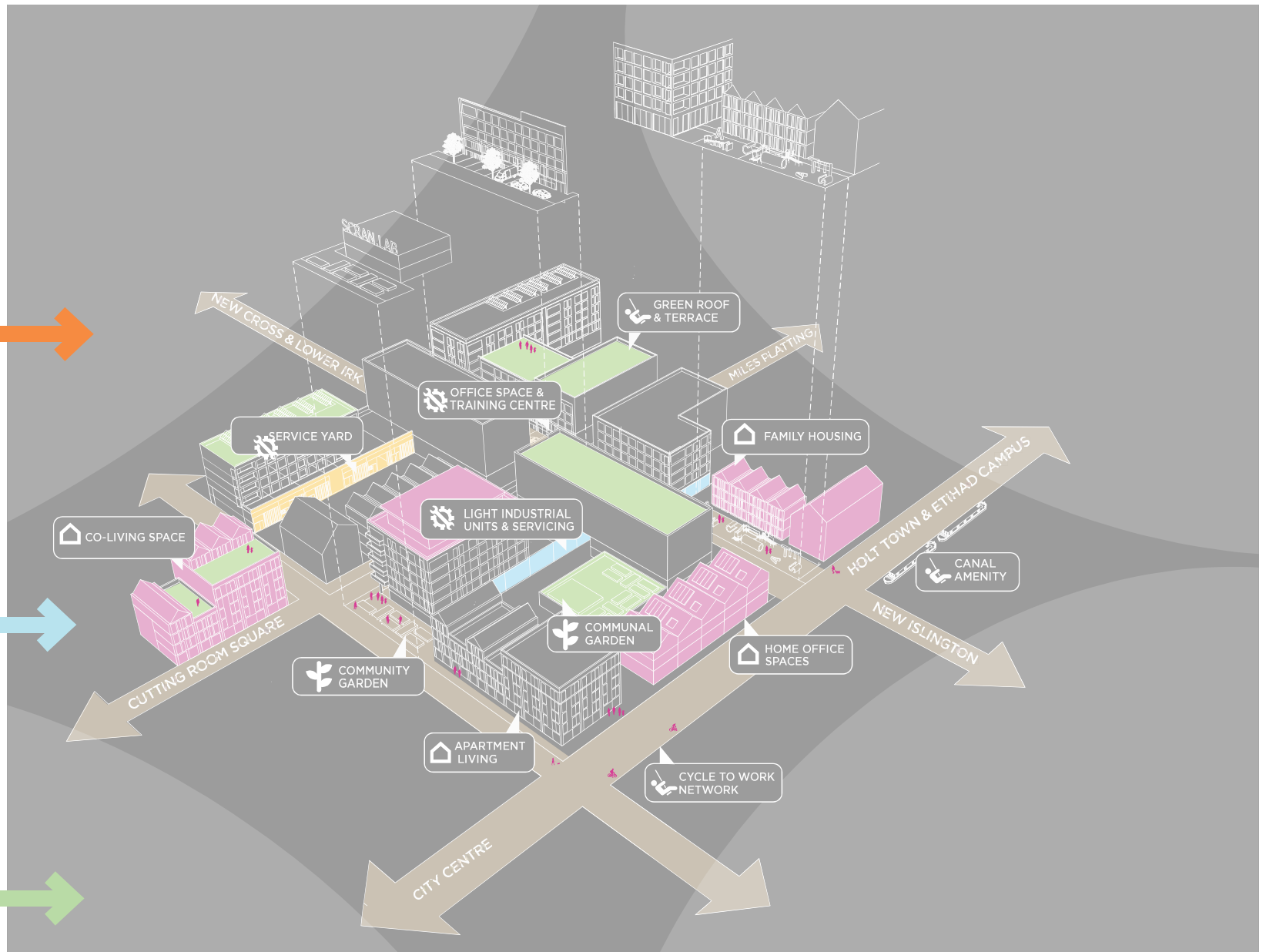
A neighbourhood with plenty of active and productive outdoor space with opportunity to grow your own food and tend to your own garden.

## MAKE

A productive neighbourhood with 'maker space', workshops and potential for manufacture.

## PLAY

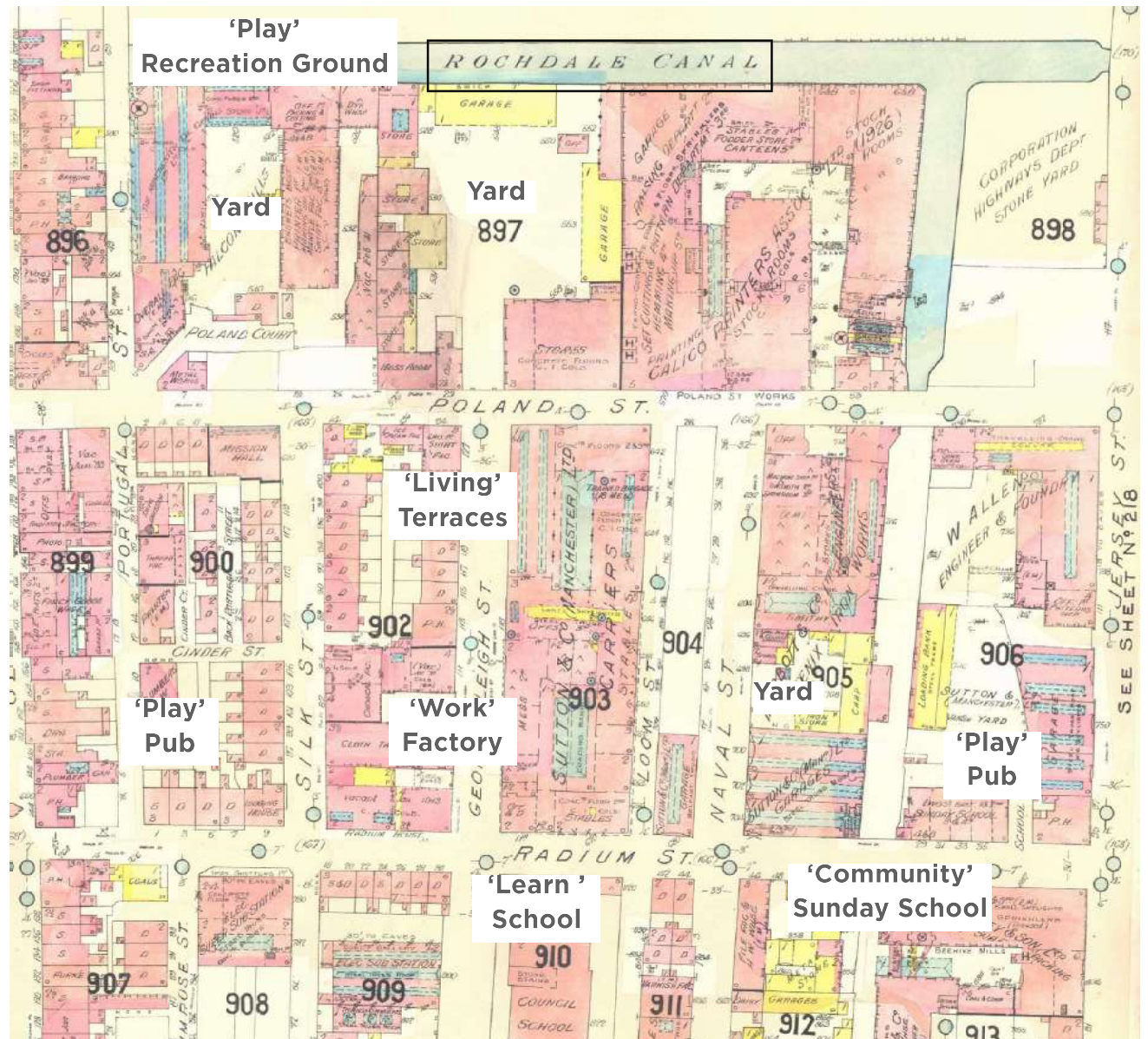
A neighbourhood with 'play' at its core. Spaces that encourage interaction between all age groups and ability groups.



^ Concept diagram illustrating the potential opportunities and ingredients for a vibrant high density neighbourhood

### 7.2.1 Design - Authentic Evolution of Form and Use

Development ought to **respect past historic form and character**, whilst also looking for opportunities for re-purposing, reinterpreting and contributing to a safe and attractive environment. There is a clear opportunity for new development to bring a **more efficient and intensive form of development** compared to what is currently there, but at the same time **retaining a local economic role**, through the creation of opportunities for light industrial uses to thrive in the city.



^ Historic Goad Map from 1928 showing the tight knit urban grain and the variety of uses within each block. All the necessities and typologies of a living and working community are illustrated in the map above.

### 7.2.2 Social - Communities and Healthy Lifestyles

There is an opportunity in the Poland Street Zone to focus on a **sense of community** and invitation to participate in community life. This would build on the strong sense of community already present in Ancoats, whilst also seeking to **diversify the community**, through provision of a range of residential and employment spaces that can cater for residents, visitors, employees and employers at all stages life and work.

This Framework seeks to foster a more instinctive, spontaneous version of participation: **a living - working environment** that is played out in social streets and spaces, rather than inward looking, internalised environments. Development could raise the quality of life by **encouraging people to live active, healthy lifestyles through careful design of buildings and spaces.**

### 7.2.3 Environmental - A Green Neighbourhood Resilient to Climate Change

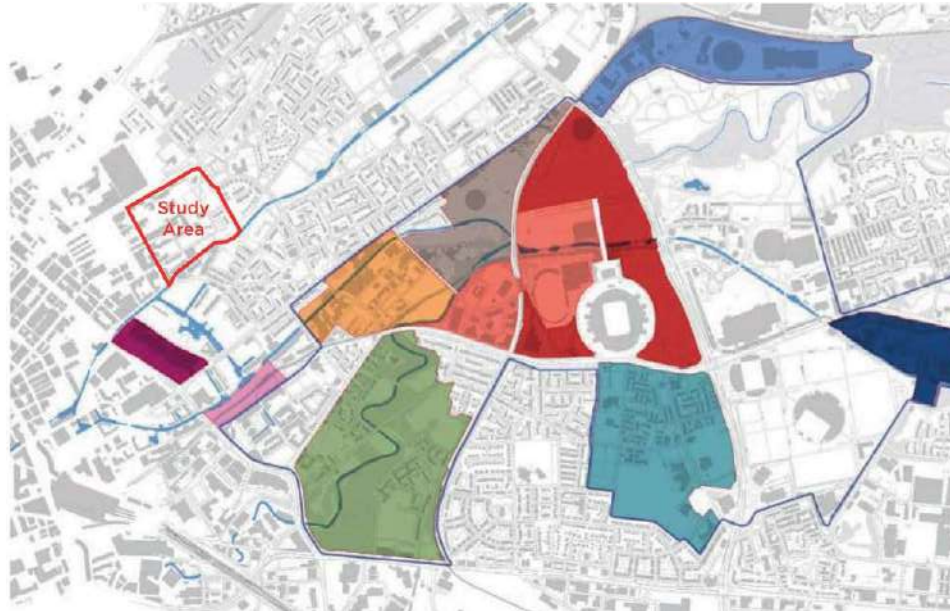
The aim is to create more sustainable places, communities and lifestyles that respond to the need to address climate change. There is an opportunity for the Poland Street Zone to be an exemplar; at a macro level it is already in a highly sustainable location, within walking distance of homes, jobs, transport links and amenity. At a micro level with **the right mix of uses to provide employment opportunities within walking distance of home; encouraging active travel; creating green spaces; and supporting the zero carbon agenda** this would be possible. The latter includes making every effort to minimise and manage the use of energy, water and materials at each stage of the development cycle, including embodied energy and the ability to reuse and recycle.



