



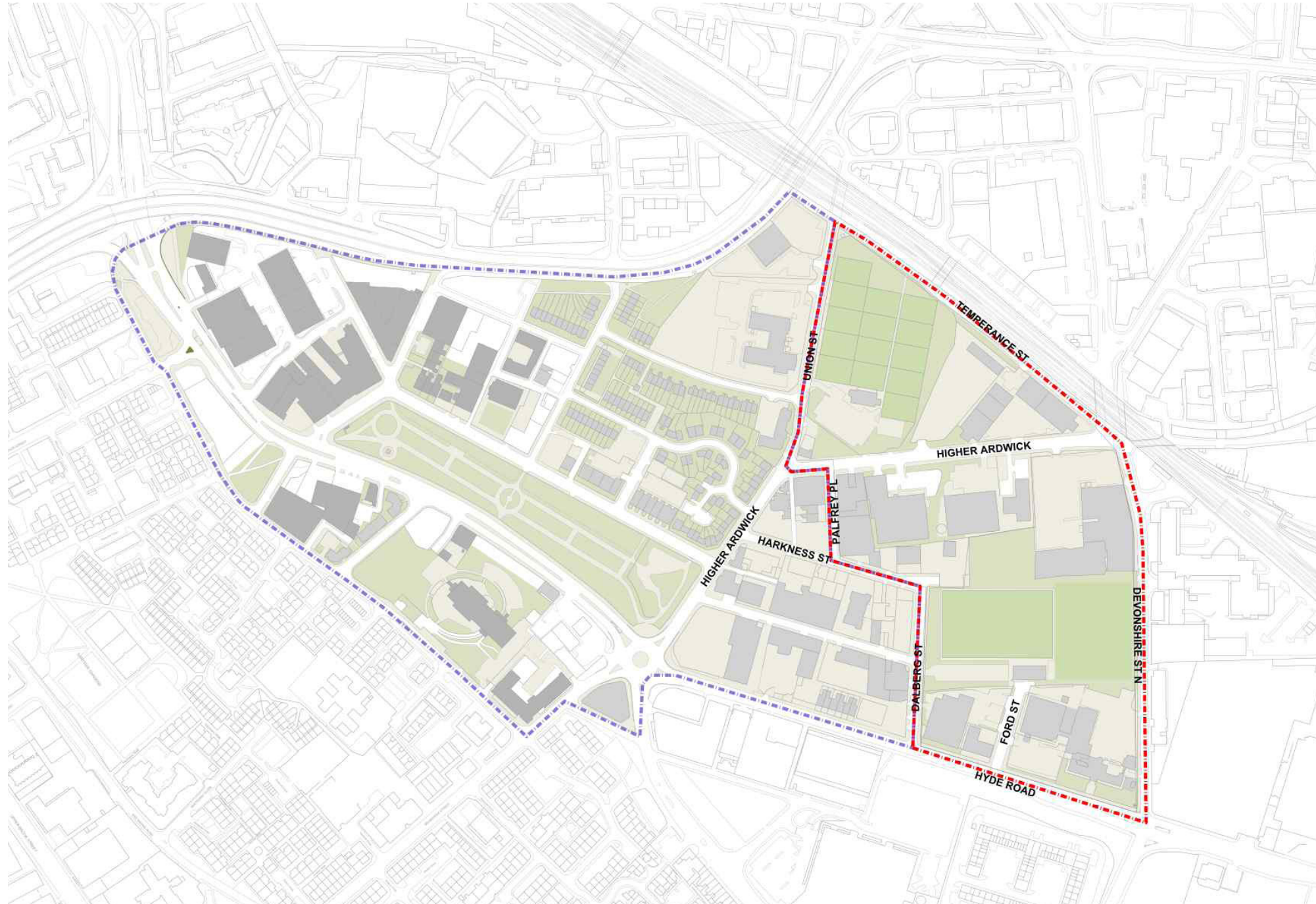
MANCHESTER
CITY COUNCIL

Ardwick Green - Manchester Neighbourhood Development Framework - Extension to Devonshire Street

Final Draft - 30 June 2021

10295E-RP-CP01. Rev05

1 Introduction



Boundary of Ardwick Green NDF shown in blue and boundary of this extension in red

