



MANCHESTER
CITY COUNCIL

Ardwick Green – Manchester
Neighbourhood Development Framework

1 Introduction

- 1.1 Ardwick Green is a neighbourhood on the edge of the city centre that encompasses a diverse range of streets, spaces, residential properties and businesses, whilst offering the opportunity for new development that could enhance its distinctive character, add to the quality of place and improve liveability, if approached in the appropriate way.
- 1.2 This Neighbourhood Development Framework (NDF) has been prepared to guide the future development of Ardwick Green in order to steer the quality of new development and supporting public realm, highways and other community infrastructure that will seek to deliver a safe, accessible, vibrant, unique and sustainable neighbourhood.
- 1.3 The need for this NDF is derived from Ardwick Green's proximity to the City Centre's employment, leisure, cultural attractions and transport connections. Combined with improving economic conditions in the City Centre, this has resulted in significantly increasing levels of development interest in certain parts of the Study Area.
- 1.4 This document, created through positive engagement with the local community and key stakeholders will, along with planning policy, seek to guide development activity in a way that is beneficial, contextual, appropriate, and distinctively Ardwick.
- 1.5 The NDF has been prepared to provide the basis for a formal public consultation exercise that will be undertaken with local residents, businesses, land owners and a range of statutory and non-statutory stakeholders. A final version of the NDF will be produced following an assessment of comments and representations received and taking into account any adjustments required as a result. Subject to endorsement of the NDF at Manchester City Council's Executive Committee meeting, this document will become

a material planning consideration for any development activity planned in the area.

- 1.6 The NDF has been prepared and is brought forward in line with national and local planning policy, including the key tenets of the National Planning Policy Framework (2019, as revised), and Manchester City Council’s Core Strategy (2012) and other material considerations.

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

- 1.7 The Study Area as a whole is an area of different characteristics with varying opportunity. This Framework has been prepared on the basis of distinctive, but interconnected, Character Areas that are each afforded their own nuanced objectives within the overall Framework.
- 1.8 Ardwick Green is a modestly sized mixed use area with a residential community at its heart located on the edge of Manchester City Centre, with a range of commercial occupiers also operating a number of small and niche businesses ranging from the creative and digital, warehousing and distribution as well as manufacturing and textiles.
- 1.9 Development of the area since its urban creation in the 18th century offers a distinctive character that differentiates it from other similarly sited areas around the city, noted in many of its Georgian features. It was historically, and is still, centred on the valued Ardwick

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

- 1.10 As development activity has increased in the city centre over the last 30 years in particular, the area has been increasingly used as an informal commuter car park, with many road users parking on residential streets with uncontrolled parking or the patchwork of surface car parking in the area.
- 1.11 Further analysis of the Ardwick Green is provided in this document, along with an understanding of its strategic and planning context, is provided in the remaining sections of this document.
- 1.12 Following this detailed analysis, the objectives promoted to control this are set out in this NDF, both addressing the current issues and advocating that any development provides good quality sustainable transport options, for example, in accordance with planning policy.

Project Partners

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NDF Structure

- 1.13 The remainder of the Ardwick Green Neighbourhood Development Framework is structured as follows:
- Section 2 – Policy Context
 - Section 3 – Strategic Context
 - Section 4 – Vision
 - Section 5 – Area Analysis
 - Section 6 - Design and Development Objectives
 - Section 7 – Implementation and Delivery

2 Planning Policy Context

Manchester Core Strategy (2012)

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

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

Saved Policies of the Manchester UDP

- 2.4 It is considered that the four policies below are of particular relevance to the Ardwick Green area.
- **Policies E3.3 and E3.4** – The Council will upgrade the appearance of the City’s major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space.
 - **Policy AB8** notes that sites within the Ardwick Green area are suitable for B1 Office / Industrial use.
 - **Policy AB10** the Council will improve pedestrian facilities and, where appropriate, provide traffic calming measures in neighbouring residential areas, improve and maintain public transport use and enhance the opportunities for economic regeneration in the area.

Further Material Considerations

National Planning Policy Framework

- 2.5 The National Planning Policy Framework (NPPF) is a material consideration in the determination of all planning applications and articulates the priorities of ‘The Plan for Growth’ within planning policy. 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.
- 2.6 The NPPF was updated most recently in 2019, but retained the fundamental principle for a presumption in favour of sustainable development. On 30 January 2021, the NPPF

was publicised in a consultation draft for comment until 27 March 2021 and seeks to update the language to align with the UN Sustainable Development goals, design codes, and acknowledge changes to housing requirement calculations.

- 2.7 Sustainable development is about positive growth that supports economic, environmental and social progress for existing and future generations, as follows:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 2.8 The NPPF states that the planning system should be genuinely plan-led and that plans should:

- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared positively, in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective

engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;

d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;

e) be accessible through the use of digital tools to assist public involvement and policy presentation; and

f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area, including policies in this Framework, where relevant.

- 2.9 Paragraph 28 states that non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development.

- 2.10 Paragraph 35 outlines the criteria against which plans should be assessed on whether they are ‘sound’, comprising:

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d) Consistent with national policy – enabling the delivery of

sustainable development in accordance with the policies in this Framework.

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

2.12 It is therefore critical that this Ardwick Green NDF promotes sustainable development in line with national and local planning policy to ensure that the formulation of the area-based guidance is robust.

Supplementary Planning Guidance

Manchester Residential Quality Guidance (2016)

2.13 The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims to ensure that high quality, sustainable housing that meets the needs of the city and its communities will be built. It sets out the components of residential quality to be aligned with as follows:

- Make it Manchester: understanding the character and quality of the various parts of the city and reflect that in the design.
- Make it bring people together: encouraging a sense of community and neighbourliness
- Make it animate streets and spaces: the interrelationship between being, streets and spaces in making a place feel safe and inviting.
- Make it easy to get around: ensure development is well connected and easy to get around.
- Make it work with the landscape: enhancing and improving connection with landscape and nature.
- Make it practical: dealing with the clutter of life.

- Make it future proof: anticipate the impacts of climate change and make residential design more efficient.
- Make it a home: provide sufficient space, natural life and allow people to settle and flourish.
- Make it happen: make sure residential schemes are deliverable.

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

2.15 Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal. This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.

Allocations

2.16 This Framework does not seek to provide new development allocations for the area and is intended to act as a guide to future development proposals and activity in the area. In this regard, reliance must be had on the existing allocations for the site, which have been reviewed and summarised below for completeness:

- As per Core Strategy SP1, the NDF area is allocated as an Inner Area, which emphasises the need for new housing developments in regeneration areas. It is also located within the Central Manchester area, to which the policies ECH8 and H5 of the Core Strategy, set out above, have relevance.
- Areas to the north of the site, to the south of the Mancunian Way, are allocated for economic development. This is located to the east of Union Street. Vacant land fronting Ardwick Green is also allocated for economic development.

- The A6 and A57, which both run into and through Ardwick Green, are recognised as major road improvement corridors.

3 Economic and Strategic Context

Economic and Market Context

- 3.1 Manchester's economy continues to benefit from the growth of financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as creative and digital, science and innovation, culture, sport and tourism.
- 3.2 Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has increased the diversity and scale of the cities labour markets.
- 3.3 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving Greater Manchester's attractiveness as a location to live, study, work, invest and do business.
- 3.4 In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 3.5 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.

¹ MCCFM 2020 – Residential Population Estimate, 2019 - <https://dashboards.instantatlas.com/viewer/report?appid=b0aa98ed7113440581b4b3513ebb6e3d>

Manchester: A Growing City

- 3.6 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 576,000¹ according to most recent estimates and continuing to grow rapidly.
- 3.7 Population growth in recent years has been particularly clear among the younger 20-35 years demographic, attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 3.8 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 2.8² and a combined GVA of over £65.5 billion, accounting for around two fifths of the North West's economic output³.
- 3.9 In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester⁴. Manchester is one of the fastest growing cities in Europe.
- 3.10 By 2025, in excess of 600,000 people are expected to live in the city, up 7.6% on the 2015 estimate. Employment growth of 8.9% is forecast in Manchester between 2016 and 2025 (and 14.1% in the period 2016 to 2036). Prior to COVID-19, this growth rate is forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025.
- 3.11 In addition, a significant proportion of forecast employment growth was expected to occur in sectors with higher than average GVA. GVA was expected to increase by 21.8% to 2025 with a 45.2% change forecast from 2016 to

2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 2.26% per year, increasing to over £82.8 billion by 2036⁵.

- 3.12 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below, which remain in spite of the current impact of COVID-19.

Thriving Regional Centre and National Destination

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

Trend in Businesses Looking for Agglomeration Benefits

- 3.14 Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.

- 3.15 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the continued growth of MediaCity:UK, for example.

Mobile and Skilled Workforce

- 3.16 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the city. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in four universities across Greater Manchester⁶.

Accessibility

- 3.17 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.
- 3.18 There are a number of strategies that are being progressed by Manchester City Council, set out later in this section, that seek to improve connectivity across the Local Authority and the wider Greater Manchester region. These strategies will directly influence the form and function of new and improved connections that could be brought forward in Ardwick Green to ensure a joined up approach to promoting sustainable travel and reduce reliance on cars for all journey types.

² Invest in Manchester, Access to Talent, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

³ Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 12 December 2018), <https://www.ons.gov.uk/file?uri=/economy/>

⁴ 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.

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. Accessed 26 September 2019.

⁶ Invest in Manchester, Universities in Manchester Access to Talent, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

Manchester International Airport

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

Sport

3.20 Manchester's pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world. Manchester City Football Club is based at the Etihad Campus, approximately 2 km from the Ardwick Green area.

3.21 The city is also home to the National Cycling Centre and has established itself as the home for the British Cycling Team. Additionally, the National Squash centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane.

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

Culture, Leisure and Tourism

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

3.24 In recent years, this has been boosted by significant investment in new world class facilities and events, such

as the Whitworth Art Gallery and the forthcoming Factory Manchester in St John's (which will become a permanent home for the Manchester International Festival).

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

Emerging Residential Trends

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

3.27 Most of the development that has taken place in the residential sector have focussed on formalising and professionalising the rental market in the city. New residential schemes for rent are now typically owned and managed by one operator with all bills included and significant residential amenity provision.

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

Regional Strategic Policy

The Greater Manchester Strategy

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

3.30 This is the third Greater Manchester Strategy and it builds on the substantial progress made since the first was

published in 2009 and the most recent refresh in 2013. The strategy was refreshed to reflect the change in the economic and political climate, particularly:

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

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

"Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations; A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm, but if you need a helping hand you'll get it; A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent; A place where people live healthy lives and older people are valued; A place at the forefront of action on climate change with clean air and a flourishing natural environment; A place where all voices are heard and where, working together, we can shape our future."

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

- Priority 1: Children starting school ready to learn;
- Priority 2: Young people equipped for life;
- Priority 3: Good jobs, with opportunities for people to progress and develop;
- Priority 4: A thriving and productive economy in all parts of Greater Manchester;

- Priority 5: World-class connectivity that keeps Greater Manchester moving;
 - Priority 6: Safe, decent and affordable housing;
 - Priority 7: A green city-region and a high quality culture and leisure offer for all;
 - Priority 8: Safer and stronger communities;
 - Priority 9: Healthy lives, with quality care available for those that need it; and
 - Priority 10: An age-friendly city-region.
- 3.33 The GM approach to delivering these priorities is underpinned by five key enablers:
- Enabler 1: Communities in control;
 - Enabler 2: People at the heart of everything we do;
 - Enabler 3: An integrated approach to place-shaping;
 - Enabler 4: Leadership and accountability; and
 - Enabler 5: Taking control of our future.
- 3.34 The GMS provides the high level framework for action based on a robust evidence base and the results of public consultation. More detailed plans, developed and led by city-region-wide partnerships, set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision. There are a number of documents that support the delivery of the GMS as follows:
- **The Greater Manchester Investment Strategy:** supports the implementation of the GM Strategy through investment to create and safeguard jobs, primarily through loans to support the recycling of funding in order to

maximise the impact of investment over several funding cycles. The establishment of a second GM Transport Fund to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of Greater Manchester’s transport priorities is being proposed.

- **The Climate Change and Low Emissions Implementation Plan:** sets out the steps that will be taken to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life.
- **The Greater Manchester Work and Skills Strategy:** sets out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents.
- **The Northern Powerhouse Strategy:** identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government
- **The Greater Manchester Growth Strategy:** demonstrates how the opportunities provided by HS2 and Northern Powerhouse Rail will be maximised for the benefit of businesses and residents within the city and across GM.
- **The Growth Strategy:** emphasises the importance of HS2 and NPR to the city and the city region, highlighting the significant growth and jobs benefits that these programmes can bring, and demonstrating how the opportunities will be maximised for the benefit of businesses and residents within the city and across GM.