^ Artists illustration of elements that could contribute to a greener neighbourhood

#### 7.2.4 Economic and Social - Connecting and Contributing

Connectivity out and through the Poland Street Zone is key. This should be a **welcoming place connecting through to surrounding areas and neighbourhoods**, including Miles Platting and the Front of Ancoats, as well as east-west to New Cross and New Islington. The area is currently a transition zone and it will continue to be so, but in a much more positive way, encouraging those currently living in surrounding areas, particularly to the north, to connect to jobs, opportunities and amenities and infrastructure in the area and beyond to the City Centre. **Providing active and human-scale streets** will be key to this.



Extract from Eastlands regeneration Framework highlighting key opportunity areas with an overlay of the Poland Street NDF Area. Development at Back of Ancoats will play a role in delivering some of the key principles and aspirations embedded in this framework relating to land use mix and delivery of genuine 'live-work' neighbourhoods.

## 7.3 DETAILED OBJECTIVES

The following section sets out the detailed social, environmental, economic and design objectives which are relevant to the attainment of the development and use of land which the Council wishes to encourage in accordance with the local plan policies detailed in Section 2.

### 7.3.1 Sense of Place and Community

The Poland Street Zone already has a distinct identity, being a mixture of low density industry and residential, as well as a transition zone between low rise family housing and the City Centre, with inherent and tangible history. As this area moves forward it will build on this, and the distinctiveness could come from an overarching industrial townscape and aesthetic, with an injection of natural environment and spaces.

A clear objective of policy is how new development reflects its environs. In this respect the design of new development, streets and spaces ought to take the best

of Ancoats – its physical character, its setting and social history. A key aspect of this will be respecting the urban grid of Ancoats, the intensity of its buildings and robustness of its materials, even as densities and uses change in composition in different locations and character areas.

The environment can help to foster a community by looking to bring the ‘common room’ outside. Physical spaces where residents and occupiers can choose to spend time and which facilitate face-to-face interactions and collaboration should be encouraged.

This living and working concept is also a potential basis on which a sense of identity can be nurtured. The Poland Street Zone has the potential to be home to people who not only want to be there, but decide to stay and invest their energy in to its long term success.

Key ingredients in this concept are:

A sense of purpose – providing places to go, opportunities to meet people and join

a community; creating an inclusive and accessible neighbourhood.

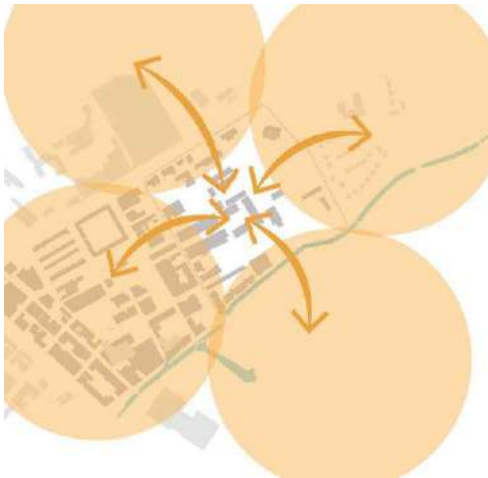
A sense of influence – the ability to make a difference, occupy and shape a place.

A sense of care – the option to contribute to and a desire to share things and help take care of them, as well as allowing residents to make responsible choices about their climate impact.

A sense of choice – providing a range of homes and a mix of amenities and use that support different lifestyles and encourage people to put down roots and interact with surrounding communities.

### 7.3.2 Transformed Connectivity

The Poland Street Zone is already a neighbourhood that connects people and activities north-south and east-west. As a policy objective, the NDF seeks to reinforce this through the following:



Development ought to interface with established and emerging neighbourhoods, each with their own identity, use mix and market characteristics. Although Ancoats should stay true to its own built form, character and history, new development ought to be balanced and informed by surrounding neighbourhoods.



There is an opportunity for the Poland Street Zone to repair and reinstate radial routes, but also to discover and promote inter-radial connectivity, particularly in the context of the Northern and Eastern Gateways. This is particularly important in creating a connection with adjacent communities and social infrastructure.



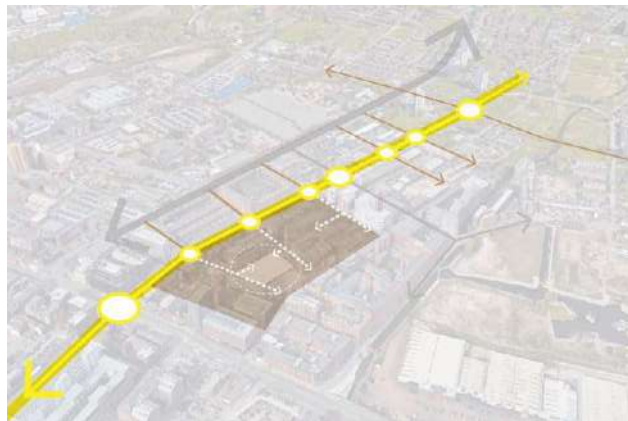
There are opportunities to deliver green spaces that enhance legibility, define quality of place and provide a space for family life. New development could enhance the transitions and crossings between Cutting Room Square, Cotton Field Park and Ancoats Green. The canal infrastructure is an opportunity in this regard.



In transitioning to the more suburban character of Miles Platting, there is an opportunity for lower density development and use of a slightly looser grid structure compared to Front of Ancoats.



As the Poland Street Zone evolves the importance of George Leigh Street and Jersey Street as strategic corridors into the city will become stronger. Their form and function will influence, and be influenced by, the form of new buildings and spaces. Development should be designed to integrate with them.



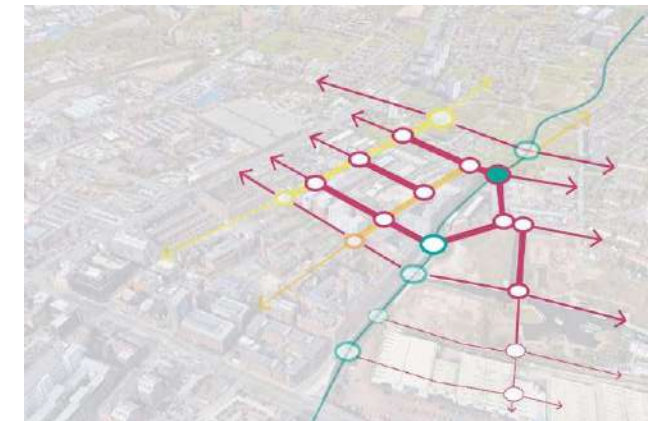
George Leigh Street has the potential to become a strong community spine - a long distance linear connection from the city centre core through to Miles Platting. It could connect - physically and psychologically - communities and social infrastructure;

- Simple, elegant and direct
- A residential, family-friendly feel and focus
- Vehicular movement, but a people-friendly street space with pedestrian priority
- Positive interface with Oldham Road - managing vehicular movement, and providing good connectivity to future communities in Northern Gateway



Jersey Street could become a more eclectic, mixed and slow-paced space. It could have a direct relationship with the fine-grained hidden worlds of front of Ancoats, the influential historic urban grain, the canal and its green corridors meandering north;

- A key part of the live-work environment
- Visually complex, eclectic and urban
- Facilitating interaction with the water - resurrecting a forgotten aspect of Ancoats
- A permeable passage to and through New Islington



In turn, these corridors and their future relationship with new development and open spaces could be counter-balanced by strong inter-radial connections that help deliver NDF objectives and link with New Islington. These should create a series of strategic nodal points at key intersections. There are opportunities to;

- Locate a new footbridge at the northern end of At Vincent St
- Aid legibility
- Manage conflict between highway users
- Facilitate canal crossings



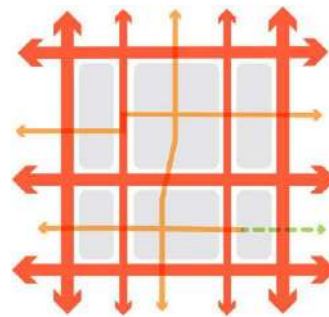
Existing and potential strategic active travel routes with the potential to transform the Poland Street area and its connectivity to and from surrounding communities and to the city centre.

-  Existing pedestrian & cycle friendly routes
-  Potential new cycle routes
-  Potential new cycle bridge
-  Potential Cycle Hub (secure storage, showers, maintenance etc.)
-  Potential improved ped/cycle crossing
-  Public transport hubs

### 7.3.3 Local movement and accessibility

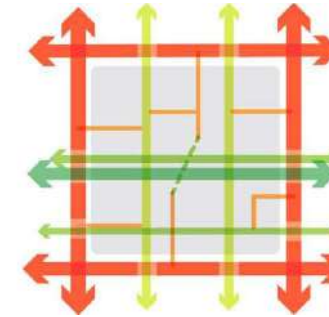
The green neighbourhood objective for the Poland Street Zone brings with it a focus on sustainable modes of transport, particularly active travel. This, in tandem with the sense of place being created, means that there ought to be prioritisation of people friendly streets. Due to the dissolving street grid, development in the area offers something of a blank slate in movement terms. This could allow the extension of the street grid in a way that serves development, but critically can support living, leisure and working environments. There is also the opportunity to shape a street network around the needs of more vulnerable street users, promoting active travel as the natural first choice in the area.

The area could be structured around two key streets: George Leigh Street and Jersey Street. This structure could aid legibility and provide cycle friendly links that tie-in with the wider Bee Network. They could then be complemented and connected by a strong north-south public realm link offering traffic-free connections through to the canal.



#### < Front of Ancoats

The front of Ancoats has a rigid grid historic street layout. All streets are currently vehicle accessible.