- 1.1 This Ardwick Green Neighbourhood Development Framework (NDF) Nicholls Campus Extension (the 'NDF Extension') has been prepared as an extension to the Ardwick Green NDF, which was endorsed by the Manchester City Council Executive in March 2021. This NDF Extension was endorsed by the City Council Executive in July 2021, following a public consultation, as a material consideration for the area.
- 1.2 This NDF Extension therefore seeks to extend the area of coverage and continue the principles set out in the Ardwick Green NDF to cover a wider area associated with the Nicholls Campus, and industrial warehousing land to the north. This document aims to build upon the concepts developed in the Ardwick Green NDF, and, reflecting planning policy, seeks to guide development activity in a way that is beneficial, contextual, appropriate, and distinctively Ardwick.
- 1.3 The need for both the Ardwick Green NDF and the Extension 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 an increased level of development interest in certain parts of the Study Area that require guidance to encourage a holistic approach to future activity.
- 1.4 This document has been prepared and is brought forward in line with national and local planning policy, including the key tenets of the National Planning Policy Framework (2019), and Manchester City Council's Core Strategy (2012) and other material considerations.

Nicholls Campus – Introduction to the Neighbourhood Development Framework ('NDF') Extension Area

- 1.5 The original NDF area, Ardwick Green, is a 23 ha mixed use area on the south east edge of Manchester City Centre, with an existing residential community and a range of commercial occupiers operating a number of small and niche businesses ranging from creative and digital, warehousing and distribution as well as manufacturing and textiles.
- 1.6 This NDF Extension document is intended to broaden and refine these principles to cover the area to the south east of Ardwick Green, covering primarily the Nicholls College Campus area, owned by the LTE Group and currently occupied by The Manchester College, and industrial areas to the north. The northern part of the NDF Extension area is currently occupied by a number of industrial warehouses and pitches operated by Power League. This subdivision of use and townscape naturally divides the area up into four smaller areas that present different types of opportunity to support positive growth over time.
- 1.7 The whole NDF Extension area is bounded by the railway viaduct to the north, the A665 to the east, Hyde Road to the south and the Ardwick Green NDF area to the west. The extended area therefore forms a natural extension to the wider Ardwick Green neighbourhood, linking to the original NDF's character areas to the west, such as Union Street, Ardwick Green North, and the Knitting District.
- 1.8 The opportunity has arisen as a result of both the momentum generated by the Ardwick Green NDF; and the LTE Group's Estate Strategy for The Manchester College

that seeks the consolidation of the estate from several disparate sites into centres of excellence located at a new City Centre Campus, located across from the Manchester Arena, and Openshaw, with learning hubs based at Harpurhey and Wythenshawe. When the new facilities are open, the strategy will see the LTE Group release some of its old sites for sale, including the Nicholls Campus in Ardwick, to help fund the new facilities and capacity under construction. The College expects to fully vacate the Nicholls site in late 2022, providing an opportunity for repurposing and redeveloping the site once vacated. Until then the College will continue to provide education and training on the site.

1.9 Full analysis of the NDF Extension area is provided in this document (Section 5), which follows on from a detailed account and understanding of its strategic and planning context (Sections 2 and 3). The objectives promoted to control development and promote sustainable growth are then set out in Section 6. The strategy for implementation is provided in Section 7, which will be progressed subject to endorsement of this NDF.

Project partners

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NDF Structure

- 1.10 The remainder of this NDF Extension document 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, which 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, Ardwick as a whole falls within both 'Central Manchester Regeneration Area' and the 'Inner City', as set out in the Core Strategy. Policies within the Core Strategy of particular relevance to the NDF Extension area 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. Identified employment uses suitable for the area include light industrial, general industrial, and education. It notes this area is close to the higher education 'Corridor' off Oxford road, and connection is encouraged.

Policy CC4 Visitors - Tourism, Culture and Leisure:

Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported.

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.

Policy T2 Accessible areas of opportunity and need: The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

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 EN 10 Safeguarding Open Space, Sport and

Recreation Facilities: The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that improve the quality and quantity of accessible open space, sport and recreation in the local area; and provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity. Proposals on existing open spaces and sport and recreation facilities will only be permitted where

Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City-wide standards; or

The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN 11 Quantity of Open Space, Sport and

Recreation: As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.

Policy PA1 Developer Contributions: Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. 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 is looking to refresh the Core Strategy in light of the emerging GMSF, which is due for consultation in 2021. The review of the Core Strategy will be an opportunity to update planning policy for the city, including the NDF Extension area.