Draft Greater Manchester Spatial Framework (‘GMSF’, 2019)

- 3.35 The Draft Greater Manchester Spatial Framework (GMSF) seeks to enable an informed, integrated approach to be taken to strategic development planning across Greater Manchester. The purpose of the GMSF is to enable Greater Manchester to manage land supply across the city region in the most effective way, in order to achieve the vision set out in the GMSF and is based on a clear understanding of the role of places and the connections between them.
- 3.36 Built on a robust analysis of projected employment growth, including a sectoral analysis of Greater Manchester’s key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure - transport, digital, energy, water and waste - required to support development.
- 3.37 Higher levels of new development will be accommodated in inner areas, enabling new people to move into these highly accessible areas whilst retaining existing communities. A high priority will be given to enhancing the quality of existing and new places, including through enhanced green infrastructure and improvements in air quality.
- 3.38 The first draft of the GMSF was published for consultation on 31st October 2016 and a further consultation on the Revised Draft GMSF then took place between January and March 2019. Over 17,000 responses were received during the consultation process across Greater Manchester.

3.39 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils' for approval to consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.

3.40 At its Council meeting on 3 December 2020, Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish GMSF 2020 for consultation. As such, the 9 remaining Greater Manchester Authorities agreed to progress a revised Greater Manchester Spatial Framework for publication.

3.41 The 'Publication stage' is a formal consultation on the draft joint Development Plan that provides an opportunity for organisations and individuals to submit their final views on the content of the plan, which will be progressed during 2021.

'Made to Move' Beelines Strategy (2018)

3.42 This plan is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800 mile network of walking and cycling routes across Greater Manchester will be delivered. The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes.

3.43 This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres.

3.44 These activities will all work to support the delivery of the Greater Manchester Transport Strategy 2040 which

sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040. Ways in which Ardwick Green can support these ambitions requires further technical work to understand the form and layout of new and improved cycle connections to link in with this wider network.

TfGM: Greater Manchester Transport Strategy 2040

3.45 The Transport Strategy 2040 statement sets out a vision for "World class connections that support long-term, sustainable economic growth and access to opportunity for all" and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region.

3.46 The 2040 Strategy and associated delivery plans is relevant to Ardwick because of its broad yet integrated approach to delivering significant improvements to the way people travel both across the region and locally. This strategy will directly influence the decisions made in Ardwick in order to connect into the wider city centre and improve accessibility across the Local Authority area.

3.47 The Strategy seeks to create a region that is integrated in efforts to improve health and resilience, tackle congestion, combat air pollution, improve bus services, support interchanges between modes, and deliver walking and cycling infrastructure, and local centre enhancements.

Local Strategic Policy

Manchester Strategy 2016-25 ("Our Manchester")

3.48 The Manchester Strategy 2016-25 was adopted by MCC in January 2016 and updated in updated in July 2017; setting the ambitions for the city for the next decade at that time. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the city will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

3.49 The Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement. This impetus has been reflected in our engagement strategy with the local community and the establishment of a local development forum would continue this engagement.

Manchester City Council Climate Change Emergency

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

- Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes; and
- Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date

3.51 This follows on from the adoption of targets set by the COP21 Paris Agreement by Manchester City Council in

November 2018, as part of the 'Playing Our Full Part' proposal to the City Council from the Manchester Climate Change Agency.

3.52 In March 2020 the Manchester Climate Change Agency and Partnership launched Manchester Climate Change Framework 2020-25; the city's high-level strategy for meeting our climate change objectives and targets. The four objectives are as follows:

- Objective 1 – Staying within our carbon budgets: sticking to 15 million tonne carbon budget up to 2100 from direct emissions and reducing aviation and indirect CO2 emissions.
- Objective 2 – Climate adaptation and resilience: adapting the city's buildings, infrastructure and natural environment to the changing climate and increasing climate resilience of our residents and organisations.
- Objective 3 – Health and wellbeing: couple actions that reduce our CO2 and to help those most in need to adapt and be resilient.
- Objective 4 – Inclusive, zero carbon and climate resilience: where everyone can benefit from taking an active role in decarbonising and adapting the city to the changing climate.

3.53 The Council is committed to making sure that these targets are regularly reviewed and monitored for their progress. The built environment has a significant part to play in ensuring the Council can meet its targets

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

3.54 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

3.55 The vision for green and blue infrastructure in Manchester over the next 10 years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

3.56 Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Residential Growth Strategy (2016)

3.57 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.

3.58 This policy framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the city's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Housing Affordability Policy Framework (2016)

3.59 The Residential Growth Strategy has been strengthened and refined by the development of the Housing Affordability Policy Framework which seeks to explicitly link household income to the provision of new homes across the city.

3.60 This is to ensure that residents who are on or below the average household income for Manchester have access to decent and secure homes. The policy recommends that the City Council aims to deliver between 1,000 and 2,000 new affordable homes in Manchester each year.

3.61 This Framework defines affordable housing as homes that cost no more than 30% of gross household income for those at or below the City's then average income of £27,000. The Council subsequently agreed at its Executive in May 2018 that no Manchester resident should have to spend more than 30% of their household income on accommodation - and ideally less.

3.62 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.

City Centre Transport Strategy

3.63 Following initial endorsement of a Draft City Centre Transport Strategy in November 2019, Manchester City Council has now prepared a formal consultation draft that was issued in September 2020 for public comments. This seeks to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day.

3.64 To achieve it will be necessary to consider City Centre streets, highways and transport networks in a new way to identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. Seven ambitions to improve city centre travel are outlined:

- The city centre is more attractive for walking
- The city centre is cleaner and less congested
- More people choose to cycle to destinations within the city centre
- The city centre benefits from better public transport connections
- Parking is smarter and integrated with other modes
- Goods are moved and delivered sustainably and efficiently to and within the city centre
- Innovation is embraced where it benefits the city centre and its users

3.65 For Ardwick, the Draft CCTS recognises that the major infrastructure acts as barrier for people accessing the city centre core and these are an impediment to sustainable development of the city centre as it expands. Reducing reliance on the private car in the city centre should also not detrimentally impact areas like Ardwick and others on the City Centre edge. Use of the city's controlled parking zone will be reviewed on an ongoing basis as part of the CCTS.

3.66 Consultation on the published draft CCTS was commenced in September 2020 and concluded on the 04 November 2020. An updated version of the CCTS is anticipated to be brought forward during 2021, and the principles set out in that document will seek to deliver positive changes within the NDF area. This strategy will directly influence the form and location of transport connections for both pedestrians and bicycles.

Area-based Regeneration Context

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

Central Manchester SRF (2012)

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

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

Piccadilly SRF (endorsed 2018)

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

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

Mayfield SRF (endorsed 2018)

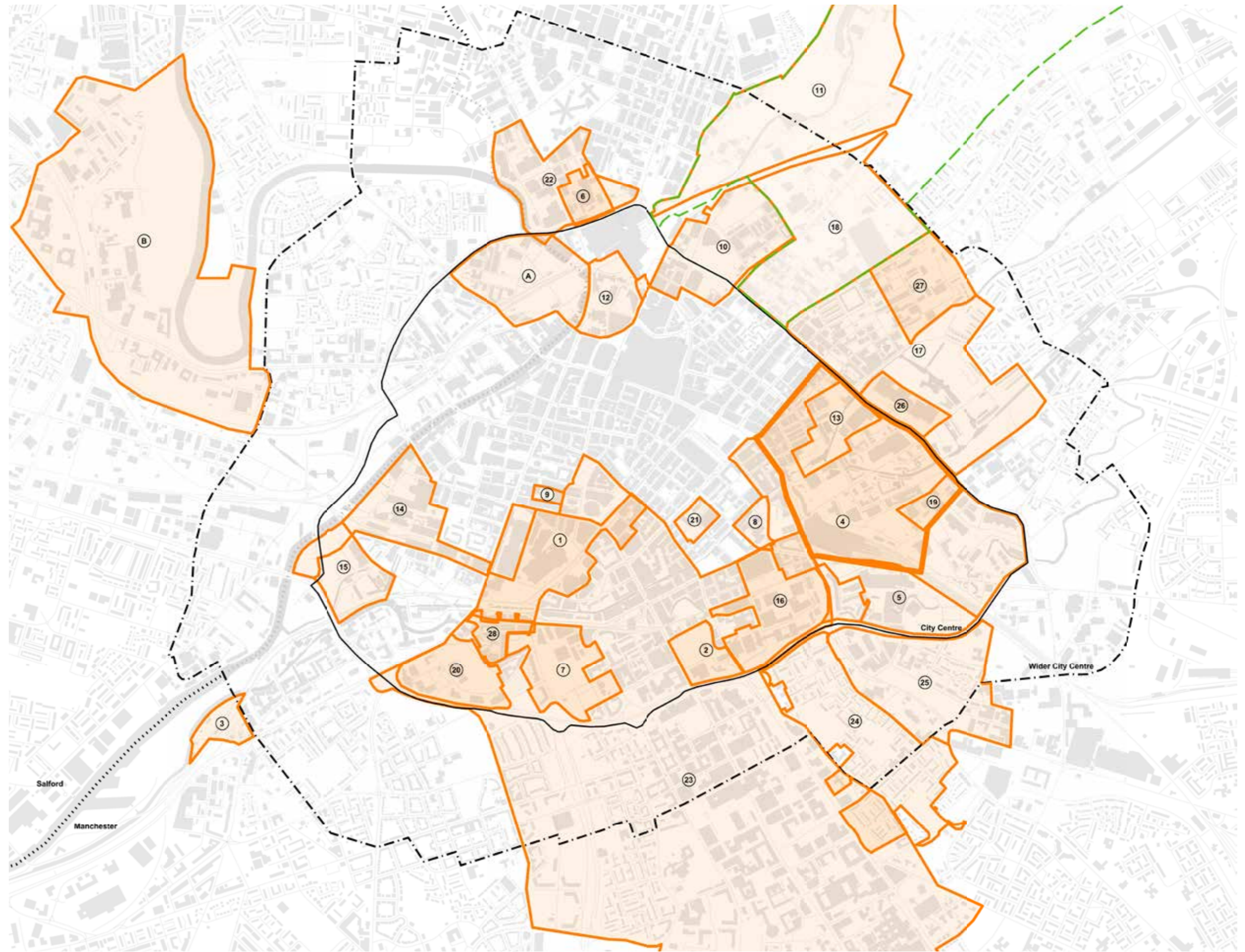
3.66 The Mayfield SRF sits within the Piccadilly SRF, and also borders the Ardwick Green NDF area along the Mancunian Way. This SRF was endorsed in 2018, superseding the 2010 and 2014 SRF previously endorsed by Manchester City Council (MCC), following public consultation.

3.67 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.

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

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

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



Brunswick PFI

- 3.69 The Brunswick Regeneration PFI is a combination of government funding, private investment and expertise that aims to revitalise the Brunswick area. Improvements will include council home refurbishments, new homes for sale and to rent and an improved neighbourhood design; including roads, community areas and a new housing office built over the next 10 years.
- 3.70 To secure the funding needed, the Council has created a partnership with developers to develop a masterplan for the area; to make improvements and manage the neighbourhood including housing services for the next 25 years. The PFI is currently 5 years underway.

Corridor Manchester Spatial Framework (endorsed March 2018)

- 3.71 Corridor Manchester covers a 243-hectare area running south from St Peter's Square to Whitworth Park along Oxford Road, overlapping with the core of Manchester's Central Business District. It brings together public and private sector partners committed to bringing forward new investment to generate further economic growth in the knowledge economy.
- 3.72 Whilst the focus is on knowledge industries, this growth will be supported by key place-making objectives in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing. The SRF sets out the spatial principles to support the strategic themes and objectives of the Strategic Vision.
- 3.73 The Ardwick Green area's proximity to the Corridor Manchester Area emphasises its importance as a key site where additional development land is readily available to enhance north-south connections in the City.

Corridor Manchester: North Campus SRF (also known as ID Manchester) (endorsed 2017)

- 3.74 The North Campus SRF sits within the Piccadilly SRF and is directly north east of the endorsed Ardwick Green NDF area. The North Campus is one of the few large, centrally located sites in Manchester city centre yet to undergo major regeneration. There are vast opportunities that have been identified in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity.
- 3.75 It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region. ID Manchester is an area within the North Campus (the old UMIST Campus) and seeks to bring forward new development in this location. The aim is to deliver a world class innovation and business district that will capitalise on Manchester's existing and growing economic strengths.
- 3.76 The University of Manchester is currently seeking a development partner who will prepare a refreshed masterplan and bring forward a project of exceptional quality and deliver the investment needed to create a world class innovation district. This next phase of design development is expected to take place later in 2021.

4 Vision



Introduction

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

Vision

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

Community-centred activity:

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

Green public place making:

4.7 It is envisaged that development proposals will be supported where they seek to increase the overall amount and quality of greenspace, ecology and biodiversity in the NDF area, with an emphasis placed on maintaining the scale of the park whilst seeking to improve its overall functionality.