#### < Back of Ancoats

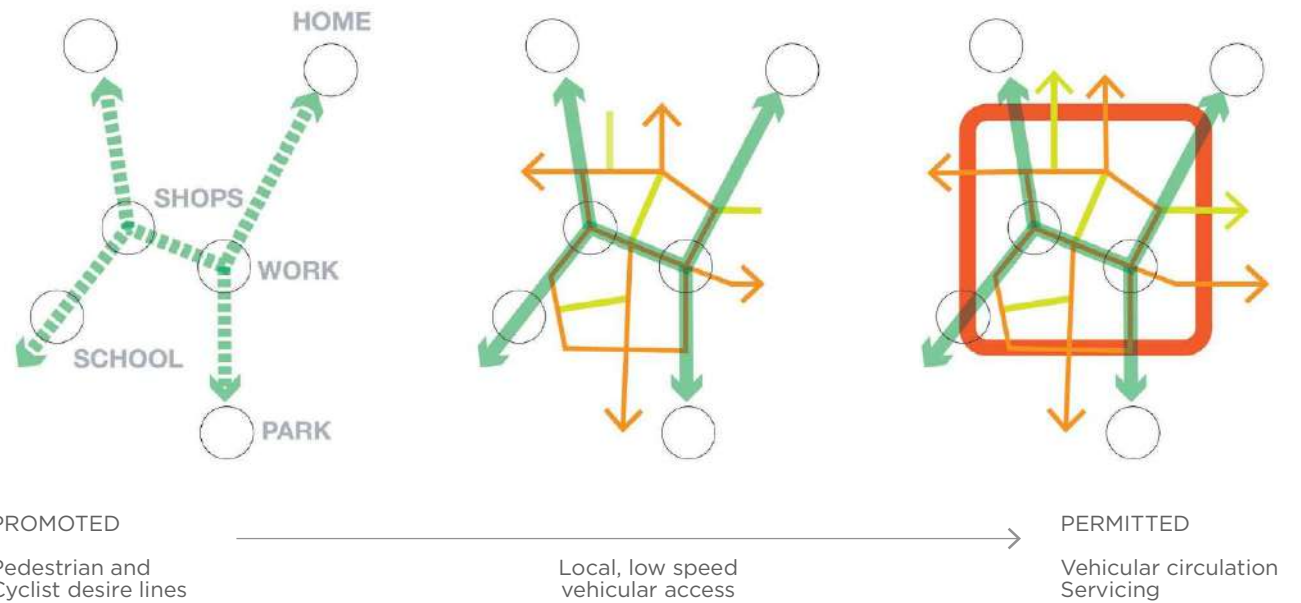
The historic street grid at the back of Ancoats has broken down and creates an opportunity to create a new hierarchy of streets with the pedestrians and cyclists taking priority over the car. A perimeter vehicle circuit structure allows for the middle to be car free.



### 7.3.3.1 Streets

In an urban setting, streets are a vital open space and social infrastructure resource as well as movement corridors. A thoughtful approach to street design, balancing the needs of all street users should be adopted. There is the opportunity for active travel to be prioritised over the car or service vehicle when streets are designed.

A new grid and street hierarchy in the Poland Street Zone is an opportunity to place the needs of pedestrians and cyclists first. Vehicular access for essential user grounds, business deliveries, general servicing and emergency services could be maintained and enhanced through the new street pattern but carefully managed through model filters to prevent rat-running and unnecessary through traffic impacting upon the quality of life for residents.



Hierarchy of user groups to shape a new street pattern that links key destinations and encourages active travel.

### **7.3.3.2 Parking**

In line with the policy objectives for a greener city and delivering an environmental uplift, the Poland Street Zone is envisaged as a very low car use area. There may be requirements for some to have access to private cars but the relation of the centres core and accessibility of public transport makes this a highly sustainable location.

There will need to be a consideration of parking requirements and how they can be accommodated in the wider area, however this should be part of a sequential approach, starting with travel planning and investment in, and promotion, of, sustainable means of travel. Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles.

High levels of cycle parking ought to be provided across the area. This includes on street and within buildings. There is the potential to create a cycle hub with secure storage and on-site showers and changing. 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.

### 7.3.4 Form

Development in the Poland Street Zone is likely to be defined by new buildings and spaces, much more than has been the case with the Front of Ancoats. Whilst these new elements must not dilute what makes Ancoats special, care must be taken to avoid pastiche, or allow insular, piecemeal development. Development ought to pay strong regard to holistic composition. New development in this context ought to:

- Respect the physical characteristics of its buildings, materiality, setting and social history.
- Explore opportunities to repurpose and reinterpret historic assets.
- Repair and reinvent the urban fabric and street grid.
- Reshape the density and mix of uses through contemporary, modern, flexible buildings in different parts of the area.

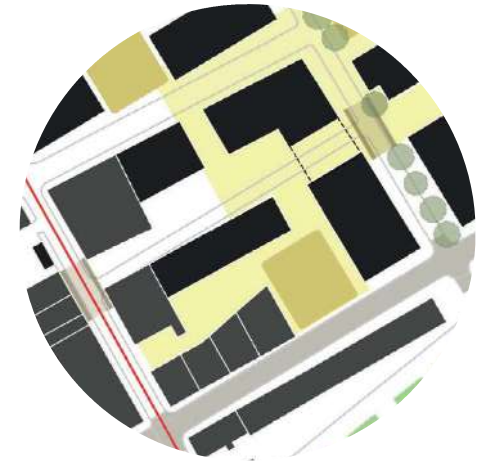
Section 6 of this report illustrates how this might be achieved.

#### 7.3.4.1 Urban Structure

Place making is central to meet policy objectives. There are four key spatial elements taking inspiration from Ancoats that ought to be considered in the creation of the urban structure in the Poland Street Zone:

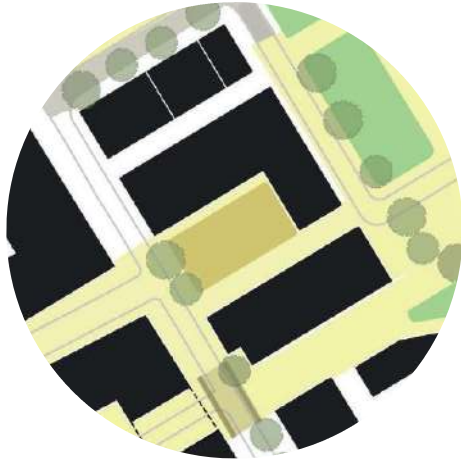
- Block
- Yard
- Green, and
- Wharf

These are described and illustrated on the facing page.



### BLOCK

A strong approach to block-based urbanism, mixing uses, form and scale, but building a legible new structure. Reflecting the dissipating grid, the form could flex to allow for a broader mix of uses and building forms.



## **YARD**

A new spatial type rooted in the area's industrial past. These could be flexible pocket spaces that can shift in their function through the day and week. They could be designed to balance the access needs of people and vehicles to allow for the integration of multiple uses, servicing and access needs.



## **GREEN INFRASTRUCTURE**

Public space that provides a network to draw people to and through the area, providing a vital place for leisure and an attractive setting for new development.



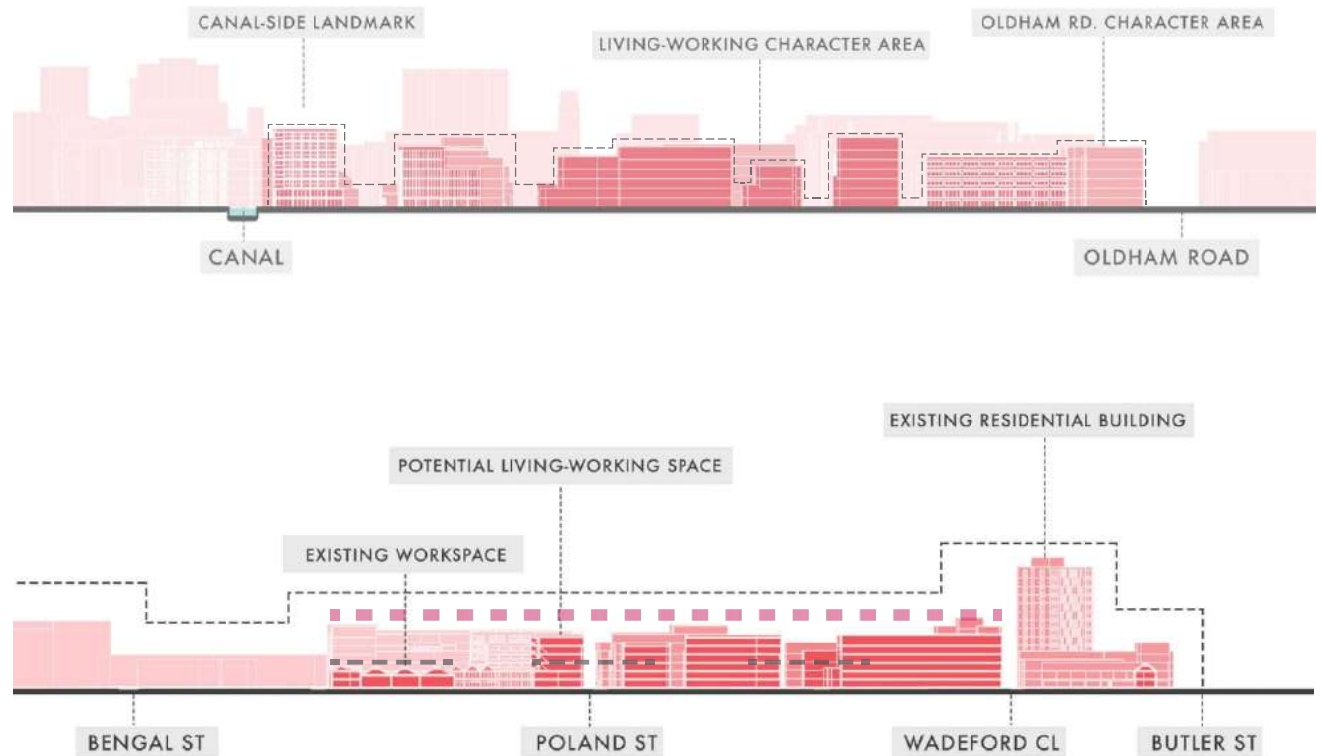
## **BLUE INFRASTRUCTURE**

Using the relationship with the canal to enhance activity and offer a new south facing canal side amenity space. This could be a space with limited traffic allowing a comfortable sense of connection with the water.

### 7.3.5 Mass

Development at the Front of Ancoats has been strongly influenced by the height and massing profile of the listed mills. Moving beyond this there is an opportunity for a more varied approach that reacts to the potential uses and activities as well as a range of streets and spaces. Key to this will be creating an urban structure that maintains an urban intensity whilst providing a comfortable human scale.