Saved Policies of the Manchester UDP

- 2.4 It is considered that the three policies below are of particular relevance to the NDF Extension 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.

Policy AB11 public open space at Ardwick Green will be enhanced as recreational areas to safeguard and improve local amenities and confirm their permanent use.

Other Material Considerations

National Planning Policy Framework

- 2.5 The National Planning Policy Framework (NPPF) is a material consideration in the determination of all planning applications and articulates the priorities of

‘The Plan for Growth’ within planning policy. 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 NDF Extension 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. 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 NDF Extension 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 area, which have been reviewed and summarised below for completeness:

As per Core Strategy SP1, the NDF Extension 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 Regeneration area, to which the policies ECH8 and H5 of the Core Strategy, set out above, have relevance.

The area to the of south Temperance Street and the railway viaduct, and east of Union Street is allocated for economic development as a saved policy of the UDP (AB8). This is currently utilised as the Power League pitches.

The A6 and A57, which both run into and through Ardwick Green, are recognised as major road improvement corridors in Policy E3.3 of the UPD.

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.

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 576,500² 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

² MCCFM 2020 – Residential Population Estimate, 2019 - <https://dashboards.instantatlas.com/viewer/report?appid=b0aa98ed7113440581b4b3513ebb6e3d>

- 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 2.8³ and a combined GVA of over £65.5 billion, accounting for around two fifths of the North West's economic output⁴.
- 3.9 In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester⁵. 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 was forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025. Whilst progress has been hampered by COVID-19, the overall ambition for significant job creation remains and is even more critical given the need for urban areas to support a return to growth.
- 3.11 In addition, a significant proportion of forecast employment growth is 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 on track to meet its forecast to rise by an average of 2.26% per year, increasing to over £82.8 billion by 2036⁶.

- 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 Manchester⁷.

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.

³ Invest in Manchester, Access to Talent, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

⁴ Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 12 December 2018), <https://www.ons.gov.uk/file?uri=/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach/current/gvareferencetables2.xls>. Accessed 26 September 2019.

⁵ 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.

⁶ Greater Manchester Combined Authority, Greater Manchester Forecasting Model: Summary of outputs (2017 update), http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_017_-_manchester.pdf. Accessed 26 September 2019.

⁷ 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 on culture, leisure and tourism to the city as a result of COVID-19, a long term trajectory of growth is still 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 between 2005 and 2018.

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 2020 and looks set to continue. For five consecutive years, residential schemes have been the main driver of record levels of development activity in the city region, delivering 15,000 new homes in the city⁸.
- 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 on the boundary of the city centre, with a mix of medium and lower density residential communities.

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 previous refresh in 2013. The strategy was refreshed again in 2017 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."

⁸ Deloitte Manchester Crane Survey (2021)

- 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.

3.43 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.

3.44 This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040 which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

TfGM: Greater Manchester Transport Strategy 2040

3.45 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.

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.

3.48 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.

Local Strategic Policy

Manchester Strategy 2016-25 ("Our Manchester")

3.49 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.

3.50 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 Framework (2020)

3.51 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

3.52 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.

3.53 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.

- 3.54 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

- 3.55 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.
- 3.56 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.
- 3.57 Businesses will be investing in areas with high quality,

attractive and environmentally sensitive 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)

- 3.58 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.
- 3.59 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)

- 3.60 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.
- 3.61 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.
- 3.62 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.

- 3.63 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 (2020)

- 3.64 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.
- 3.65 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