4.8 Ardwick Green is an important part of the wider Victorian Manchester Parks movement and a valuable local amenity. The Council wishes this to become the green heart of the neighbourhood to provide a focal point for the area, supporting key linkages and environmental improvements to enhance the lives of Ardwick's residents.

Being 'Appropriately Ardwick':

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

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

Harnessing heritage:

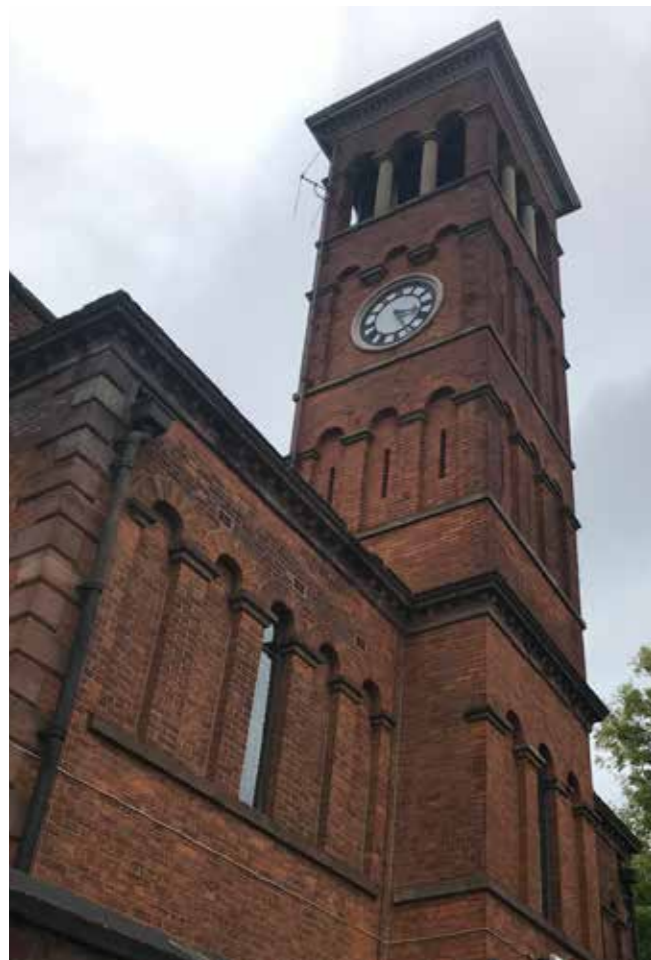
4.11 Ardwick Green has huge potential and a notable character rooted in its history. As identified in the Area Analysis (Section 5), Ardwick Green contains historic buildings of note and interest, including several listed, high-quality Georgian properties surrounding the park.

4.12 The extent of local pride in the breadth of Ardwick's heritage is understood by the design team and its protection and enhancement has been embraced as a key to the success of the redevelopment of the area and the re-introduction of residential uses around the central core of Ardwick Green.

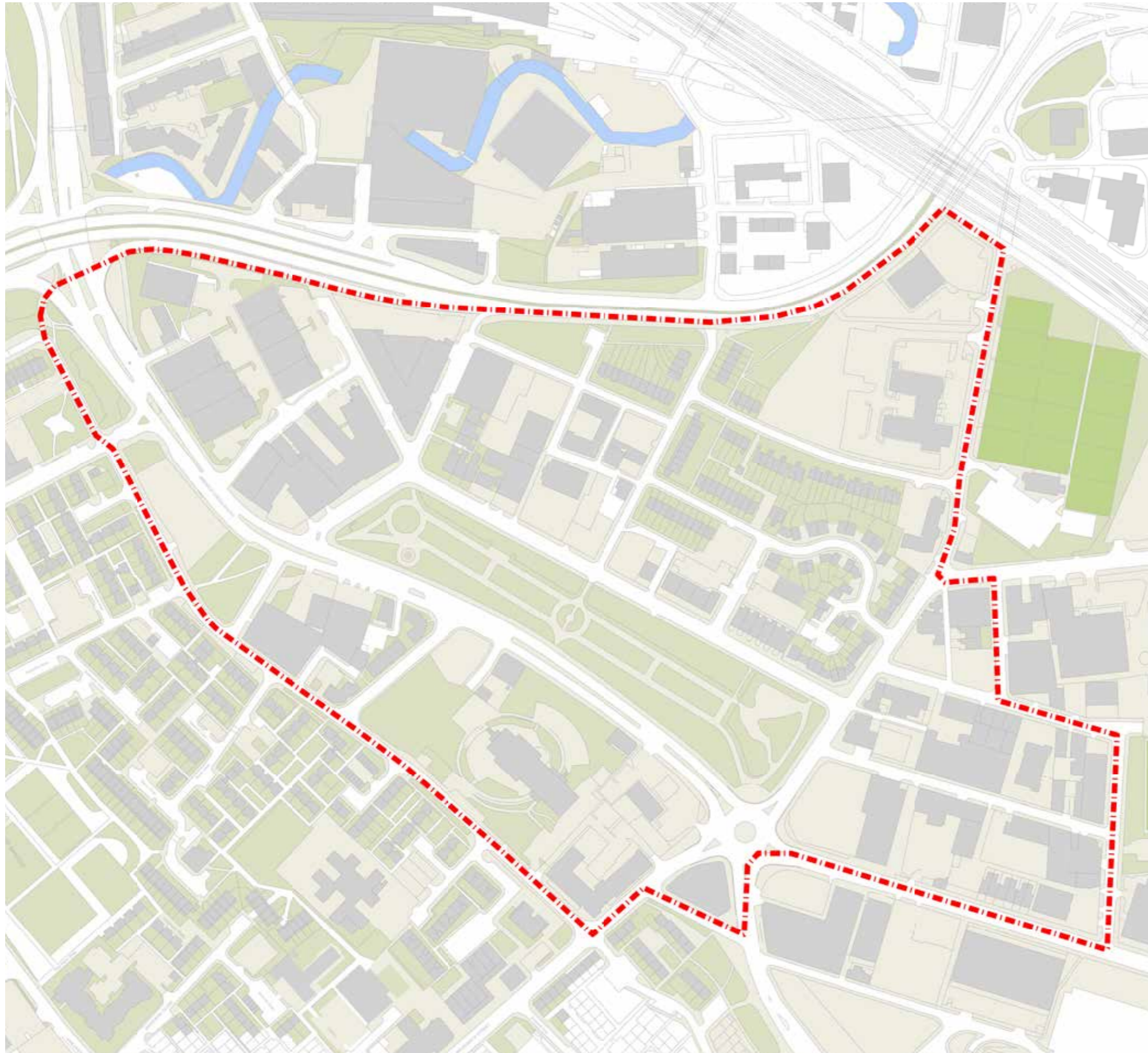
4.13 The re-introduction of appropriately scaled residential uses in place of gap sites would not only enhance the character and appearance of the area but also offers the potential to indirectly secure additional benefits resulting from the sympathetic use of adjoining heritage assets, such as the Ardwick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

A place to live, work and play:

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

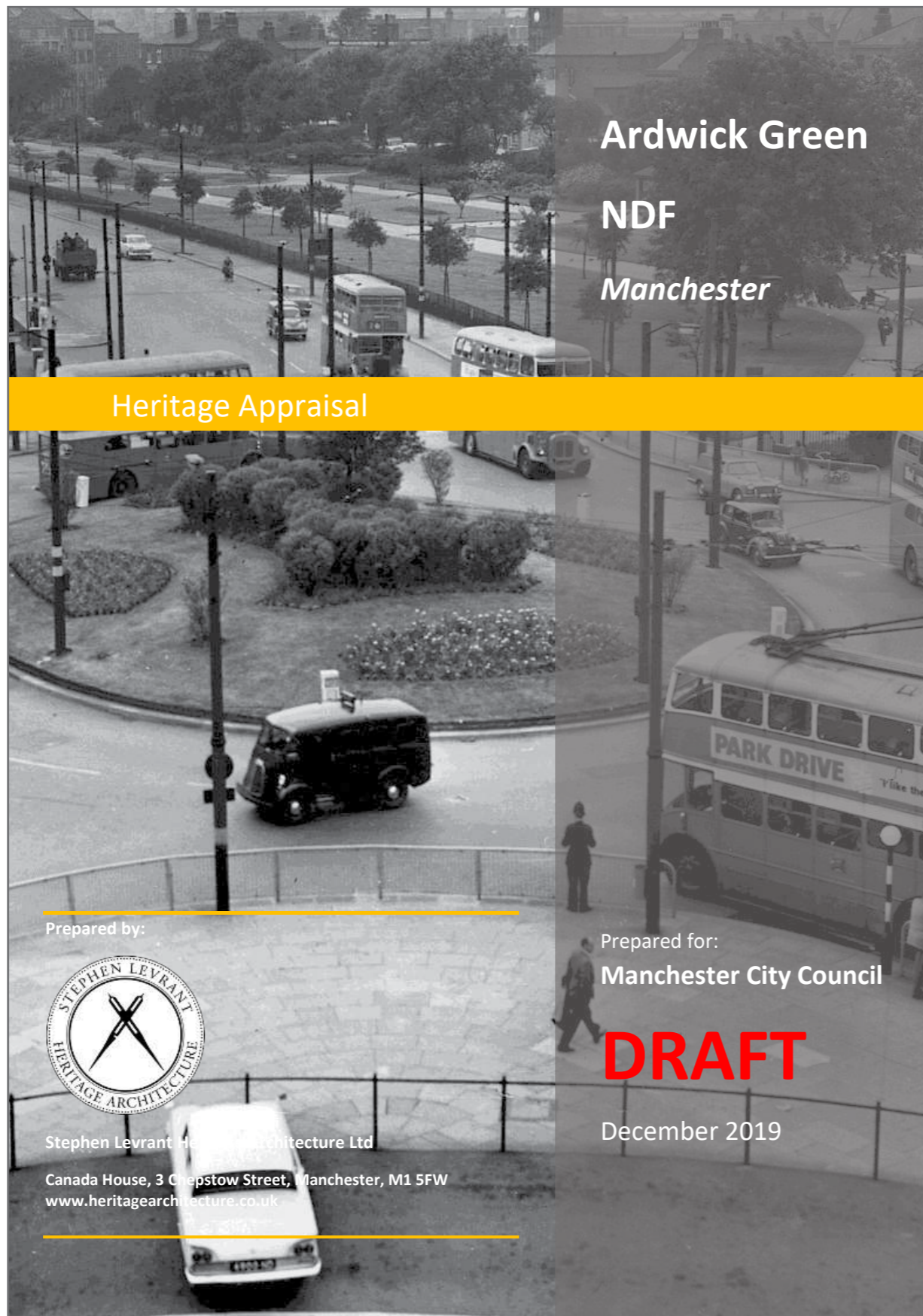


5 Area Analysis



Study Area Overview

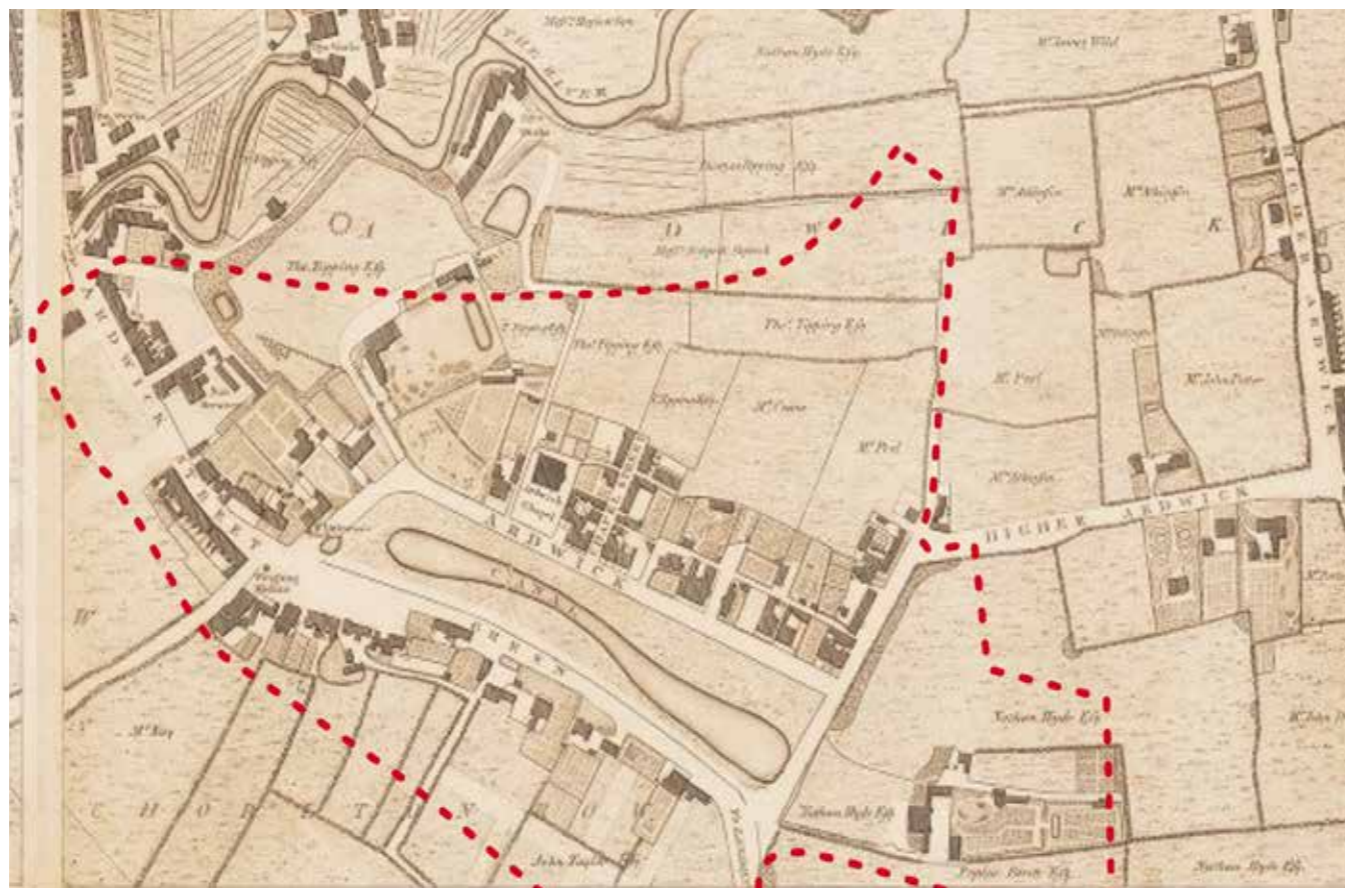
- 5.1 The proposed NDF area covers approximately 23 Ha and is situated to the south east of Manchester city centre, immediately to the south of the Mancunian Way and bisected by the busy A6 (Ardwick Green South).
- 5.2 It is roughly triangular in shape, bounded by the Mancunian Way and the Mayfield Strategic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



Heritage Appraisal

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

1794



1845



History of the Area

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

1908



1913



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



Ardwick today – built fabric

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

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

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

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

Listed Buildings



Plan showing listed buildings within and adjacent to the study area



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



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



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



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



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



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



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



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



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

Buildings contributing to character of area



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



1. Tanzaro House, Ardwick Green North



2. 1 & 2 Manor Street



3. The Old School House, Thirsk Street



4. The Old School House, Thirsk Street



5. 44 Higher Ardwick



6. 10 Higher Ardwick



7. 11 Dolphin Street



8. 16 Dolphin Street



9. 22 Dolphin Street



10. 8 Dolphin Street



11. 9 Dalberg Street



12. 52 Ardwick Green South



13. Coral Street

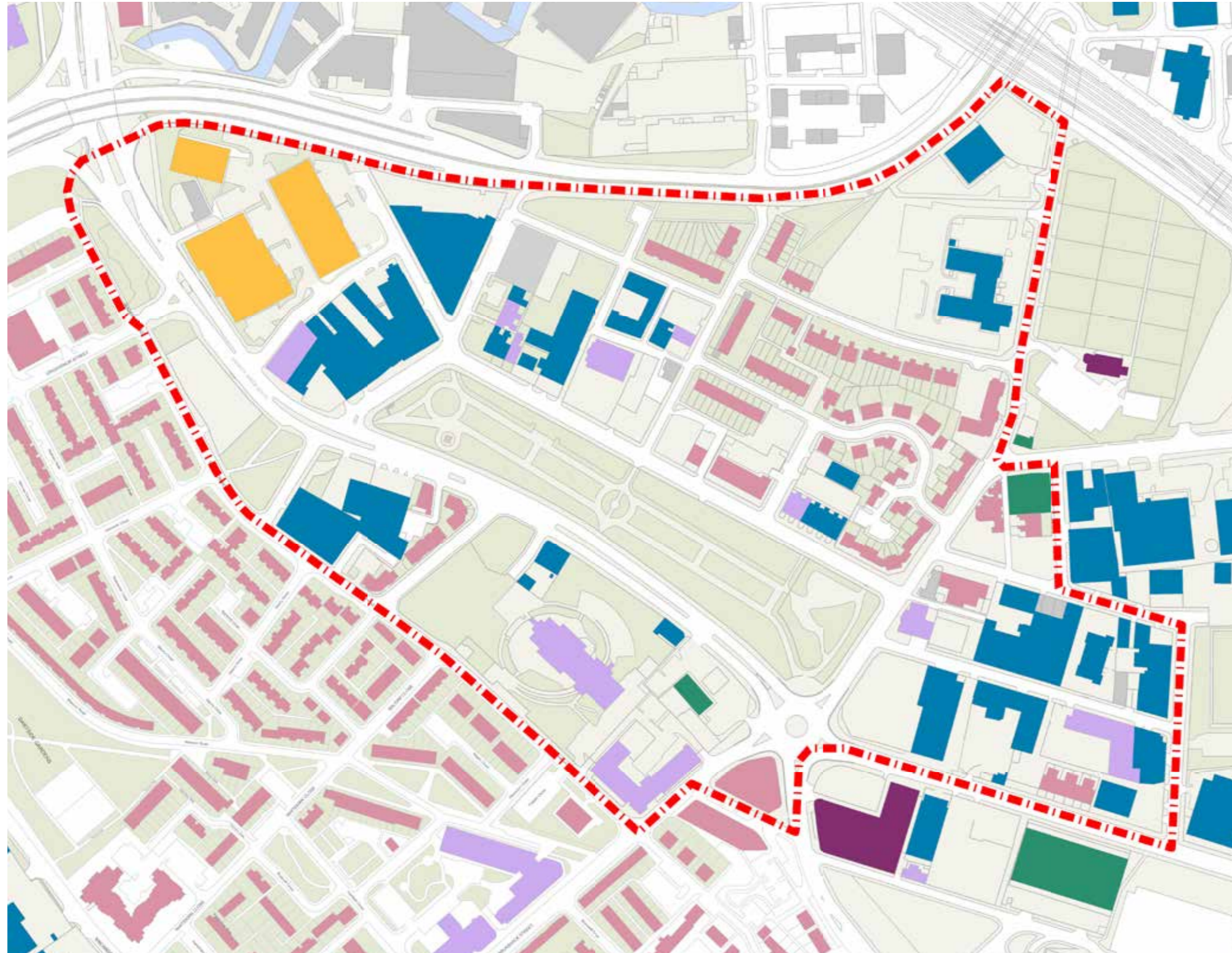


14. 28 Ardwick Green South



Green Spaces

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



Uses

5.18 Although land use is fragmented Ardwick Green and the immediately adjacent area is a mixed use area with a range of residential, commercial, educational and leisure uses. These include:

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

Key

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

providing health benefits and opportunity for outdoor leisure activities.

- Retail Uses: there is a limited amount of convenience retail in the area within walking distance for local residents. The small convenience shop within the petrol station is the only one that exists in the NDF area and this lack of provision should be addressed. The nearest large format supermarket is Asda in Longsight, or in the city centre.

5.19 The rich mix of uses and particularly the presence of critical local community infrastructure such as the primary school and health centre, creates a strong basis for improving accessibility within the area and delivering an increased residential density.

Connections

5.20 Ardwick Green is within a 10 minute walking distance of Piccadilly Station and other parts of the city centre, but walking routes are often made challenging by the heavy road infrastructure that borders the NDF area, as described below.

5.21 Ardwick Green South is part of a major bus corridor with frequent bus connections to the city centre and to areas to the south and east such as Gorton, Hyde, Levenshulme and Stockport, creating a good degree of existing connectivity via public transport modes.

5.22 To travel further afield, Metrolink and mainline rail services are available from Manchester Piccadilly Station, just 400m to north of the Ardwick Green area. This provides access to the rest of Greater Manchester and to national destinations, and via train and Metrolink connections to the airport, international destinations.

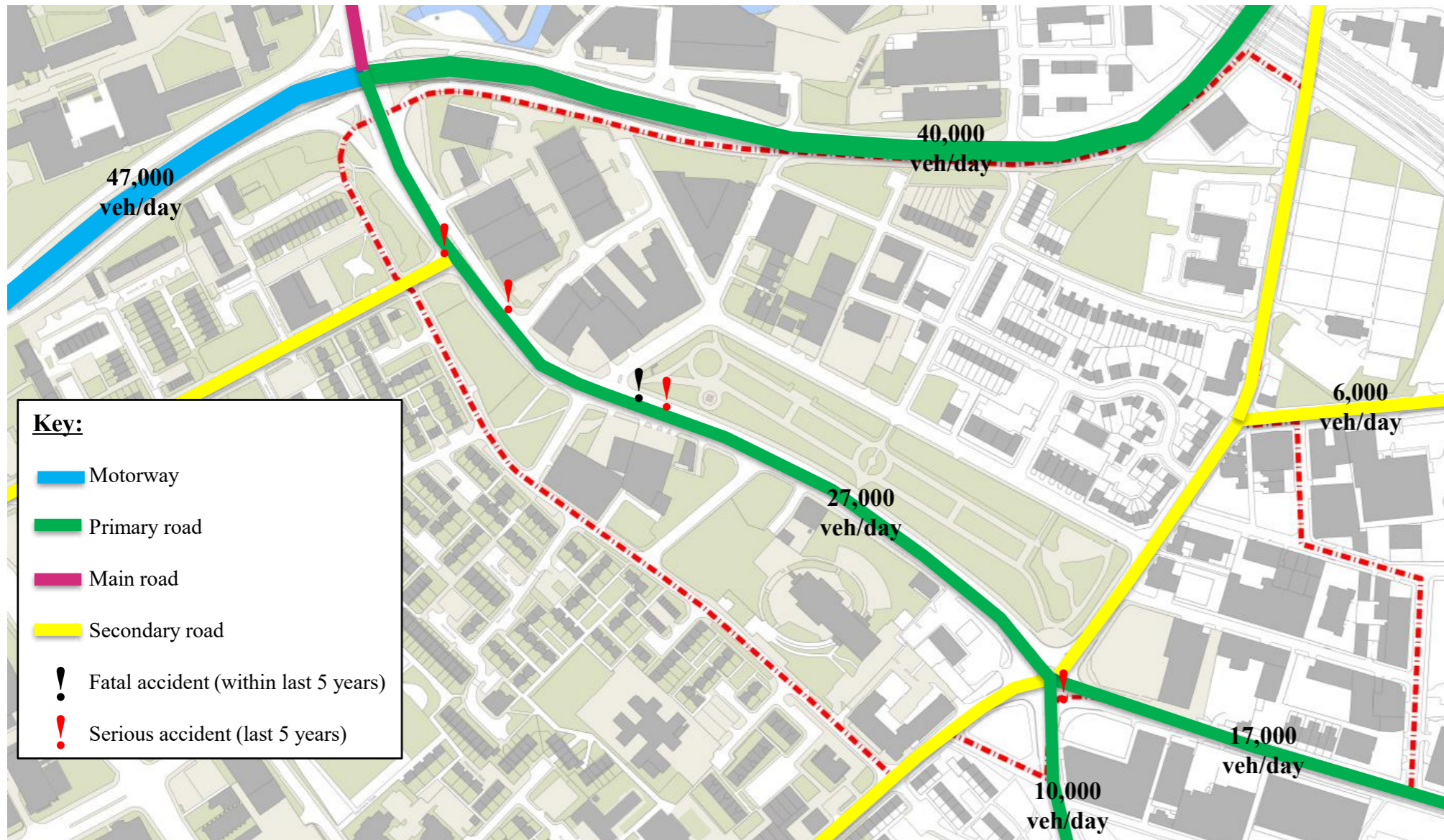
5.23 The Mancunian Way provides easy access to Greater Manchester's highway network with access points from the major intersection at the A6 junction and from the northern end of Union Street.

5.24 Ardwick Green South, whilst offering reasonably frequent public transport routes into the city centre, needs to support sustainable and shorter trips by bicycle. Currently, there is a lack of infrastructure provision with regards to cyclists, which has to compete with a range of general traffic and reduces the appeal of travelling by bike.

Pedestrian environment

5.25 The public realm is defined as the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use. Feedback received to date indicates that residents think that the public realm could be improved and that the streets are currently used as alternative vehicular routes to circumnavigate heavy traffic.

5.26 Key routes through the area, for example to the local bus stops, are not easy to negotiate due to the pedestrian environment being overwhelmed by cars and traffic. Improving the routes within Ardwick and to other areas could build on the Nature of Ardwick programme and the support of the empowered local community.



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

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

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

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

Parking

5.29 Consultation and analysis has provided evidence that on street and on pavement parking is a significant issue within Ardwick Green. Parking conflicts are generated by non-residential uses, such as commuter parking, visitor parking from businesses or other traffic generating uses, in those areas that should be reserved for residents to park their cars.