The analysis undertaken suggests a maximum height of 8 storeys. The potential approach to mass is further explored in Section 6.



^New buildings should complement the historic characteristics of Ancoats and contribute to a wider composition of height and massing



### 7.3.6 Uses

There is an opportunity for the Poland Street Zone to be a tangible living and working neighbourhood. However this should be grounded or linked to, some of the specific commercial and community clusters that have traditionally or more recently come to define Ancoats.

#### 7.3.6.1 Working

Commercial development ought to be encouraged and supported where it delivers the opportunity for:

1. Modern, flexible office and studio spaces, including co-working.
2. Modern light industrial uses to be safely and appropriately integrated. There is a particular opportunity for lighter industrial, small scale advanced manufacturing, artisan maker spaces and studios – spaces for creative industries and makers.
3. A higher employment density than currently exists.
4. Employment uses that provide a servicing function for businesses within the core of City Centre



A range of different work environments are envisaged across the area from light industrial and maker spaces to modern flexible office space.



### 7.3.6.2 Living

Residential development ought to be encouraged and supported where it delivers the opportunity for:

1. A diverse range of homes – inventive mixes of townhouses, family homes and apartments of varied sizes including larger 3 or even 4 bed homes.
2. Provision of affordable housing in the right locations and of the right type and form to ensure that homes are truly affordable to people on a range of incomes and which meets the changing needs and aspirations of our aging population. The delivery of affordable housing will be considered in accordance with Core Strategy Policy H8 and any other relevant adopted policy or endorsed guidance.



### 7.3.6.3 Amenity

Opportunities for amenity and community infrastructure ought to be welcomed where proposed to meet an identified need. The food and beverage offer in Ancoats and New Islington has flourished, and, alongside the post office, school, day nursery, doctors surgery and green spaces, offers a wide range of amenities. As the Poland Street Zone develops there are further opportunities for community based amenities including:

- Sport and leisure e.g. bike hub.
- Additional local convenience, including continued support for independent operators.
- Community rooms.
- Other service based offers e.g. dry cleaners.
- Additional family infrastructure.



The area could potentially offer a range of social spaces for residents to encourage the creation of a community.



### 7.3.7 Open space

Open space can sit at the heart of a local community as the focal point for meeting, recreation and events. To be successful an open space should be properly integrated with the homes and communities it serves; well connected; fronted; and overlooked at all times of day.

With the idea that convivial public spaces will be key to fostering a wider sense of community, the open space network in the Area 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 the community-orientated elements.



New spaces could range from larger open green spaces through to high quality green streets.

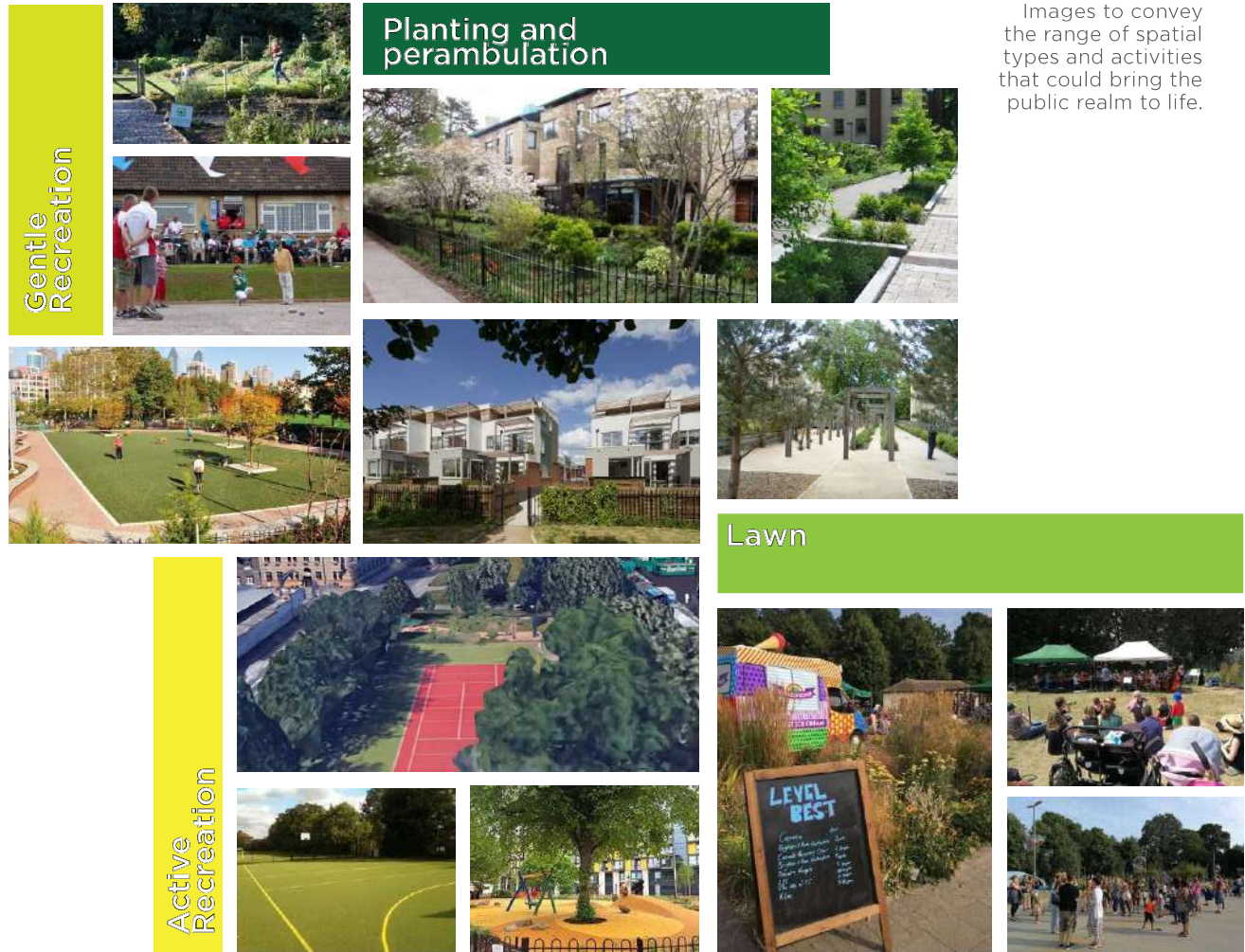


It should not be a single, static space or an insular focal point, but a threaded urban park that promotes and facilitates movement into and through the area as much as it provides a focal point for community life.

To this end the open space could host a wide range of activities, which could include:

- Equipped play (young children)
- Informal, flexible leisure
- Multi-use sport
- Dog use
- Leisure - bikes

Crucially, the ground floor building uses ought to be considered carefully to complement and facilitate the open space uses and activity.



Images to convey the range of spatial types and activities that could bring the public realm to life.

### 7.3.7.1 Ancoats Green

Key to providing an environmental uplift is to improve the quality and function of existing green space. Ancoats Green has the potential to play a pivotal role for the wider city, feeding movement from the surrounding residential neighbourhoods through to Cutting Room Square, Cotton Field Park and the City Centre core beyond.

Reshaping, but maintaining the scale of Ancoats Green, could provide a range of different environments that integrate with adjoining uses, work with the wider movement patterns and make it a vital part of a growing community. It has the potential to be:

- An urban green that would act as a flexible event space and meeting point for an increasingly diverse community.
- A linear park that celebrates and reinterprets a historic canal network - the lost Prussia Street Arm.
- A waterside space that provides a chance to engage with and enjoy the canal in the heart of Ancoats.



Ancoats Green could be restructured to work with the movement patterns in the area, connecting neighbourhoods and linking through to the canal.

**GREEN SPACE**



**LINEAR PARK**



**PLAY AREAS**



**A PET PARK**



**A CYCLE HUB**



The open space framework allows for a range of activities and neighbouring active ground floors to create an extended 'community realm'.

### 7.3.7.2 Green streets

Green infrastructure should be a key part of the open space strategy. There are opportunities to create green space through the setting out of a new pattern of green streets which are treated as linear public spaces from the outset. These new green streets could:

- Play a role in gathering and welcoming movement from the northern and eastern suburbs, acting as a movement funnel through Ancoats towards the city core.
- Build on the wider strategic green network and green spaces that enable long distance pedestrian and cycle movement, complementing existing routes, including the Rochdale Canal and emerging Bee Network.
- Incorporate tree planting, sustainable drainage features and greening within a hard, urban setting.