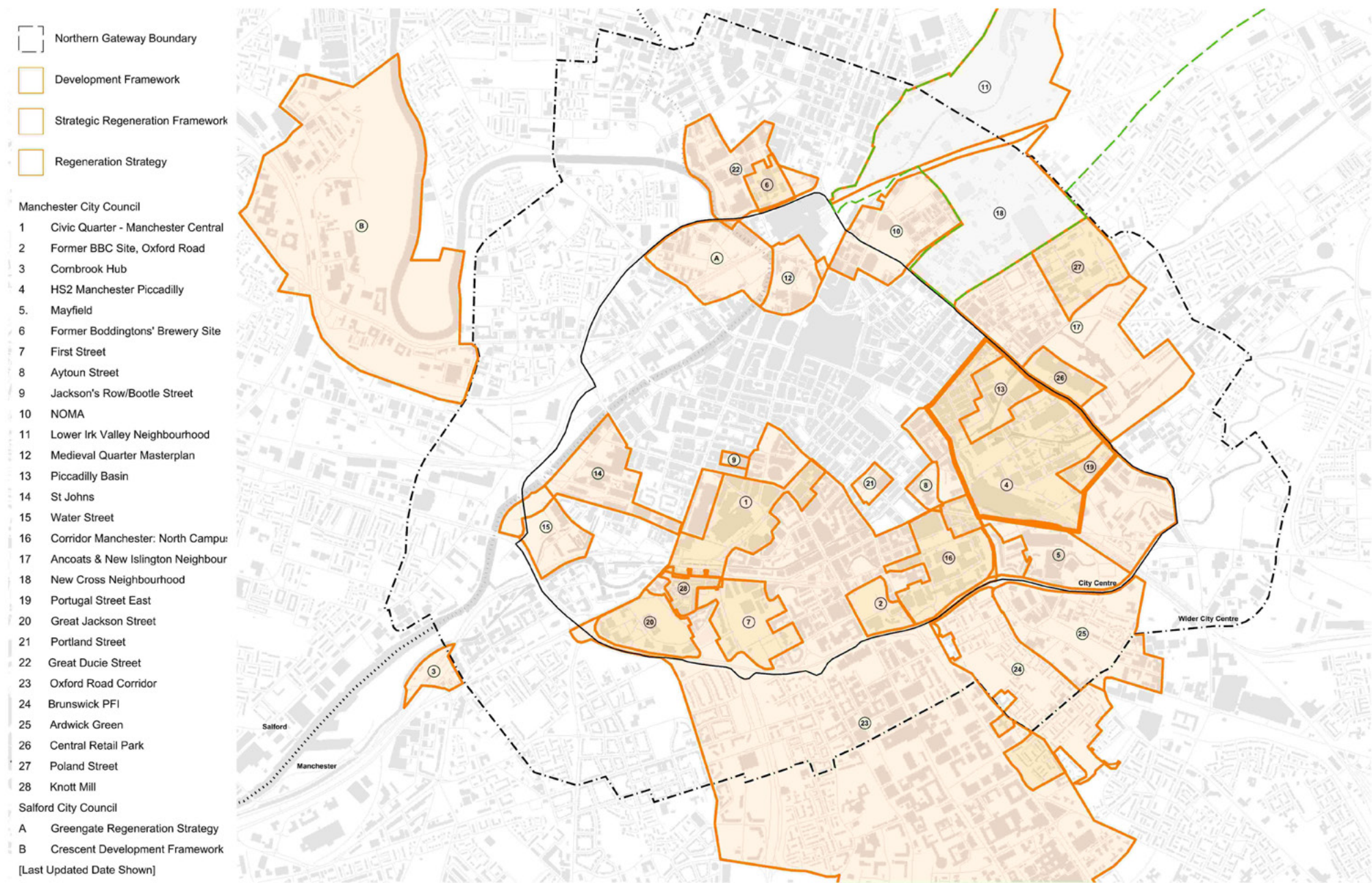
More people choose to cycle to destinations within the city centre

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



3.66 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 controlled parking zone will be reviewed on an ongoing basis as part of the CCTS.

3.67 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 support the delivery of positive changes within the NDF area.

Area-based Regeneration Context

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

Manchester City Council's area based regeneration guidance

The Manchester College Nicholls Campus

- 3.69 A large part of the NDF Extension area is dominated by The Manchester College's Nicholls Campus. This currently offers courses for school leavers, adults and university level students. Subject areas include business, computing, health, care & wellbeing, public services and sport. The campus is also home to the Arden School of Theatre, with its higher education performing arts courses, recruiting nationally to this offer. The Nicholls campus is also home the College's Sports Academies, with a sports hall and outdoor pitches.
- 3.70 The disposal of the Nicholls Campus is part of the LTE Group's £140m Estates Strategy that seeks the consolidation of the estate from several disparate sites into centres of excellence located at a new City Centre Campus, located across from the Manchester Arena, and Openshaw, with learning hubs based at Harpurhey and Wythenshawe.
- 3.71 A key principle of the strategy is to operate from fewer buildings at fewer sites, allowing savings in estates overheads to be reinvested in better quality, best in class facilities, with increased capacity, located near main public transport hubs. When the new facilities are open, the strategy will see the LTE Group release some of its old sites for sale to help fund the new facilities and capacity under construction. The Nicholls campus is one of the sites identified for disposal in late 2022, until then the College will continue to provide education and training on the site.
- 3.72 The curriculum strategy for the College and UCEN Manchester has informed the estates strategy. Creating centres of excellence aligned to the skills needs of Manchester provides greater opportunities for specialisation, co-design and delivery with employers, creating communities of practice and providing purpose built accommodation to industry-standard. The provision delivered currently at the Nicholls campus will be relocated to new facilities at Openshaw (located on Ashton Old Road), the new City centre campus, and to the Shena Simon campus. The new facilities will provide the