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

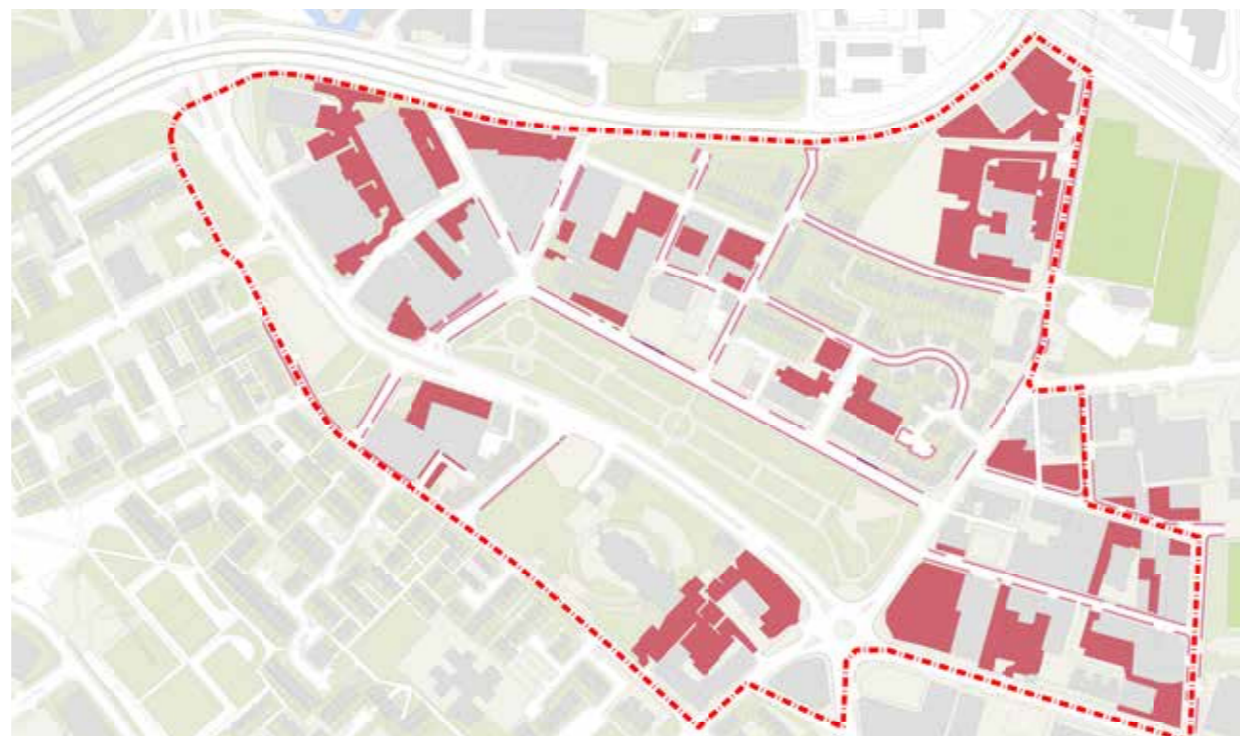
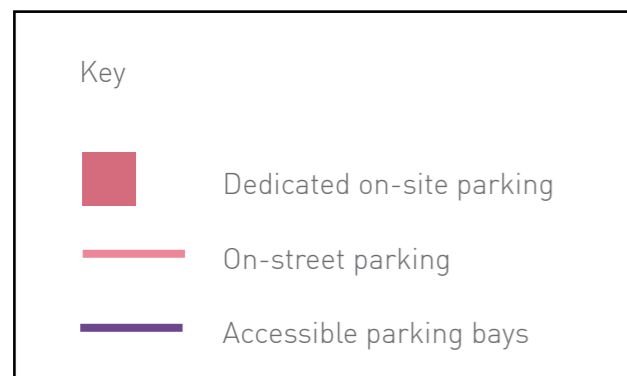
5.31 Based on car ownership figures in the area, it is considered that there is more than enough space for all residents who need to park to do so. However, a significant cause of the current parking issues is through non-residents parking within the area. This is a common issue for residents living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

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

5.32 Extensive parking on footways significantly affects pedestrian movement through the area, particularly for those with restricted mobility.

5.33 The options available to address the issue of non-residents parking within the area, such as the provision of parking controls, need to be considered in more detail as set out in section 7 of this NDF. There is clear local resident support for introducing parking controls, which should be balanced to ensure the area can develop sustainably.

5.34 Any controls for parking would also need to be considered with traffic calming measures so that vehicle speeds are managed next to parks and other public spaces. This ought to improve the quality and safety of new and existing connections for pedestrians and cyclists.





Character Areas

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

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

Ardwick Green Park

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

Community/cultural hub

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

Ardwick Green North– the Residential Heart

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

Ardwick Green South

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

The 'Knitting District'

- 5.50 The area around Dolphin Street is characterised by the notable Victorian Warehouses that rise up from the back of pavement and give this sub-area a unique feel in the Ardwick Green context.
- 5.51 These buildings convey the changing character of Ardwick following the onset of industrialisation during the early 20th century. A number of the buildings along the street still remain in commercial, manufacturing use and a number are identified in this NDF as contributing to the character of the area.
- 5.52 Dolphin Street itself has a quiet, enclosed character and provides a direct route through east Ardwick to the Green but is perceived by local residents as unsafe partly due to inactivity at street level, poor lighting and lack of evening activity.

- 5.53 To the north of Dolphin Street, three isolated buildings of contrasting architectural character stand isolated within an area otherwise defined by gap sites and dilapidated buildings. At 2-4 Palfrey Place, two mid-19th century townhouses survive (Grade II).
- 5.54 The listed buildings retain grand porched entrances, flanked by Doric columns with entablatures and cornices. The buildings are stucco fronted and stand juxtaposed to the adjacent Conservative Club, (built of red brick and stone) and the former Sunday School at Higher Ardwick (Victorian Gothic built of brick and sandstone).

Gateway to Ardwick

- 5.55 Large modern warehouse uses adjacent to the Mancunian Way currently mark the approach to Ardwick Green from the city centre. These warehouses turn their backs on the street frontage, with entrance from carparks at the rear, accessed from Cakebread Street and Charlton Place.
- 5.56 The warehouses have no value within the streetscape and could be said to have a negative impact and the street frontage to the A6 created as a result does nothing for the pedestrian experience. The A6 itself is busy and the impermeable nature of the current site does not offer any alternative pedestrian routes to the pavement along the A6.
- 5.57 An eclectic mix of buildings, including the nineteenth century Drill Hall which is listed, and the later Tanzaro House, which isn't listed but which contributes to the character of the area and is considered by the NDF to be

worthy of retention, front the northern edge of Ardwick Green park.

- 5.58 To the east of the area the former bakery building on the triangular site bounded by Cakebread Street and Manor Street is representative of the onset of larger footprint commercial buildings in the 20th century. The brick perimeter wall of this building, hugging the back of pavement is another contributor to the character of the area. This building is currently occupied by a range of independent entrepreneurial commercial occupiers that are important to the character of the area as a whole.

Union Street

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

6 Design and Development Objectives

Introduction

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

Overarching Objectives

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

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

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

Detailed Objectives

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

Mutual respect between character areas

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

6.10 Whilst each character area has its own qualities and opportunities, this demonstrates there may well be positive interrelationships in terms of form, function and aesthetics across the NDF area as a whole. They are defined in the context of their opportunities as follows:

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

for a filtering of movement at ground level, improve connectivity to and from the residential community Ardwick Green North, and add opportunities for active frontages.

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

Restoring the urban grain

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

Nature of Ardwick

- 6.17 To acknowledge the promotion of ‘think global, act local’ and the Nature of Ardwick document principles, the area has an opportunity to improve the quality of the local environment to drive wider benefits. Significant improvements to ecology and biodiversity could be delivered through screening busy vehicular arterial routes that border Ardwick Green (eg the A6 and the Mancunian Way).
- 6.18 Hedge and tree planting in key locations can also help to clean local air quality by trapping absorbing CO2 from exhaust fumes. The health benefits of doing so are well documented, and the local natural environment can benefit as a result by allowing for habitat creation and improving biodiversity.
- 6.19 In addition to existing features of the community supporting Ardwick’s natural environment, such as the Park itself, there are opportunities for green fingers to spread out from the central core of the area (the park) and begin to sow seeds of change in the surrounding areas through tree planting and pocket parks.
- 6.20 By implementing such changes, Ardwick Green can play its part in the global issue of climate change by acting locally and reinforce the idea that inner city urban areas can become part of the solution to climate change, rather than a key part of the problem.

Transport, movement and connectivity

- 6.21 Accessibility within, to and from the area all present challenges that could be addressed through the principles set out in this NDF. Ardwick Green could connect communities from north-south and east-west but doesn’t currently achieve this successfully due to illegible walking routes, blocked footpaths from parked cars, severance caused by busy vehicular routes and poorly lit environments.

- 6.22 Development of the area ought to respond to the hubs of activity that take place nearby, such as the Apollo, and aim to ensure that these uses and routes for pedestrians do not conflict with the quieter existing residential neighbourhoods. It could positively respond to the challenges of inter-neighbourhood connectivity and internal NDF connections.
- 6.23 Through the reinstating of the built form across the area, where appropriate to do so, the streets could be made to feel much safer by encouraging active surveillance. All key routes within the area could form a relationship with the Park to ensure that the area focuses pedestrian and cycle movement to and through Ardwick Green. This is particularly important for safety, health outcomes, and connecting residents better to the existing social infrastructure, such as the health centre, school and local entertainment venues.
- 6.24 The connections ought to be primarily improved by enhancing pedestrian connectivity through enhanced footway provision, improved crossings at junctions and restricting on street commuter car parking to keep pavements clear. In terms of place-making, greening streets and new smaller public squares away from the park may allow for successful transitions between areas with a commercial focus and those with an existing residential community. For example, this change in density and use could be reflected in the design of buildings and streets holistically.
- 6.25 Improving connectivity to and through Ardwick Green could also assist with onward longer journeys made via public transport. The adjacent highway network is busy and could be adapted to be more balanced in favour of pedestrians and cyclists in order to improve safe and sustainable local connections to key destinations including local services, schools and public transport stops. Alternatively, separate routes for cyclists and pedestrians could be delivered to improve the quality and safety of routes to the city centre.

6.26 In accordance with planning policy, there ought to be a focus on sustainable modes of transport, particularly active travel. This, in tandem with the sense of place being created, means that there ought to be prioritisation of people friendly streets to create a healthier and more pleasant environment for the local community. Cycle routes and cycle storage ought to be a priority for both new and existing development.

Place making and public realm

6.27 Notwithstanding the need for a restoration of the urban grain, there are opportunities to both reinforce the existing sense of place and establish new areas that are currently impenetrable spaces due to their land use or large building footprints.

6.28 For example, improvements to streets by restricting on-street car parking, greening the area through tree and similar planting, and the delivery of new well placed pocket parks could help to improve the sense of place.

6.29 However, not all subareas in the NDF area benefit from such an established grid of streets. Locations like the City Gateway and Union Street are currently occupied by large buildings with impenetrable perimeter fencing, or surrounded by surface car parking and there are opportunities to re-establish an appropriate network of new streets and spaces that better relate to the existing community and the surround mix of areas.

Design quality and heritage

6.30 The area's roots, grounded in its Georgian and Victorian heritage, are evident in the architecture that exists across the NDF. This materiality, design and form can be respected, referenced and celebrated in new development that comes forward. Positive adjacencies can be promoted between designated heritage assets and sites that have been vacant since the mid-20th century.

6.31 There are also a number of non-designated heritage assets within the community that could be refurbished or sensitively adapted. Locations that could be appropriate for development to occur that are adjacent to buildings of character are envisaged to be of a complementary and respectful design.

6.32 Opportunities for new, higher density development will also need to consider how potential development will create a backdrop to existing designated and non-designated heritage assets in both longer and shorter range viewpoint locations. New high density development ought to consider the visual connections between the area and the city centre. This may help to ensure that new development preserves and enhances the existing character of the area.

Form and Layout

6.33 Defining the NDF into smaller character areas and ensuring that there is mutual respect between them in terms of form, layout and design can help to establish a holistic street hierarchy across the area as a whole.

6.34 Open space can sit at the heart of a local community as the focal point for meeting, recreation and events. Successful open space in Ardwick Green Park has an opportunity to be properly integrated with the homes and communities it serves; well connected; fronted; and overlooked at all times of day.

6.35 With the idea that social public spaces will be key to fostering a wider sense of community, the network of spaces in the area, with Ardwick Green at its heart, ought to be designed to:

- Become shared outdoor rooms which promote health, sociability, sense of ownership and identity.
- Be engaging for all ages and abilities, especially supporting family life.
- Integrate a form of community-oriented elements.