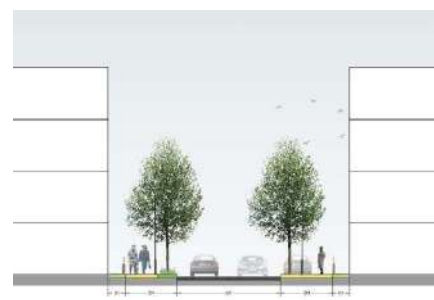
**Type 1 - Landscape Corridor**



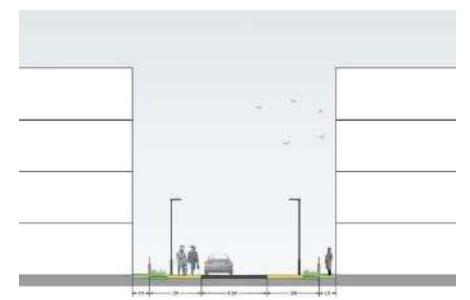
**Type 2 - Green Elements**



**Type 3 - Vertical Elements**



**Type 4 - SuDS Border**

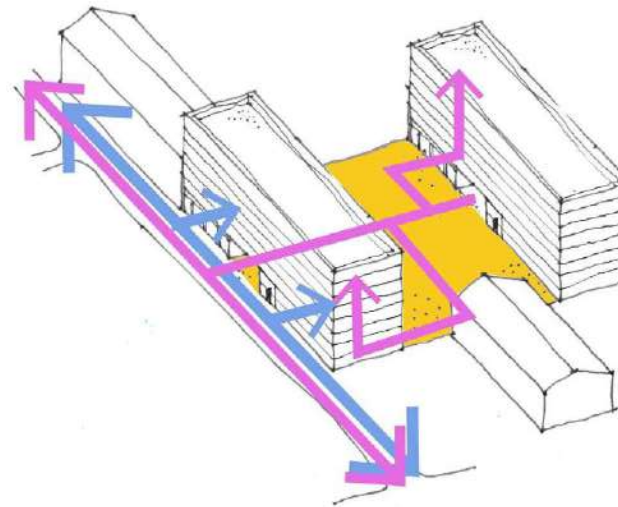
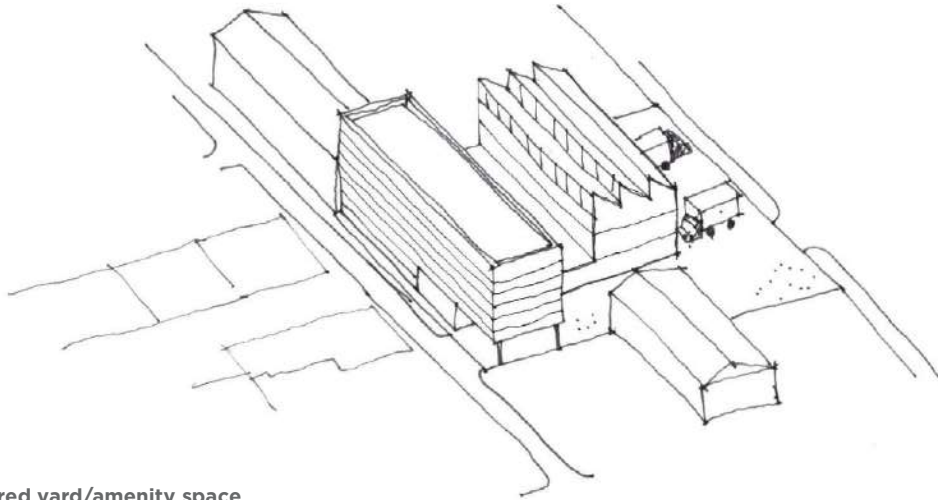
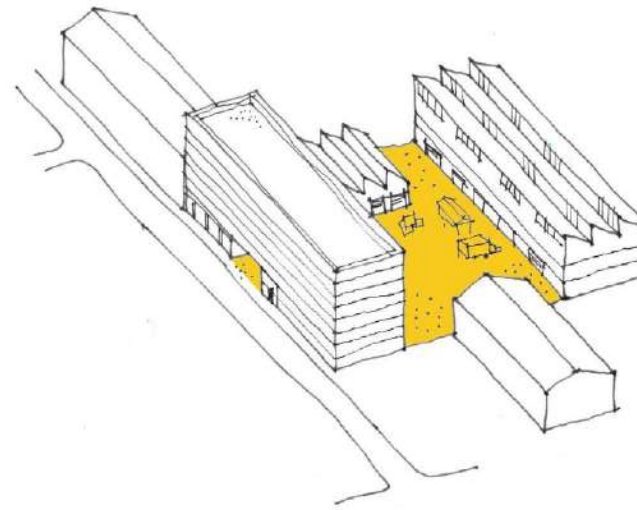
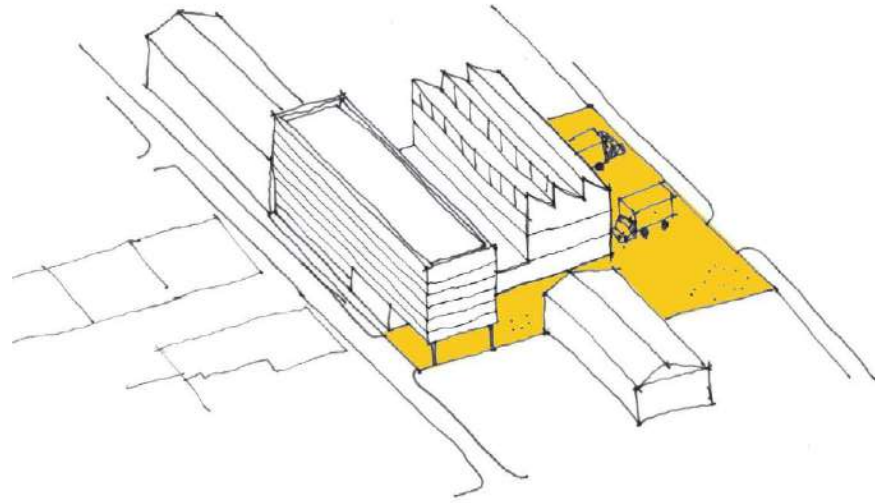


### 7.3.7.3 Yards and courtyards

The potential yards and courtyards within the Poland Street Zone are a unique feature and could make a notable contribution to the volume of open space in the area and should be encouraged. For example, workshops and studios could share yards and amenity space with residential uses.



Yard spaces could be used across the area, ranging from active working and social spaces (shown in orange) through to calmer secure residents courtyards and communal gardens.



**Shared yard/amenity space**

Workshop/studio space can share yards & amenity space with residential uses

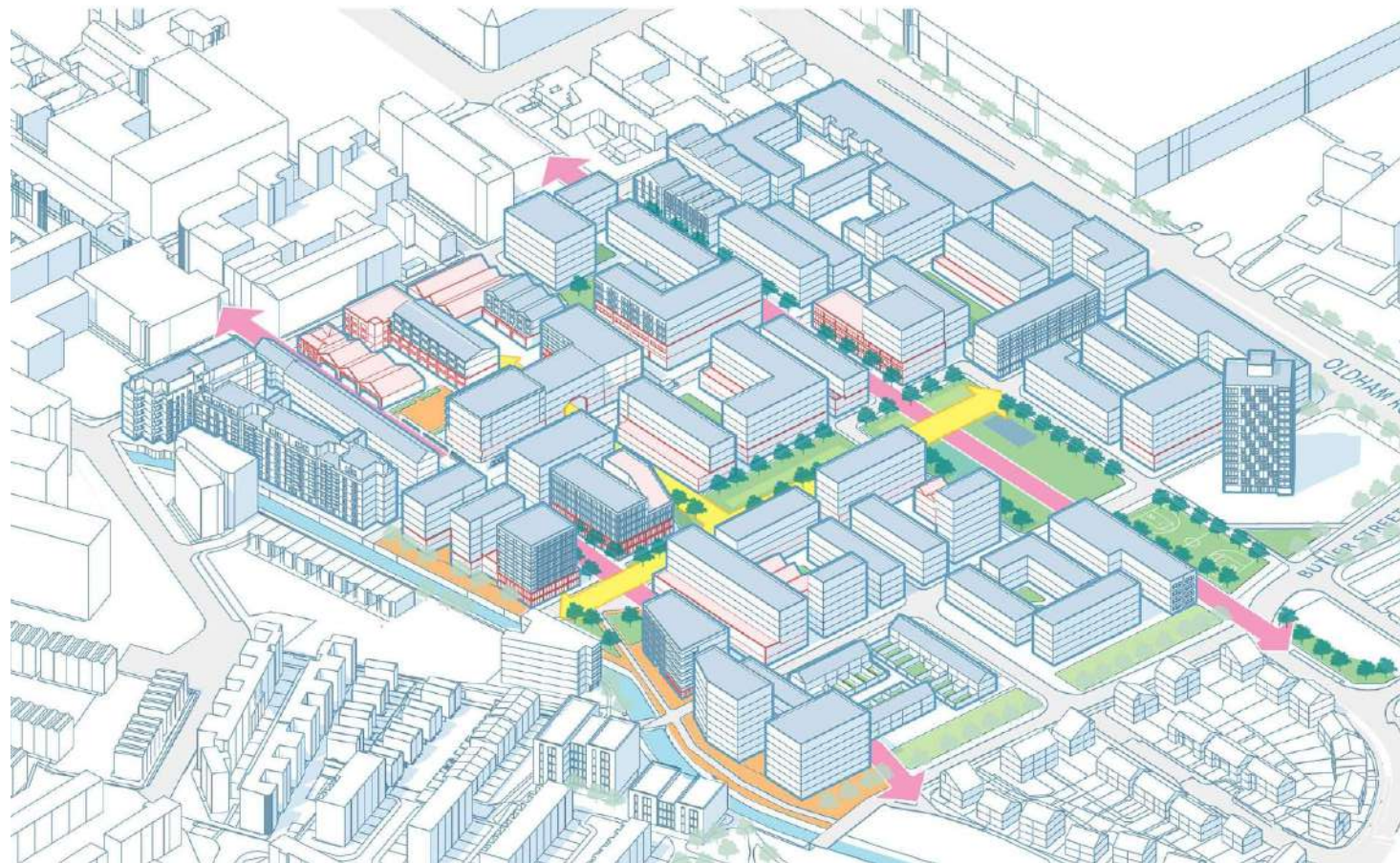
# 8. IMPLEMENTATION AND DELIVERY

## 8.1 THE ILLUSTRATIVE SPATIAL FRAMEWORK

The illustrative spatial framework identifies how developments could achieve the overriding objectives through a potential future urban structure and grain. It is an indicative proposition for future exploration with key partners and collaborators having regard to all relevant policy.

The policy framework acknowledges that east Manchester and the city centre are critical in delivering a significant number of new homes to support the city's growth. This area has the capacity to help achieve this key objective with the potential to accommodate up to 1,500 new homes.

Further, the area is capable of meeting economic objectives with capacity to create c.31,000 sq.m. of new commercial space.



^ Illustrative massing framework showing the potential mass, height, open space and a variety of typologies that could be used across the area



Potential for George Leigh Street to extend beyond Poland Street to become a key connection through to Miles Platting

Ancoats Green has potential to be reconfigured to provide a more responsive and beneficial open space asset for local communities

Potential for Jersey Street to be a key mixed use connection linking the successful 'front of Ancoats' with a dynamic new back of Ancoats

Potential for an active and dynamic waterside including new public spaces and potential for a new footbridge / cycle bridge transforming connectivity