opportunity for students from across the City region (and beyond) to study in accommodation the same as, if not better, than those they would access in industry.

- 3.73 The Nicholls Campus in Ardwick provides an opportunity for significant redevelopment and repurposing of this site once it is vacated by the college – therefore providing a key opportunity to direct the future of the area covered by the NDF Extension.
- 3.74 The LTE Group's Estates Strategy was considered at Executive Committee in March 2019, when an update to the Former Boddingtons Brewery Site SRF was presented and included the new educational building on New Bridge Street. The consolidation of The Manchester College's campus would facilitate the release of their surplus sites elsewhere in the city. A further update was provided to the Executive Committee in February 2021.
- 3.75 In the Committee reports, it is noted that the former college sites could, in turn, provide land for new homes across a range of values and tenures; as well as the potential to provide office, industrial floorspace, hotel and other uses as part of mixed-use schemes. The new use for surplus College sites will make a significant contribution to the Council's vision for Manchester.

Ardwick Green NDF (2020)

- 3.76 The Ardwick Green NDF was endorsed as a material consideration on 17 March 2021 by Executive Committee.
- 3.77 This NDF Extension borders the original framework area along Union Street and Ardwick Green North; and spans the area bounded by Devonshire Street and Hyde Road connections to the east and south; and by the railway to the north along the arches. This NDF Extension will complement this original Framework area by refining the principles and applying them more broadly to support the Ardwick Green area and align these with future opportunities within the extended boundary.

- 3.78 The original NDF went through a rigorous process of consultation with members of the public, local business owners and local councillors to determine the most appropriate approach and to seek comments and views on the proposed Vision for the area. The final version of the NDF then identified the methods by which the key objectives agreed through this community engagement could be delivered in the Framework area.

- 3.79 Through this process, a Framework emerged which introduced the basis of distinctive, but interconnected, Character Areas that are each afforded their own nuanced objectives within the overall Framework. This extension will introduce 4 further Character areas generated naturally by the features of their context: Temperance Street; Higher Ardwick; and Nicholls.

- 3.80 The NDF Extension will also continue to promote key principles of community centred activity, green place making, and heritage enhancement; and generally seek to guide development activity in a way that is beneficial, contextual, appropriate, and distinctively Ardwick.

Central Manchester SRF (2012)

- 3.81 The NDF Extension 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.
- 3.82 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.

Manchester Piccadilly SRF (endorsed 2018)

- 3.83 The Manchester Piccadilly SRF borders the endorsed 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).

- 3.84 The 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)

- 3.85 The Mayfield SRF sits within the Piccadilly SRF, and also borders the endorsed 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.
- 3.86 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.
- 3.87 The SRF aims to capitalise on the site’s existing assets: the Mayfield Depot; the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all. Through the creation of new workplaces, leisure and cultural amenities and homes, it aims to regenerate this gateway to the city.

Brunswick PFI

- 3.89 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.
- 3.90 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)

- 3.91 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.
- 3.92 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.

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

- 3.93 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.
- 3.94 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.
- 3.95 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.
- 3.96 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.



Nicholl's Building. The Manchester College

Introduction

- 4.1 The endorsed Ardwick Green NDF introduced a vision for the area based upon in-depth research and extensive community engagement. 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 was therefore the starting point for the vision for Ardwick Green.
- 4.2 It is considered that the vision and principles applied to Ardwick Green can be largely extended to cover this NDF Extension, which allows the new areas introduced to seamlessly blend and connect organically over time to the rest of the neighbourhood. This section aims to therefore support, refine and enhance the regeneration objectives set out by the Ardwick Green NDF.