6.36 To this effect, open spaces like Ardwick Green Park and other identified opportunities for new public spaces could include play equipment, exercise opportunities, multi-use free sport spaces, and dog walking.

6.37 To reinforce the residential core of Ardwick Green North, higher density mixed use developments on the periphery of the NDF boundary could be clearly separated from existing residential communities in their design, with walking and cycling routes circumnavigating this area. This could help mixed use development to come forward in the right manner by establishing it as a destination in its own right whilst preserving the residential character and amenity currently afforded to local residents.

6.38 This structure could aid legibility and provide cycle friendly links that tie-in with the wider Bee Network currently being promoted across Greater Manchester. Cycle links could then be complemented and connected by strong public realm linkages that offer traffic-free connections through the area, with segregated routes between transport modes. Clear routes that allow heavy footfall generated by late night uses, such as the Apollo, could guide pedestrians to primary and nearby transport modes, such as Piccadilly Station.

6.39 Re-establishment of the built form to the edges of the protected Ardwick Green could also assist with improving both the quality, safety and function of the park itself. It could reference the previously contiguous street frontage that was once clear and obvious in the design and establishment of the Park as a focal point for the community.

Scale and Massing

- 6.40 It is envisaged that density within established residential communities is brought forward with a clear relationship to the existing built form, which predominantly comprises residential properties between 2 and 4 storeys. This could help to preserve its existing residential character, whilst other parts of the NDF offer the opportunity for increased vibrancy and vitality during the daytime, evening and weekends.
- 6.41 This composition of scale and massing could allow development to come forward on sites outside of Ardwick Green North in a complementary matter. Sites that offer opportunities for comprehensive redevelopment could maximise their potential by relating in scale to surrounding areas, such as Mayfield, provided that existing residential amenity is not significantly impacted. Key views out of the park present the opportunities for vistas at either end to help develop enclosure and positive active surveillance in the public realm.
- 6.42 It is the aspiration of the Council that higher density developments assess their impact from key viewpoint locations within and outside of the NDF area. Good practice in design for taller buildings ought to be adhered to by respecting the principles set out in relevant design guides and as enshrined in local and national planning policy. Assessment of their impact ought to be clearly set out and such schemes can be reviewed by a design review panel, in addition to close working with the local community on developed proposals.
- 6.43 It is also an aspiration that development proposals are assessed in detail in relation to their potential impact on residential amenity through their scale and massing, including considerations such as daylight, sunlight and microclimate conditions.

Use and Quantum

- 6.44 The site analysis of the area evidences that it is not currently fulfilling its potential in terms of its location, mix of uses and level of activity, which has in turn offered less support for local amenities, such as convenience retail, to come forward. A better utilisation of brownfield land could support more activity, use and vibrancy in the area that ought to be beneficial for jobs, new homes and the overall quality of the area, and offer local facilities to provide more accessible and better-quality shops.
- 6.45 This framework envisions that new commercial uses and increased amounts of floorspace are predominantly kept away from Ardwick Green North where the existing residential community exists. Opportunities for delivery of new social, affordable or market value housing could be brought forward sensitively in relation to the existing community and undertaken in close consultation with them. Different types of tenure and tenancy arrangements could be explored to maximise the quality and affordability of the housing offer as the area develops over time.
- 6.46 Opportunities for increasing quantum of development on existing sites could be promoted to support more appropriate economic activity in the area. A range of different work environments are envisaged across the area from light industrial and maker spaces, to modern flexible office space.
- 6.47 Areas within the Knitting District have opportunities for delivering increased amounts of employment space to support the growth of independent makers and creatives that is already taking place in the area. This would also be a fitting reference to the area's working history, rooted in textiles manufacturing and the cotton industry. Workspaces could be modern, flexible and studio spaces that promote co-working, whilst modern

and light industrial uses could be safely and appropriately integrated.

- 6.48 Areas such as the City Gateway and Union Street have opportunities to greatly increase the quantum of development on site and it could be possible to bring this forward with a mix of uses, such as retail, office, leisure and new homes. The NDF envisions that new development in this location responds to land allocations; the emerging strategic context of the development; and addressing the needs of the local community and surrounding areas.
- 6.49 Other NDF Character Areas identified could promote the repurposing of land that is relative in kind to the existing development that borders it, in terms of both use and quantum.

Parking

- 6.50 The area is envisaged as a low car use area in the future, in line with the environmental sustainability aspirations set out in the NDF. The relationship of Ardwick Green to the centre's core and accessibility of public transport makes this a highly sustainable location, provided that walking and cycling connections are also improved to and through the area and parking controls considered are introduced in a pragmatic manner.
- 6.51 For example, some residents will require access to private car parking, and there may also be requirements for visitor and commercial access by car. By addressing the existing on street commuter parking that currently takes place through a residents only parking scheme, or similar type of parking controls, better conditions could be created.

- 6.52 In tandem with the introduction of parking controls, and in accordance with planning policy requirements there will need to be a consideration of parking requirements and how they can be accommodated in the curtilage of any emerging development proposals. Priority ought to be given to travel planning and investment in, and promotion of, sustainable means of travel.
- 6.53 Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles where appropriate. High levels of cycle parking ought to be provided across the area. This may include both spaces on street and within buildings.
- 6.54 There is the potential to create a cycle hub with secure storage and on-site showers and changing within holistic development proposals in specific character areas, where the scale of development may support such a facility. This could allow workers access to facilities that smaller businesses can't often provide due to space restrictions. It could also be broadened to allow residents to rent a wide range of bikes for leisure or commuting purposes.

Sustainability and Social Value

- 6.55 In addition to the objective of greening the area and encouraging active travel, which would inevitably bring about positive change with regard to ecology, biodiversity, and the social value of street and public spaces, there are a wide range of other elements that make up sustainability that could be promoted.
- 6.56 New developments, refurbishments or alterations within the area ought to consider their ability to contribute

toward nationally and locally ascribed Net Zero Carbon Targets. This approach is known as 'Whole Lifecycle Carbon' assessments and can be a starting point for appraising early designs and can be promoted in the final designs where feasible and viable to do so.

- 6.57 One way to achieve this would be to identify where existing buildings and structures can be repurposed for new uses as a starting point. Where buildings are demonstrated as being no longer fit for purpose, options may be explored to minimise embodied and operational carbon for developments. New developments could well also be appraised in order to consider their adaptability for future use, or for the propensity of the design to be recycled.
- 6.58 Where possible, green and blue infrastructure can be considered in terms of how developments can contribute to this agenda. Public spaces can provide a network to draw people to and through the area, providing a vital place for leisure and offer an attractive setting for new development. Sustainable urban drainage systems should be considered when bringing forward development proposals, in line with Local Planning Policy.

Continued community engagement

- 6.59 As set out in the overarching development principle, this NDF represents a new beginning in terms of listening to the views of the community and ways in which the area could be improved for existing residents, as well as providing a vibrant neighbourhood that people want to travel to for work or leisure.

- 6.60 To date, there has been a significant amount of invaluable feedback from the local community to identify both their key issues and needs. All development proposals could seek early engagement with the local community to ensure that their needs and concerns are addressed in the development of proposals.
- 6.61 There is an opportunity to improve the connection between the businesses in the area and the local resident population of Ardwick in terms of providing education, training and employment opportunities. Community facilities or online notice boards could advertise physical and digital opportunities for work and development of skills.
- 6.62 Not only could this bring about a more cohesive neighbourhood and develop a better relationship between business and community in the area, but it could also offer mutual benefits to the new and existing businesses who need a local pool of talent and those residential neighbourhoods whose residents may benefit from the opportunity to develop skills and long term careers.

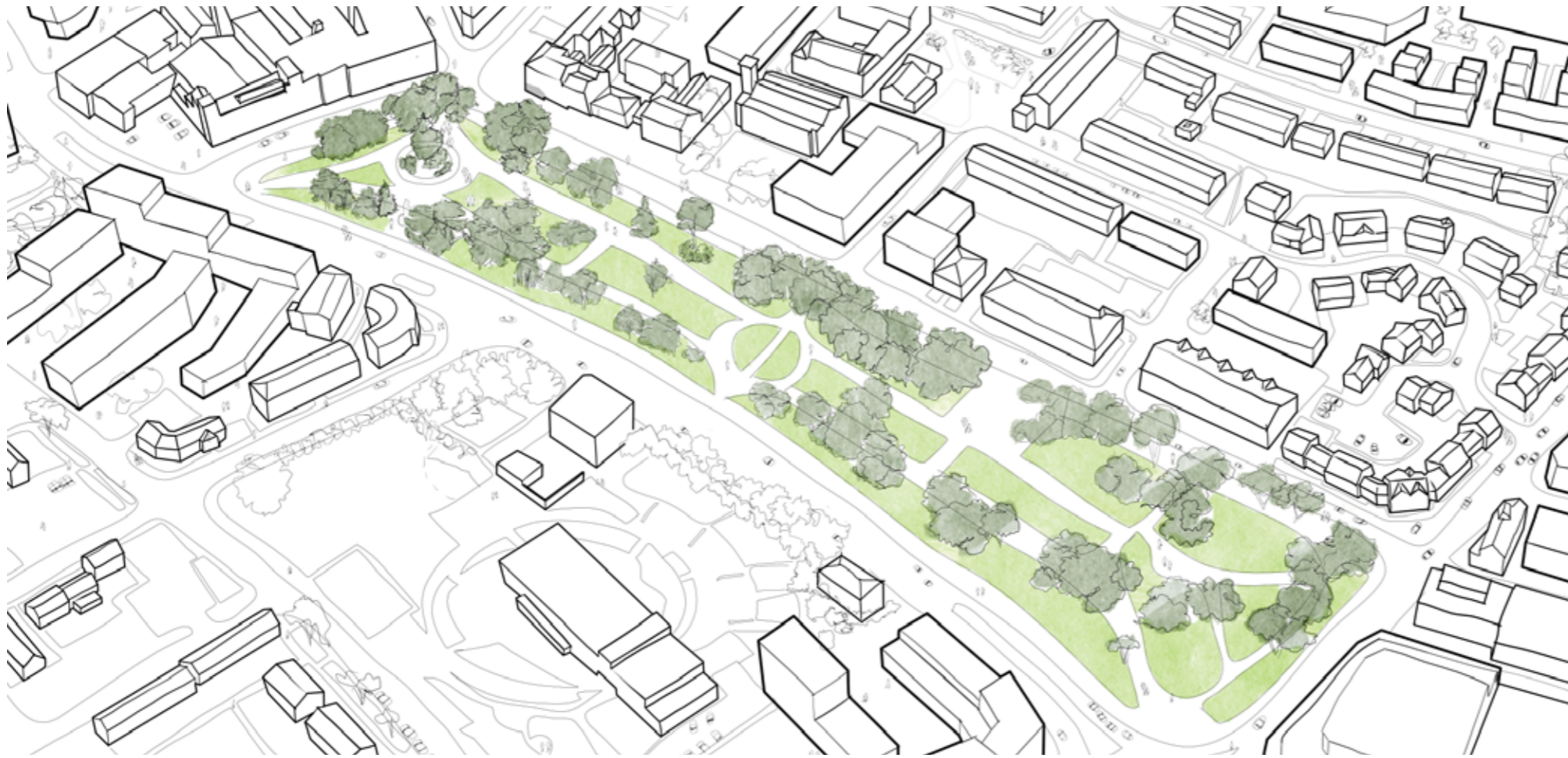


The Illustrative Spatial Framework

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

Phasing and Delivery

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



Ardwick Green Park

- 7.7 The protection of Ardwick Green Park as a local green space at the heart of the neighbourhood is a key objective of the NDF. It will be preserved and there is an opportunity for improvement as part of the on-going activity in the area.
- 7.8 The park's historic role, as the focus of the emerging Georgian township in the eighteenth century and the way that this can still be read in the layout and arrangement of the park, ought to be preserved and enhanced.
- 7.9 The relationship between the park and the surviving Georgian built fabric bordering the park is key to the area's local distinctiveness. It is critical that any developments within the Ardwick Green area do not disrupt this relationship and instead should seek to support complementary forms between open space and buildings.
- 7.10 The park is, however, currently underutilised. It could be, once again, a space for family and community life; providing a breathing space away from the home or the office for residents of Ardwick Green and occupants of the commercial premises in the area.
- 7.11 Opportunities may be sought where they improve safety and security in the park, to provide better lighting and to provide facilities which could make the park more attractive to local children and young adults. Gym and play equipment could bring about health and social benefits.
- 7.12 There are also great opportunities for supporting biodiversity and planting that could sow seeds of greening through the surrounding Character Areas near to the park.