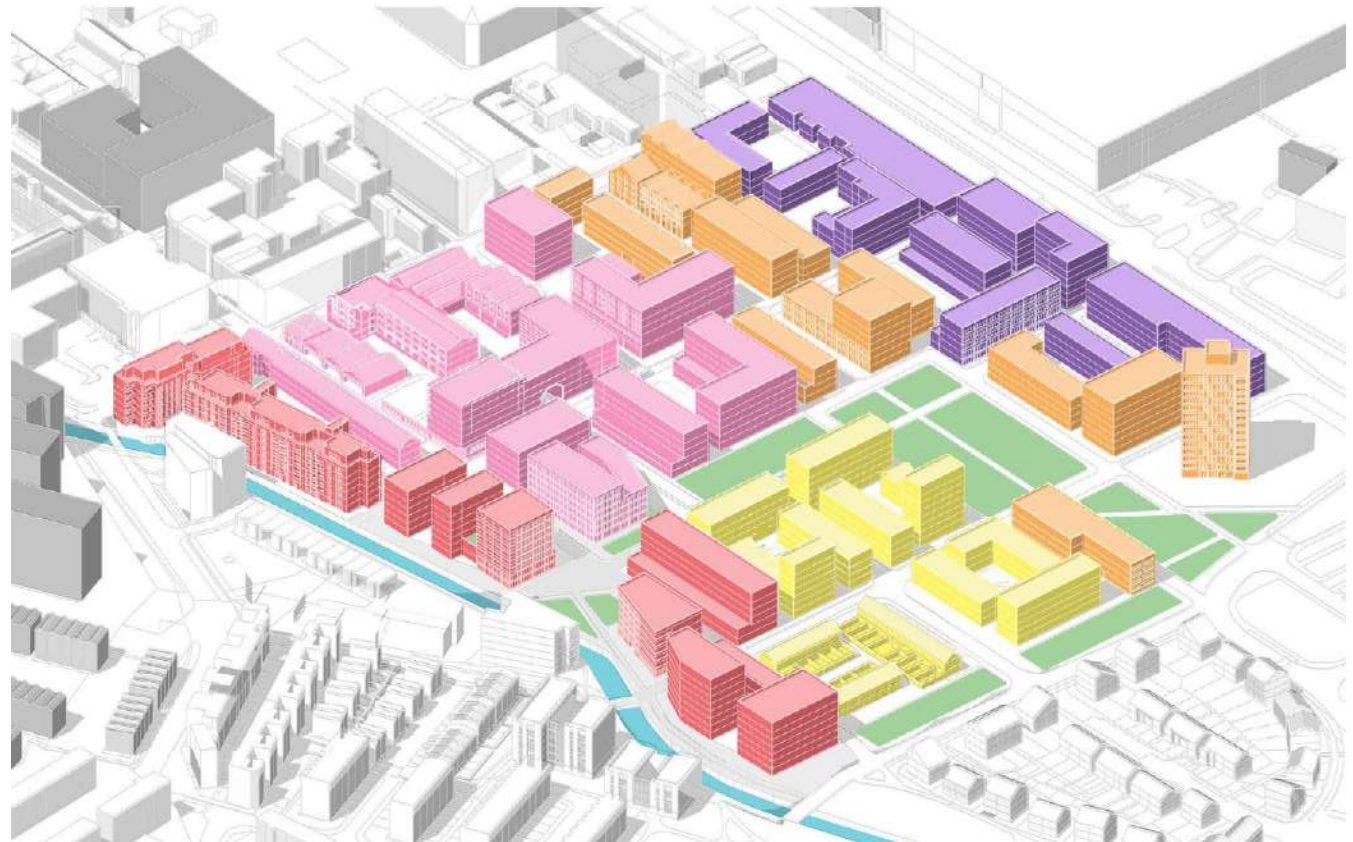
^ Illustrative spatial framework showing the potential urban grain and open space

## 8.2 CHARACTER AREAS AND KEY ENVIRONMENTS

All development will need to make a contribution to the vibrant new environment represented in the illustrative spatial framework. Planning policy supports a diverse mix of buildings and spaces, with particular development opportunities and design cues apparent in different parts of the area.

These different opportunities and cues reflect the varied nature, character and relationships to adjoining areas. As such, subtly different character areas could emerge based on design policy objectives. The composed coordination of character areas is illustrated by the indicative massing model.

The character areas identified could be used to inform the design of development and land use mix.



^ Potential character areas: each colour overlay represents a potential different character area

**ATTRACTIVE URBAN RESIDENTIAL STREETS**



**A POSITIVE INTERFACE WITH OLDHAM ROAD**



**COMBINED LIVING AND WORKING ENVIRONMENTS AT THE CORE**



**INTIMATE, SAFE, FAMILY FRIENDLY SPACES**



**A REVIVED WATERFRONT**

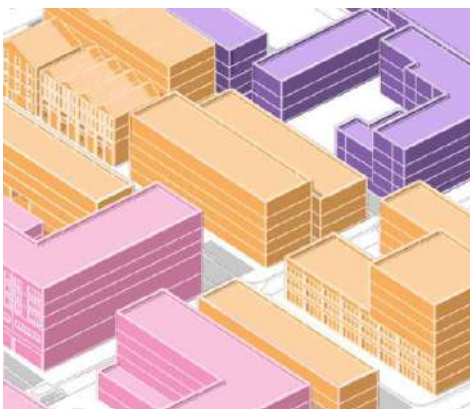


## 1. 'Working-Living'



- Fine-grained mix of workspaces and residential, characterised by intimate, busy street spaces and yards, including some pedestrianisation / shared surface type spaces.
- Integrating Jersey Street as a key mixed-use connection that brings the vibrancy of Front of Ancoats to meet the Poland Street Zone.
- Workshop/studio space at ground floors, sharing yards, amenity spaces, parking and servicing with residential uses.
- Eclectic form, massing and use mix based on the established 'industrial picturesque' character of Ancoats and inspired by the intense variety of use and activity displayed by the historic maps.
- Variation in height and massing up to 8 storeys. Opportunity for lower height buildings on the street - creating an intimate human scale - with taller buildings behind.

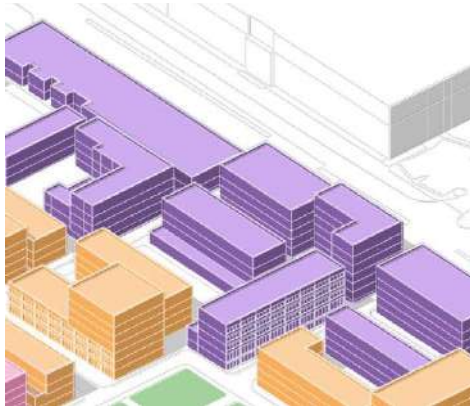
## 2. 'Living-working'



- A welcoming residential area, calm and liveable but with active and dynamic street spaces.
- Integrating George Leigh Street as an important 'community spine' connecting the City Centre core through to Miles Platting.
- Clear connections to Oldham Road, but with street spaces and junctions designed to help slow vehicle speeds and discourage rat-running. Street design could convey a pedestrian-cyclist priority environment.
- Ancoats Green integrated and reconfigured to provide a more active, diverse and overlooked open space asset for local communities.
- A more controlled height profile, from 3 storey town houses to 6 storey blocks.



### 3. 'Oldham Road'

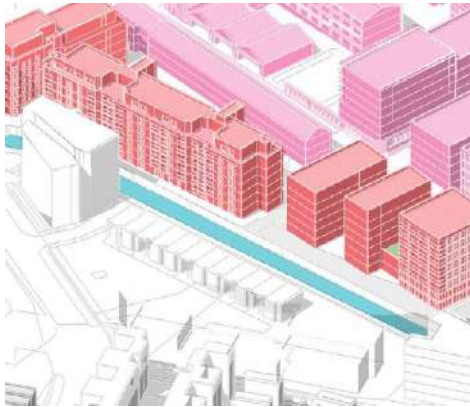


- A positive interface with Oldham Road, helping Ancoats to address this active and busy city radial, not turning its back.
- Planning for and enabling future connections to the north, into New Cross and Northern Gateway neighbourhoods.
- Maximising the practical benefits of vehicular access coming in from the high capacity network - development facilitating vehicular movement, servicing,

delivering and parking that would benefit the Ancoats area as a whole (e.g. parking and delivery hubs that intercept vehicular movement).

- Active ground floor uses complementing the existing and emerging land use mix, e.g. living and working space over ground floor retail and a food and beverage offer.
- Informed by the local context a bold frontage of 5-8 storeys.

### 4. 'Wharfside Living'



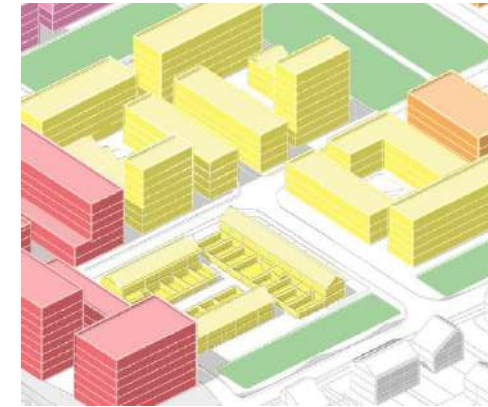
- Active waterside including new public spaces and potential for a new pedestrian / cycle bridge transforming local and connectivity.
- Fronted, linear green spaces tracing existing and former canal network features.
- Building forms with similar massing characteristics to the historic listed mills in the Front of Ancoats - bold, robust structures of 6-8 storeys.

### 5. 'Neighbourhood Integration'

- Where Ancoats meets Miles Platting, but not a place where Ancoats becomes 'suburbanised': new built form to remain 'of Ancoats', being distinctly urban in character.

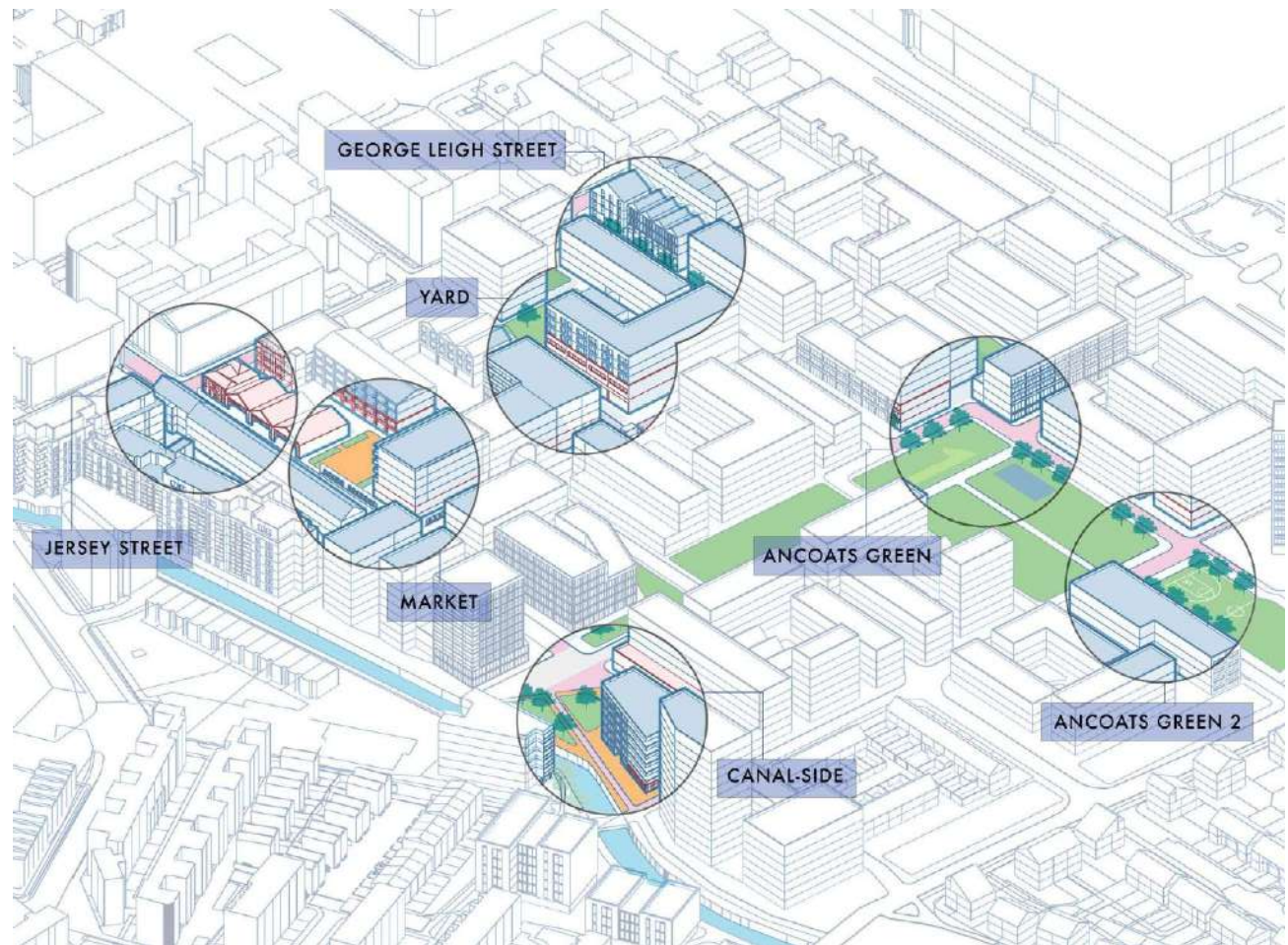
- Conventional but attractive and people-friendly street spaces transforming permeability for pedestrians and cyclists giving full, unrestricted movement flows.