Vision

- 4.3 The vision for the endorsed Ardwick Green NDF is that Ardwick 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 As noted, there is an opportunity to extend these principles across the NDF Extension and support the regeneration objectives for Ardwick as a whole. The five themes of the endorsed Ardwick Green NDF Vision, which take heed from the site analysis and consultation undertaken, are defined as follows:

Being 'Appropriately Ardwick': recognise that Ardwick Green is comprised of smaller, defined character areas.

Harnessing heritage: huge potential and a notable character rooted in the area's history and distinctive buildings.

Green public place making: increase the amount of greenspace, ecology and biodiversity in the NDF area.

A place to live, work and play: ensure that the character areas and mix of uses complement, rather than conflict, with one another.

Community-centred activity: Supporting the aims and ambitions of the passionate local community through continued engagement and participation when bringing forward development proposals.

- 4.5 To allow development to come forward in the right manner and allow for a consistent approach, the vision statements set out above are applied to the NDF Extension as summarised below.

NDF Extension – Refining the Vision

- 4.6 Overall, there is a strong desire to create a vibrant neighbourhood of choice that has opportunities for living, working and leisure time. Like the endorsed NDF, the approach to development within the NDF Extension is defined by smaller, district character areas that build on the observed existing qualities and opportunities. There are four of these character areas in total within the NDF Extension and allow each area to support the vision of being ‘Appropriately Ardwick’.
- 4.7 Development in each character area ought to be holistic so that it addresses localised needs and opportunities, whilst working together cohesively with the other character areas defined and set out in the endorsed Ardwick Green NDF, to deliver framework-wide connections and strategies.
- 4.8 This is to create a diversity in the sense of place and to clearly identify the opportunities within character areas. This will seek to ensure sustainable and complementary development comes forward in each area, as well as the NDF Extension as a whole. The character areas for the NDF Extension are as follows:

Temperance Street – bounded by the railway arches and

Temperance Street to the north and includes the Power League pitches to the west, with warehousing to the east.

Higher Ardwick – currently occupied by large industrial plots, where a radical rethink of the new streets, space and buildings are required to improve the quality of the area and reinstate street grid of the early 20th century.

Playing fields – to the north of the existing Nicholls Campus buildings are a series of sports pitches that are located on the site of the former Ardwick Cemetery, where a new public space could be delivered to support the development of the wider area.

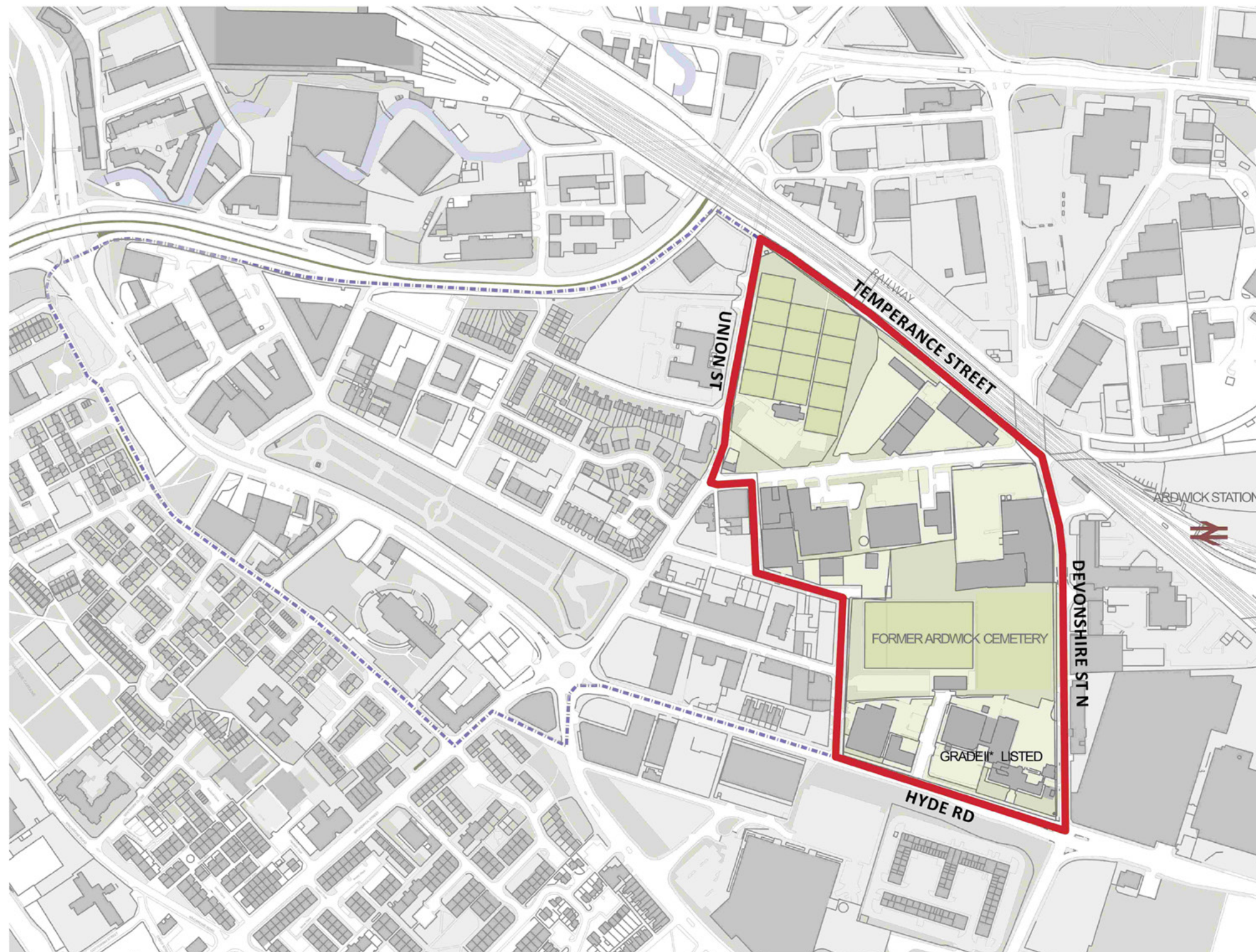
Nicholls Campus – home of the Grade II* listed former Ellen Wilkinson High School that requires a new use to be established once The Manchester College vacates the site. This could support the enhancement of the distinctive architectural qualities of the listed building through refurbishment and conversion alongside new high-quality developments.