The park's role in connecting neighbourhoods

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



Community and cultural hub

- 7.18 The roundabout at the Apollo, located at the junction of the A6 (Stockport Road) and the A57 (Hyde Rd), is the southernmost point of the NDF area. It acts as the Gateway to the Ardwick Green neighbourhood for people approaching from the south and connects the adjacent communities, particularly Brunswick and Ardwick Green.
- 7.19 Opportunities to improve the pedestrian environment, prioritising pedestrians over vehicles and, easing movement around the junction could be sought as developments in Ardwick Green come forward. The site is a key gateway to the Ardwick Green area when travelling from areas like Gorton and Levenshulme to the south east.
- 7.20 Development of the sites around the junction could provide active building frontages - providing local amenities such as café or convenience retail which, when aligned with existing healthcare and educational assets adjacent could promote the concept of this key node as a 'hub' for the community.
- 7.21 Above these community uses and supporting residential amenities at ground level, a range of commercial and residential uses could be supported to blend the area with the adjoining Knitting District character area. The former Hippodrome site has been identified as having short term potential for a landmark development that terminates the vista from Ardwick Green Park looking south east. Given this key view out of the park, the proposals for this site should be of high quality to reflect its importance.
- 7.22 The presence of the Apollo Theatre at the junction means that the roundabout has a presence in the minds of Mancunians. The characterful nature of the Apollo building provides clues as to the ways in which developments of character might be brought forward, in turn assisting with creating a more habitable and people friendly place.



7.23 More appropriate forms of development could be considered on the petrol station site to provide genuine convenience retail in the area, of which there is a current acute deficit. There are further opportunities to reinstate buildings to the back of pavement line, whilst seeking to retain or reference the buildings of character identified.

Ardwick Green North

7.24 The existing residential community situated to the north of Ardwick Green is at the heart of this NDF, both in terms of its location and the need to address concerns and improve the area for the local population. It is an aspiration in this NDF that the problems with commuter parking are addressed, particularly in this Character Area. This is discussed further at the end of this section.

7.25 There are opportunities to increase the density of residential accommodation in this area and provide further housing which would add to and seek to complement the existing residential community.

7.26 This could include sensitive redevelopment of surface car parking or similar brownfield 'gap' sites and, potentially, the sensitive renewal of some of the older social housing stock over time.

7.27 Key considerations for any development proposals in this sub area are: the tenure and affordability of the offer proposed; the needs of the community; the scale and nature of the existing residential stock adjacent; and the impact on privacy of existing and new residents/occupants.

7.28 There is an opportunity for proposals in this area to improve the quality of the public realm and achieve a consistent, people-friendly feel with a view to giving this area, the residential 'village' within the Ardwick Green neighbourhood, a distinct identity and sense of place.



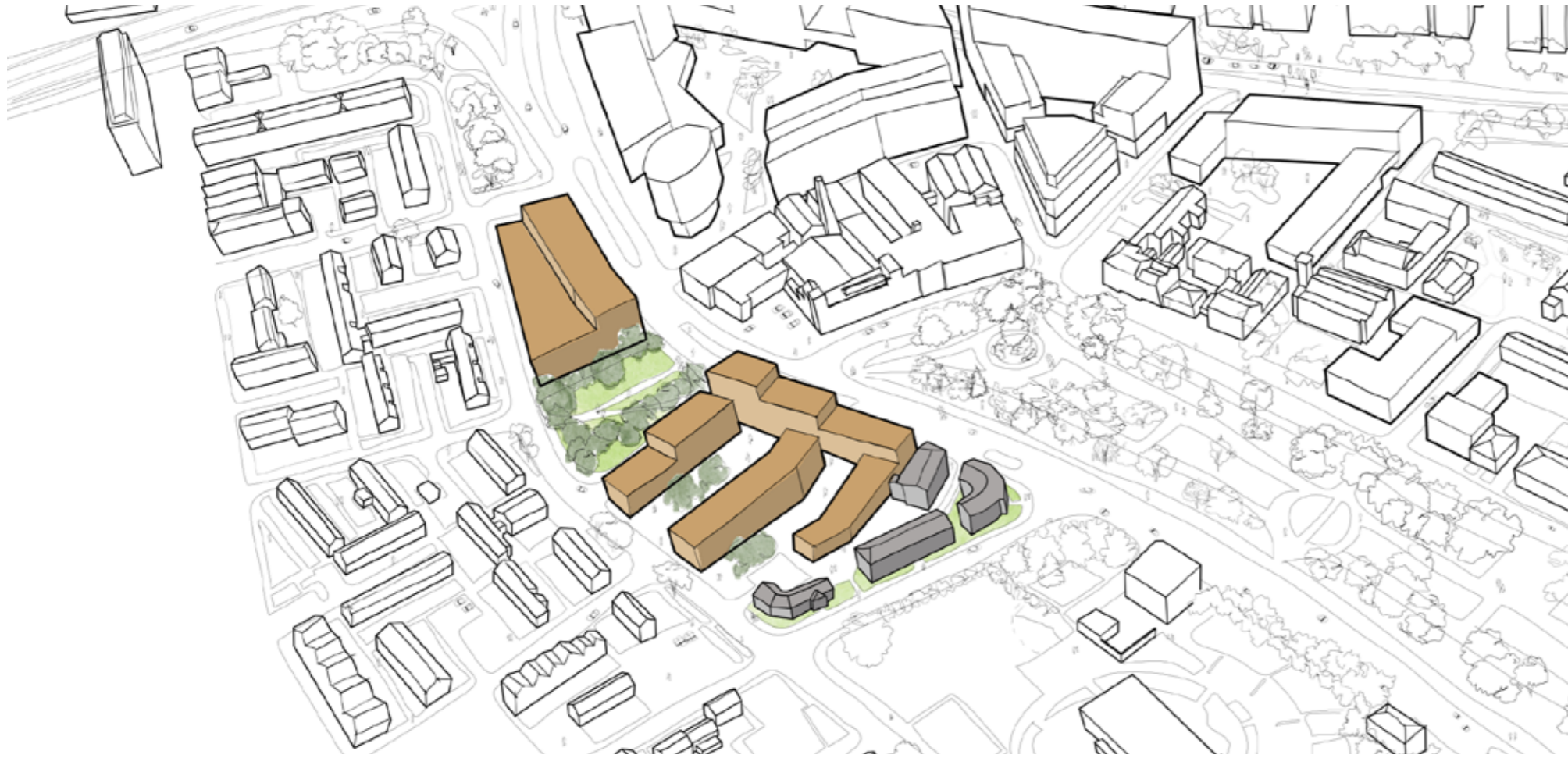


7.29 Opportunities ought to build on the 'Nature of Ardwick' strategy and further green the neighbourhood. In particular, planting could be used to develop a green 'buffer' between the residential properties and the Mancunian Way to the north.

7.30 There may also be opportunities to introduce green spaces within currently underutilised pockets of land, particularly along Cotter Street. They could provide a better pedestrian connection between Ardwick Green Park and any potential future crossing between the NDF area and Mayfield to the north.

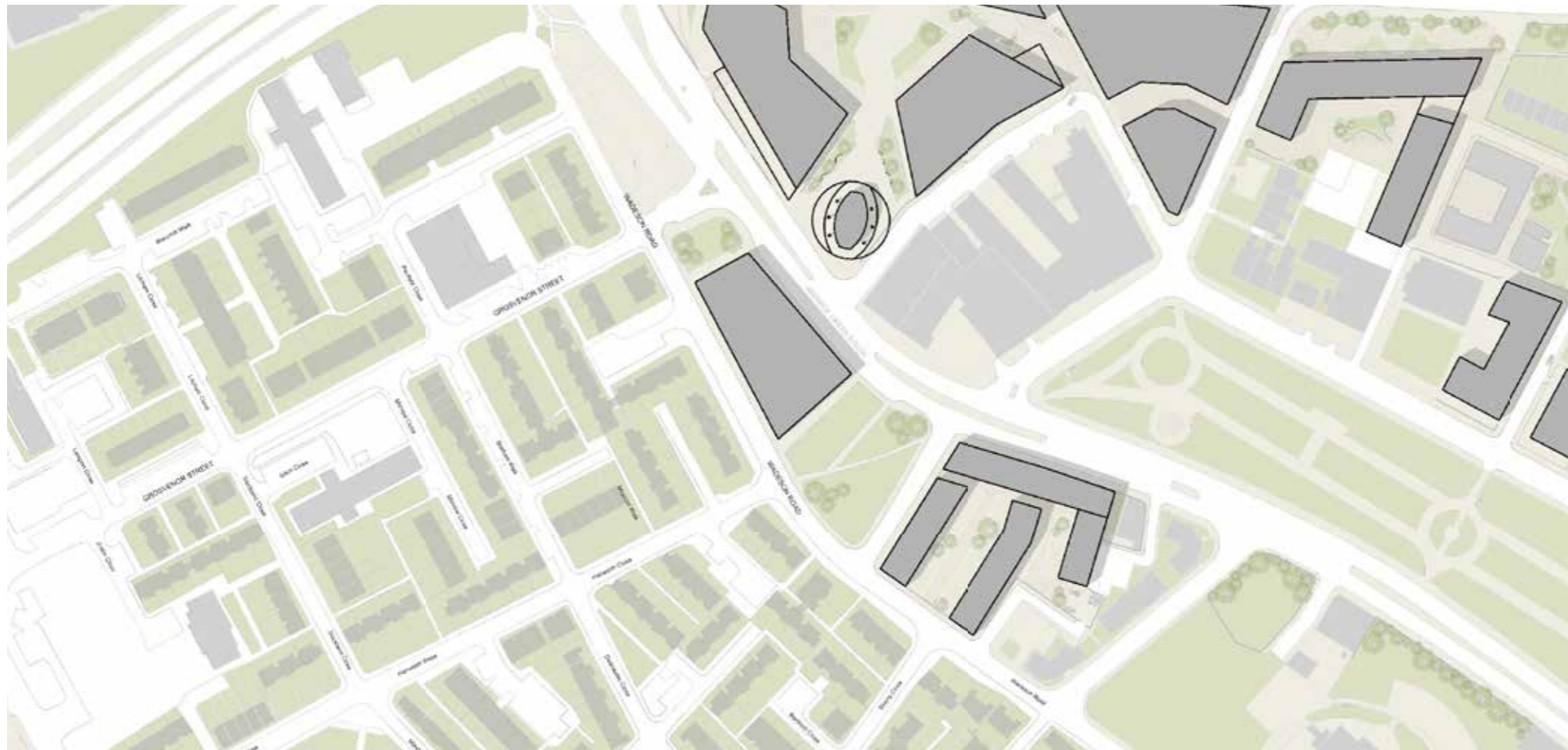
7.31 The area to the north of the Green contains a number of buildings identified earlier in this document as contributing to the character of the area, including the school house buildings on Thirsk Street and the listed Georgian properties fronting the park. It is envisaged that development proposals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