- Existing trees worked into the layout where possible and complemented by new green streets.
- Existing homes carefully integrated, with new buildings ensuring no detrimental impact on privacy.



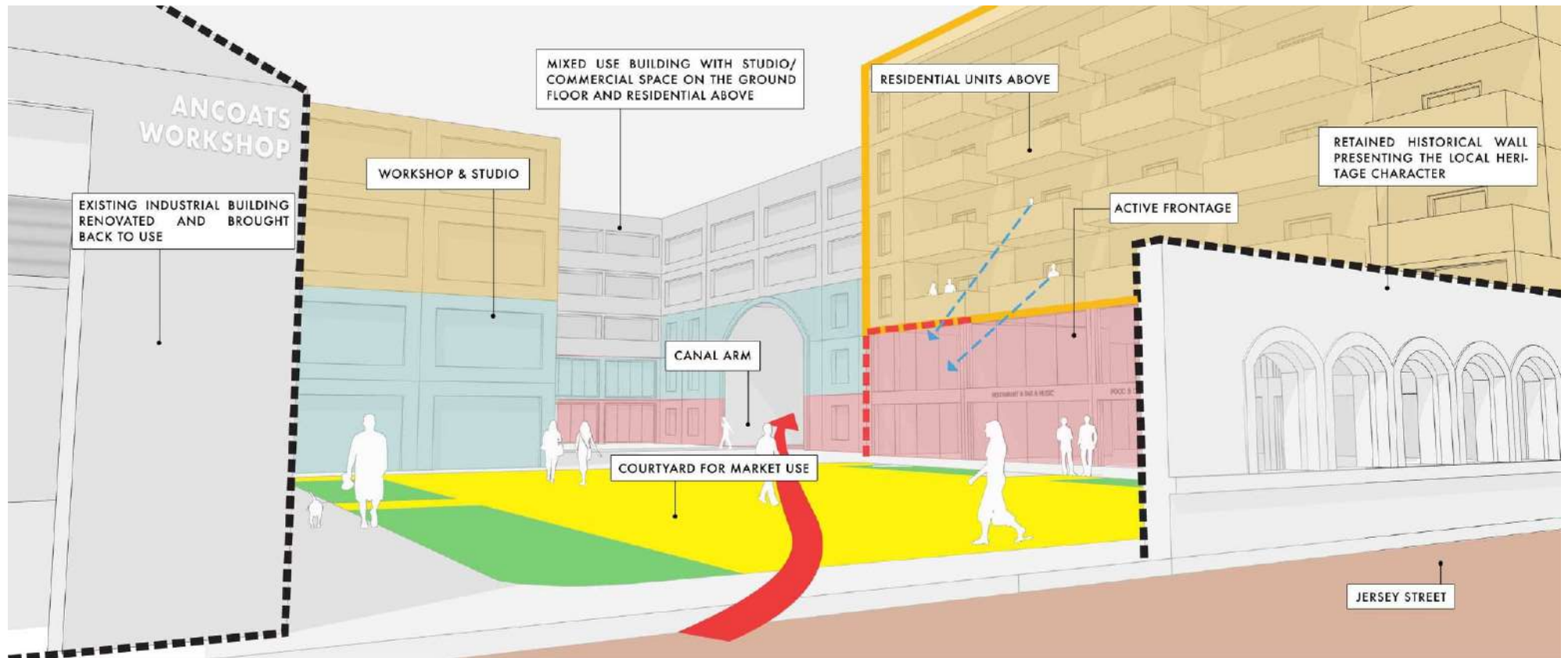
### 8.3 KEY ENVIRONMENTS

The series of images below help to bring the character areas and wider framework to life by dropping to street level and imagining the qualities and characteristics of these potential future environments. The view locations are shown in the diagram below. These represent the environments which are considered to be those which have the potential to set the benchmark for others to follow.



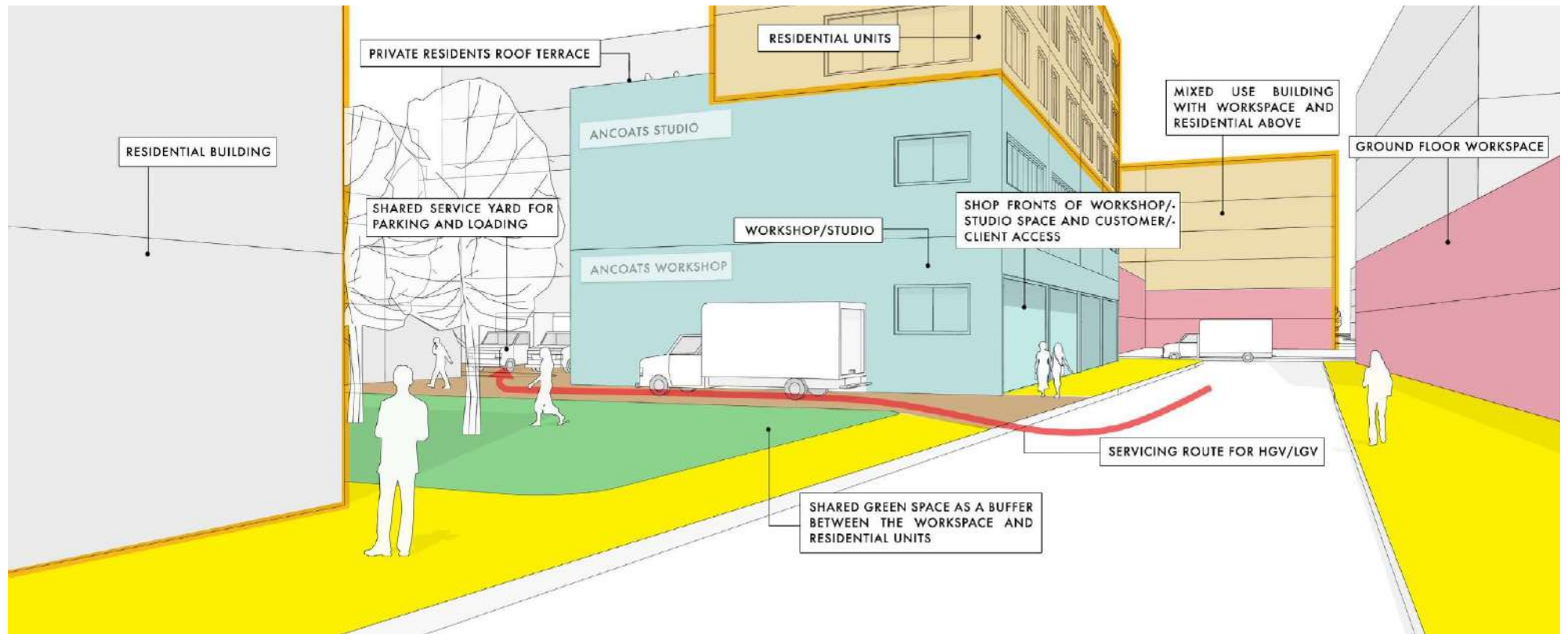
^ Potential location of key environments illustrated over the following pages

## MARKET



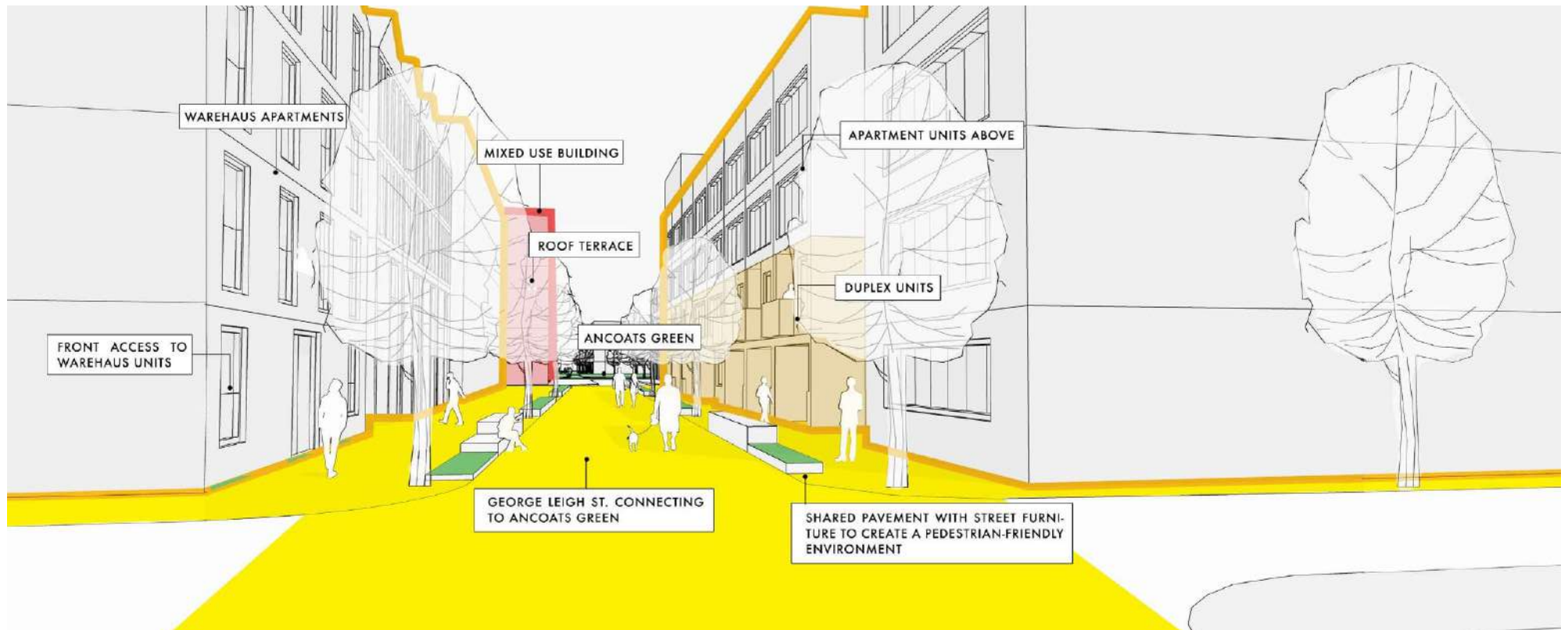
^ Artists impression illustrating the potential mix of uses and spaces