- 4.9 With regard to **Harnessing Heritage**, the NDF Extension area contains multiple historic buildings of note and interest as identified in the Area Analysis (Section 5); the most significant of which is the Nicholls building, which is Grade II* Listed.
- 4.10 Large warehousing, industrial units and commercial buildings currently dominate the Extension area, particularly to the north of the College campus. It is considered that this can be improved over time by supporting the introduction of secondary streets and new developments along these, activating the street frontage with inviting uses and high-quality design.
- 4.11 Circulation is currently limited within the centre of the site due to these industrial large plots and lack of secondary publicly accessible streets. Improved circulation by reinstating the character of the early 20th century grid, tying back to the historic roots of the area, ought to help

establish a sense of place and increase the legibility, permeability and overall quality of the area.

- 4.12 With regard to **green public place making** within the NDF Extension, the former cemetery grounds and playing fields offer the opportunity for a green space at the heart of the NDF Extension area, connected to Ardwick Green Park (identified as the ‘Green Heart’ of the endorsed NDF) by Dolphin Street, expanding upon the local green infrastructure network. Delivery of new public spaces should be undertaken in tandem with overall environmental improvements to the new and existing network of streets and spaces within Ardwick.
- 4.13 By addressing the positive and negative aspects within each character area and how that can contribute to the wider area, a vibrant community can be added to with a mix of different uses. This mix of new uses introduced into the area ought to support residential growth and add to the local amenities currently within both the NDF Extension and wider Ardwick Green area. The combination of new greenspaces, new uses and new homes can support the ambition for a mixed use community to **live, work and play**.
- 4.14 A central vision to the Ardwick Green NDF that ought to be applied when bringing forward development proposals in the Extension area is **community-centred activity**. In line with Manchester City Council’s Statement of Community Involvement, this should encourage developers to proactively engage with the local community in order to maximise benefits in the local area.
- 4.15 In order to help establish new areas within Ardwick and complement the existing community, temporary activity and meanwhile placemaking initiatives are be encouraged. This would support the vision to deliver community-centred activity in areas of the NDF Extension where there are limited residential properties currently.