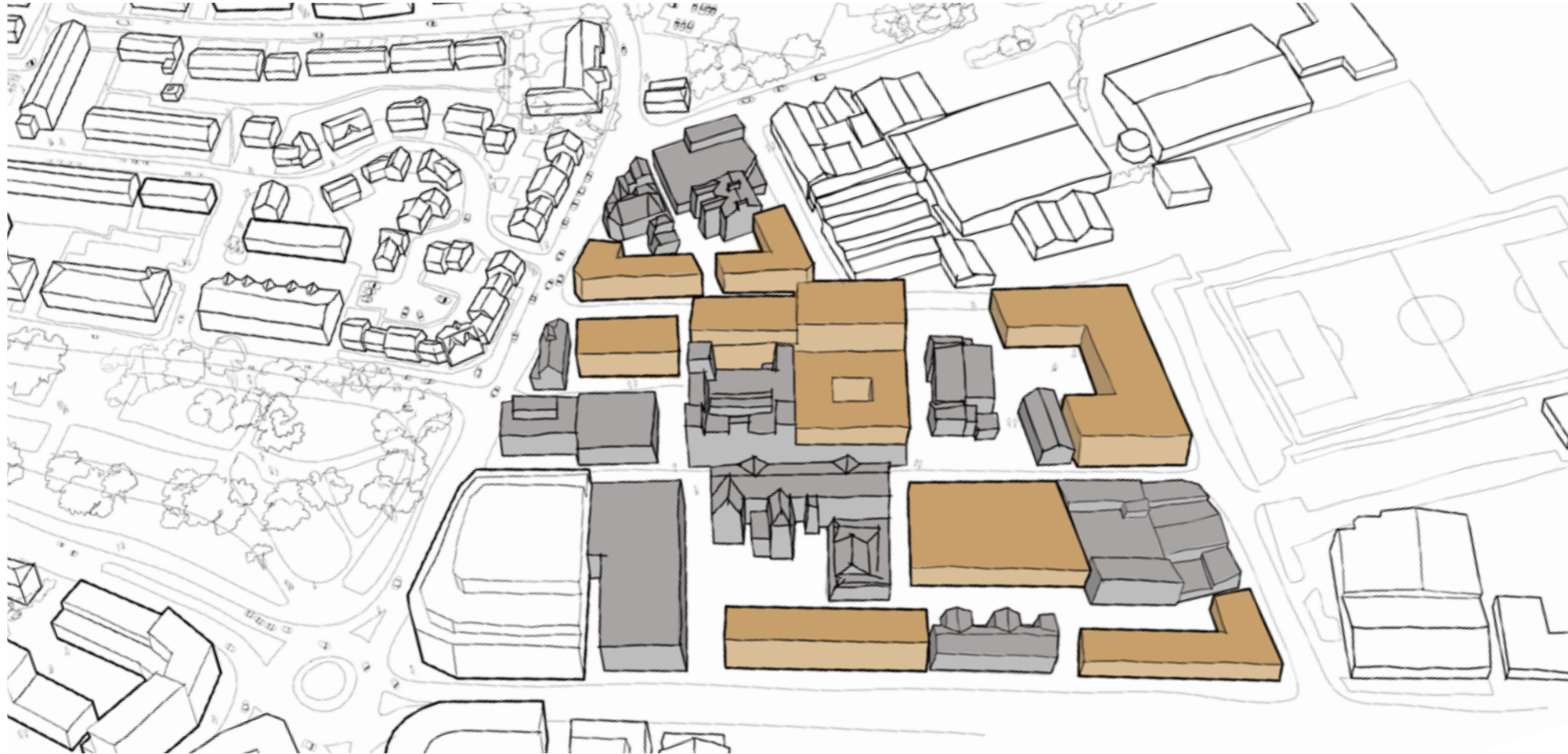




Ardwick Green South

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

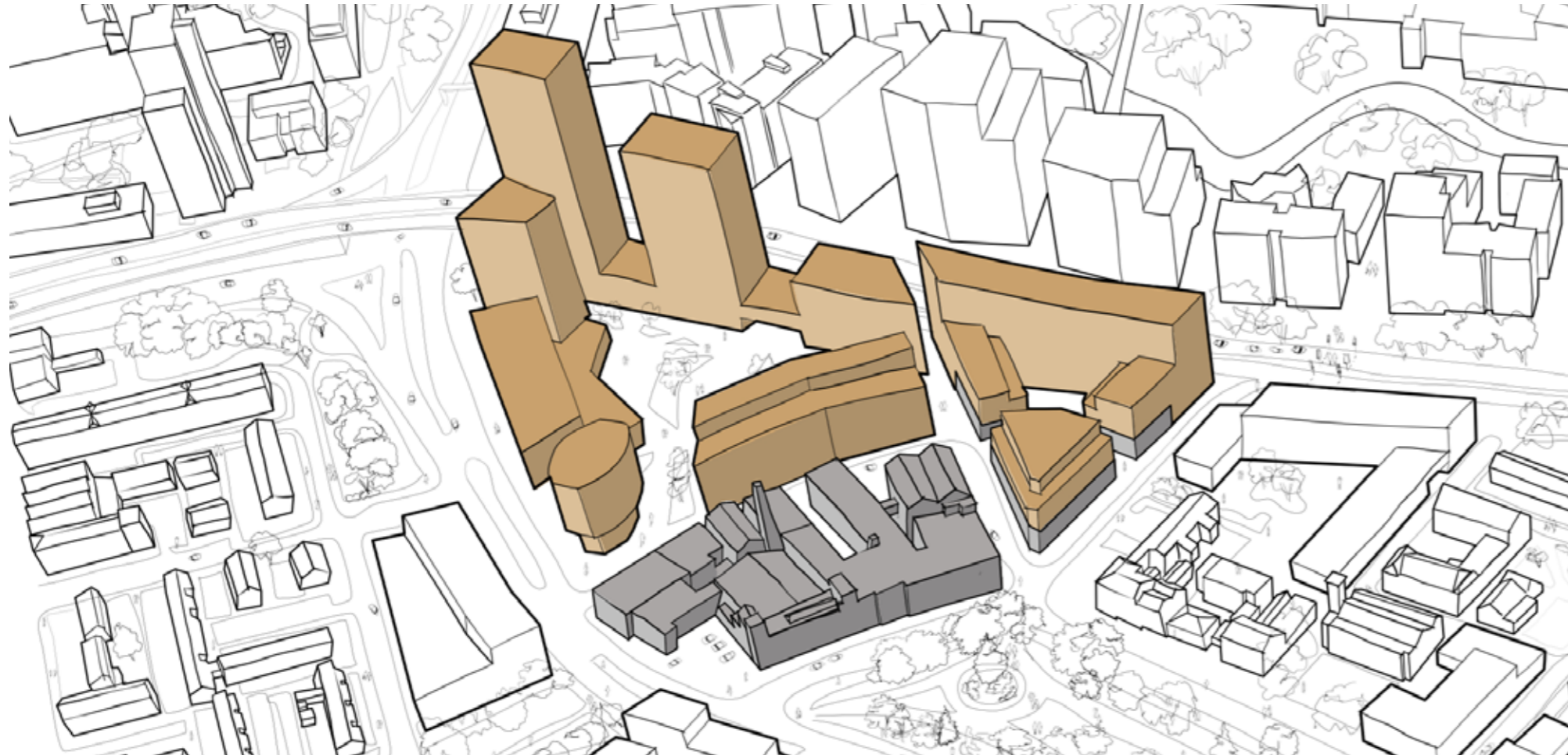




Knitting District

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





City Gateway

- 7.40 This sub area currently contains a large underutilised site and presents an opportunity to create a marker for Ardwick Green on the approach from the City Centre.
- 7.41 Whilst no specific heights or uses can be prescribed through this NDF, a mix of uses at a higher density compared to elsewhere in the NDF area may be appropriate in this location; capitalising on the clear opportunity that the site under one ownership offers to improve the economic productivity of this large portion of the NDF area.
- 7.42 Any development of this area could seek to improve the street frontage to the A6 and improve the pedestrian experience, both along the A6 itself and by offering alternative pedestrian routes. This may provide the opportunity for the creation of new public spaces within the perimeter of the site and additional opportunities for ground floor active uses.
- 7.43 The scale of development within this sub area could increase adjacent to the Mancunian Way to reflect the scale of development proposed at Mayfield and within the Innovation District (ID Manchester – former UMIST Campus).
- 7.44 However, the scale of any development proposal must be carefully considered both in relation to its potential impact on the setting of designated heritage assets. The Drill Hall and Tazaro House currently terminate views from Ardwick Green Park and large-scale development in this location should consider their relationship carefully to these assets.
- 7.45 The eclectic mix of characterful buildings, including the nineteenth century Drill Hall and Tazaro House, could be repurposed for appropriate commercial uses as this would complement the creative industries residing in the area currently.
- 7.46 It is envisaged that development of sites within this sub area, as elsewhere in Ardwick Green consider the car parking requirements of occupiers carefully to avoid





worsening the on-street parking situation in the rest of Ardwick Green.

7.47 Ultimately, the quantum, type and location of any potential development in this location would need to be tested at detailed design stages and based on robust identified market need and financial viability appraisals. Every effort should be made to maximise the regeneration benefits of proposals for the benefit of the local area and wider city region.

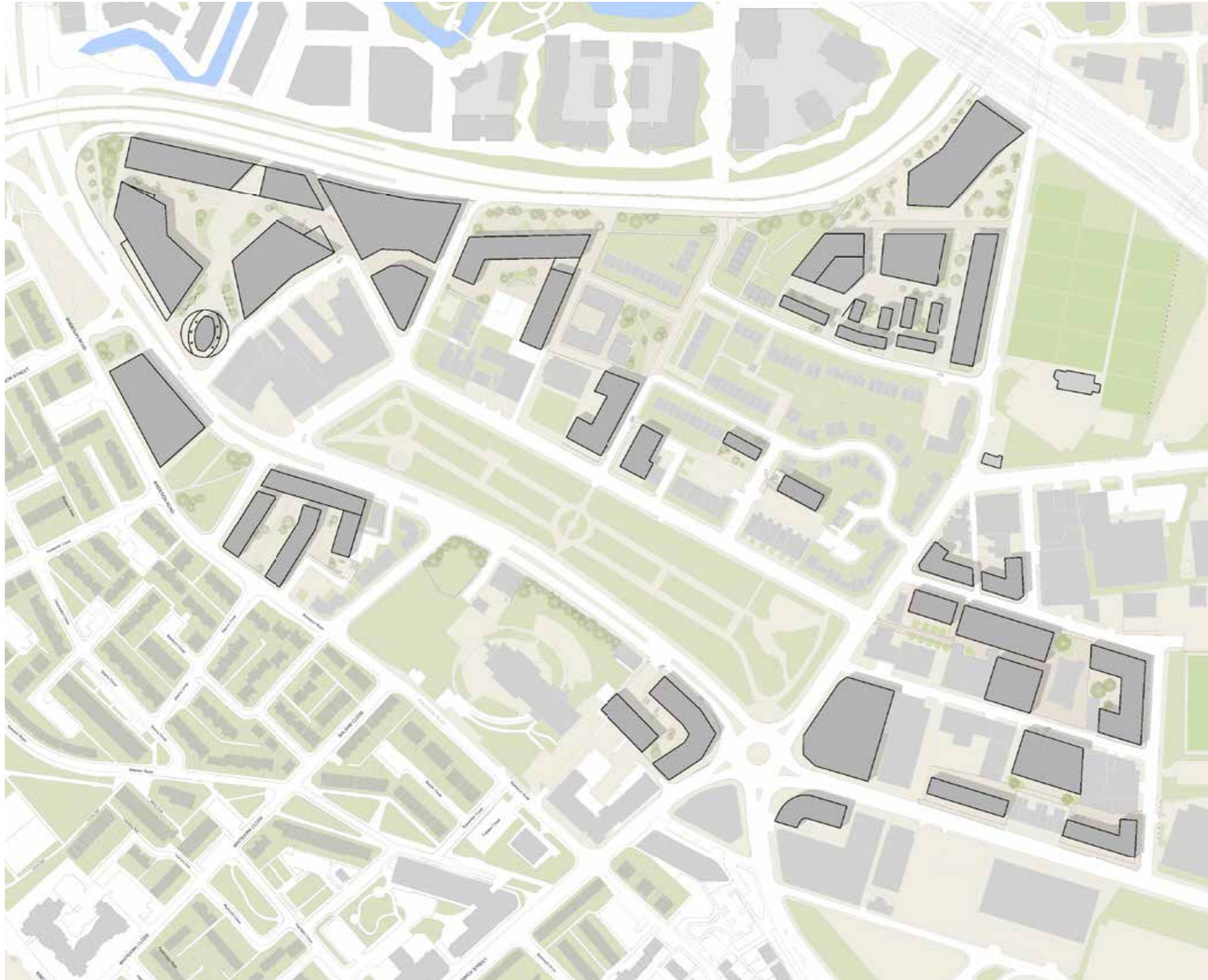
Union Street

7.48 Union Street provides the other opportunity within the Ardwick Green NDF area for an increase in density and a mix of uses could be appropriate here.

7.49 Any development in this area does, however, need to be cognisant of the residential neighbourhood adjacent and, particularly along Brydon Avenue, needs to respect the scale and the privacy needs of residential properties to the southern side of the street overlooking the site.

7.50 There may be opportunities in the development of this area and adjacent areas to create alternative pedestrian/cycle routes that would serve to better connect the city centre and Mayfield to the NDF area, including leisure facilities at Powerleague and at the Apollo. Where possible, transport modes should be kept separate from one another to improve safety, accessibility and overall use.

7.51 Again, car parking requirements of residents/occupants is an important consideration within the context of the existing parking issues and ought to be addressed as the area moves forward.



Next Steps

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

- 1) Undertake further technical work to set out and agree a strategy for the management of residential and commuter parking that is currently adversely affecting the area. This will consider the options to implement traffic regulation orders, metered car parking, and a residents parking scheme, with a combination of all three options currently considered to be the most appropriate to achieve the vision set out in this NDF;
- 2) In conjunction with the relevant residents, registered providers and landowners in the area, undertake an audit of the existing social and affordable housing stock to appreciate the ways in which improvements could be delivered;
- 3) Support the opportunities presented and allow key stakeholders to carry out further detailed design and feasibility work on the potential form and function of the crossing points that could be included both within and to adjoining areas to improve connectivity, including crossings over the Mancunian Way and the A6;
- 4) Work closely with the Manchester City Council Highways department to align proposed cycle network improvements proposed across Greater Manchester with the vision within this NDF; and
- 5) Take steps to support community projects that could help to deliver immediate positive change in the local area and public spaces, such as tree planting and play equipment, where feasible.



- 7.54 Although technical in nature, all solutions to the further work set out above can be developed through positive and close working with the existing community; landowners; and statutory stakeholders. There are a variety of mechanisms to bring forward wider environmental improvements across the area, including planning contributions. All mechanisms will be considered.
- 7.55 All sites should be brought forward in accordance with local, regional and national Planning Policy, with regard to the details and ambitions set out in this NDF as a material consideration following endorsement.