# YARD



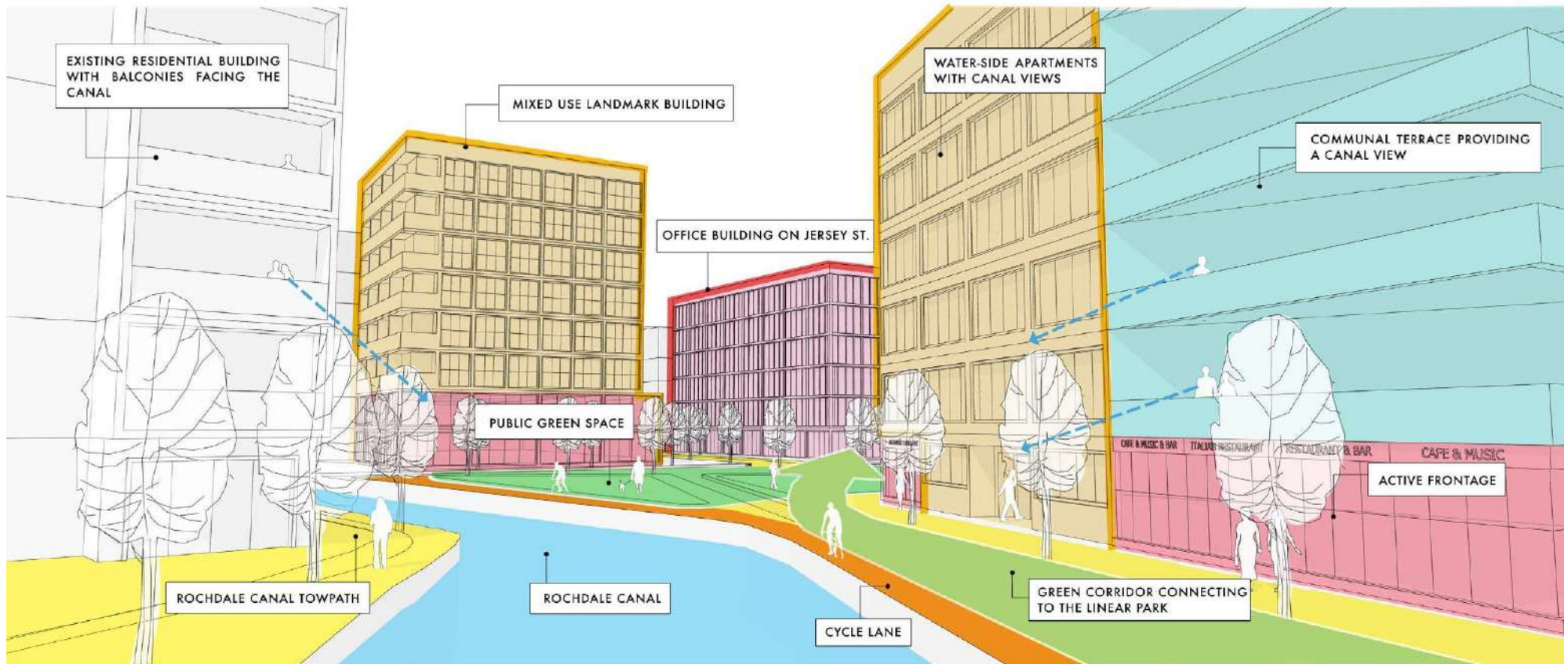
^ Artists impression illustrating the potential mix of uses and spaces

## GEORGE LEIGH STREET



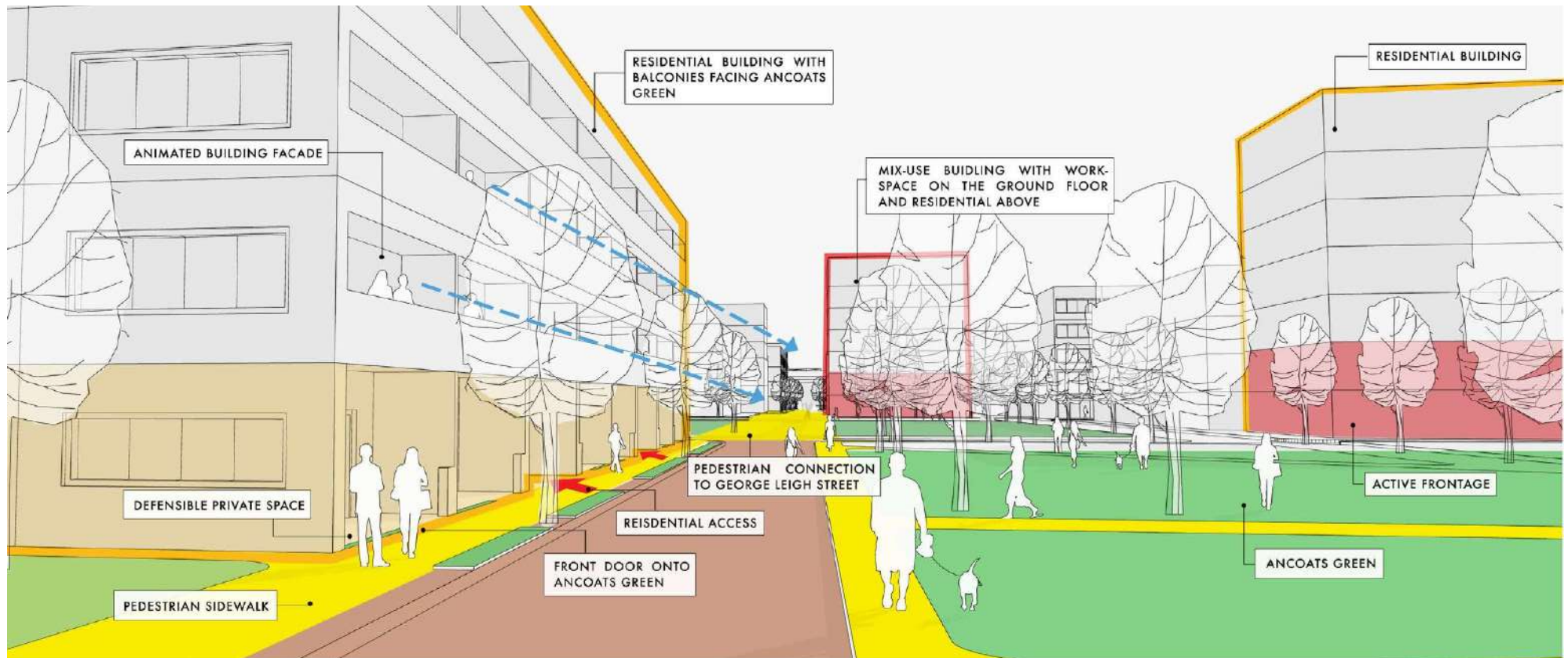
^ Artists impression illustrating the potential mix of uses and spaces

# WHARFSIDE



^ Artists impression illustrating the potential mix of uses and spaces

# ANCOATS GREEN



^ Artists impression illustrating a re-imagined Ancoats Green

## 8.4 NEXT STEPS

This Poland Street Zone NDF update identifies a series of objectives which will strengthen the regeneration of this area, setting out the overall vision and approach for moving forward with one of the next key phases of transformation in Ancoats and New Islington. It provides the basis for consultation, debate and ultimately, it is hoped, endorsement.

The consultation process will be open, inclusive and robust; once endorsed it would be a material consideration in the determination of planning applications.

The consultation process will raise awareness of the policy framework for the Poland Street Zone for existing residents and businesses within the area and those looking to make the area their home or place of work. Feedback will be gathered to help refine and finalise the Poland Street Zone NDF update. Following completion of this process, a final version will be put before the Council's Executive for consideration.

The endorsement of this document by the City Council, will allow the following steps to be undertaken in order to ensure, in line with policy, that the potential of the Area can be successfully unlocked:

Continued discussions with all significant landowners within the Area to explore how their respective land interests, combined with the City Council's land interests, could be aligned to support the delivery of the vision and ambition set out.

- The continued development of the Manchester Life pipeline beyond current phases to underpin its development programme for the next five years.
- Further analysis of local amenities and services, including working with the NHS to map population growth and health priorities, and in consideration of surrounding neighbourhoods.

### 8.4.1 Phasing

The Poland Street Zone NDF update identifies how policy objectives can be achieved to help deliver one of the next phases of regeneration in Ancoats and New Islington. The comprehensive development of the Area will require robust phasing and commercial plans to be put in place, which will be developed with key partners and stakeholders.



## 8.4.2 Delivery

In order to aid the delivery of regeneration in the Area, the following strategies should be developed to provide further detailed guidance on how the regeneration will be delivered, alongside the requirements of new development in the area:

- Implementation Strategy
- Relocation / Retention Strategy - for existing occupiers in the area.
- Sustainability Framework - to set out how the environmental objective can be delivered, specifically with a focus on zero carbon.
- Public Realm Strategy
- Car Parking Strategy
- Community and Social Infrastructure Strategy - this strategy may form part of a wider piece of work undertaken for the Eastern Gateway.

In accordance with policy each scheme will be required to make a positive contribution to create a world class, sustainable place which all Mancunians can benefit from. In order to make development proposals acceptable it may be necessary for appropriate contributions to be made for on-site and off-site transport, public realm investment, affordable housing, neighbourhood management, community and social infrastructure, as well as employment and training initiatives through the construction and operational phases of development. Where these cannot be achieved through a planning condition these will be secured through the use of Planning Obligations.

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