5 Area Analysis



NDF Extension Boundary

KEY

- Ardwick Green extension boundary
- - - Ardwick Green NDF

Study Area Overview

- 5.1 The proposed NDF Extension area covers approximately 11 Ha and is situated to the south east of Manchester city centre. The area is bounded by to the north by railway infrastructure and associated arches on Temperance Street, Devonshire Street to the east and Hyde Road to the south. To the east is the recently endorsed Ardwick Green NDF, along a staggered boundary starting on Union Street.
- 5.2 To the north, the area comprises a number of low-rise 19th and 20th century industrial/warehouse buildings, with a prominent 7 storey warehouse referred to as the Universal Buildings. The other land use to the north is a series of 5 and 7-a-side football pitches, currently operated by Powerleague.
- 5.3 To the south of this industrial landscape is the Manchester College Nicholls campus. This comprises the Nicholls Community Football Centre and playing fields, located on the grounds of the former Ardwick Cemetery. The Nicholls college buildings sit between the playing fields and Hyde Road to the south. To the east of the College buildings, the Hyde Rd frontage of the study area is completed by single storey warehousing and industrial buildings.
- 5.4 The college buildings comprise the Grade II* listed Nicholls Building, associated landscaped grounds and memorials, a series of more recent additions constructed to support the operation of The Manchester College and a car park on the former school playground.

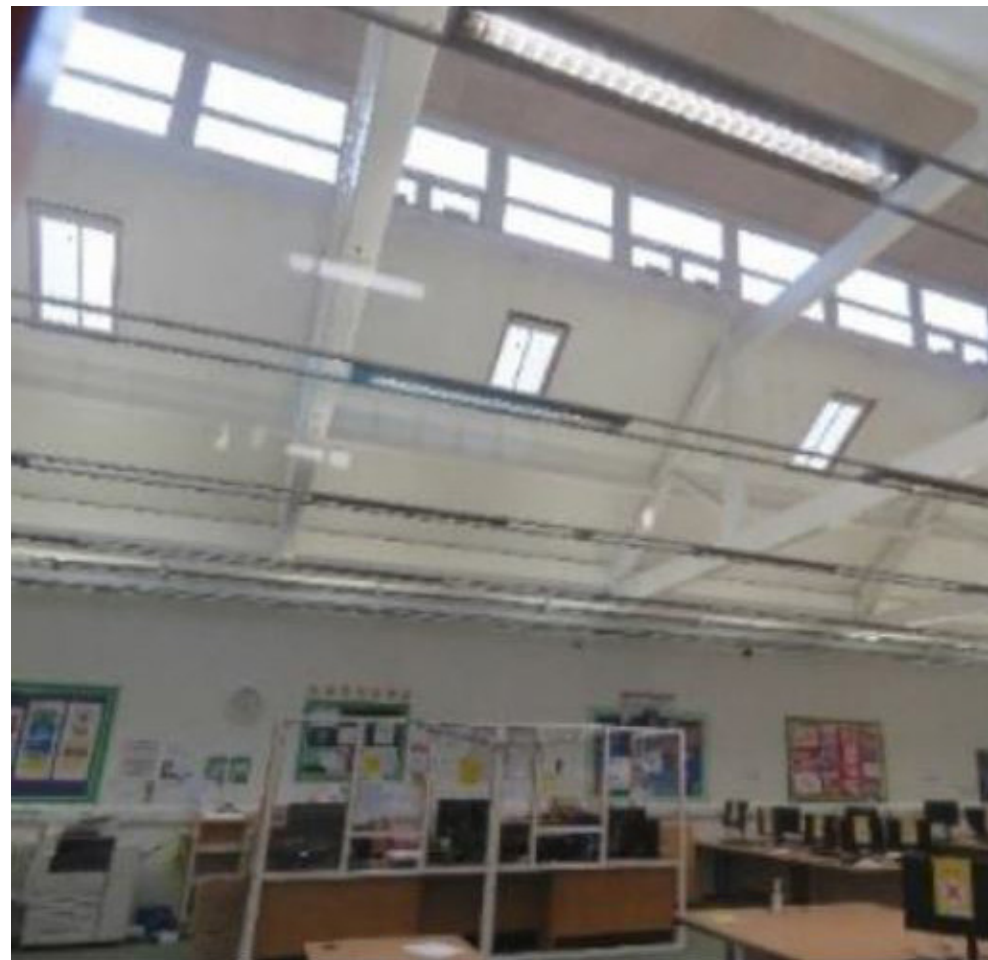
Nicholls building. (Source. Manchester Archives)



Ardwick Cemetery. (Source. Manchester Local Image Collection.)



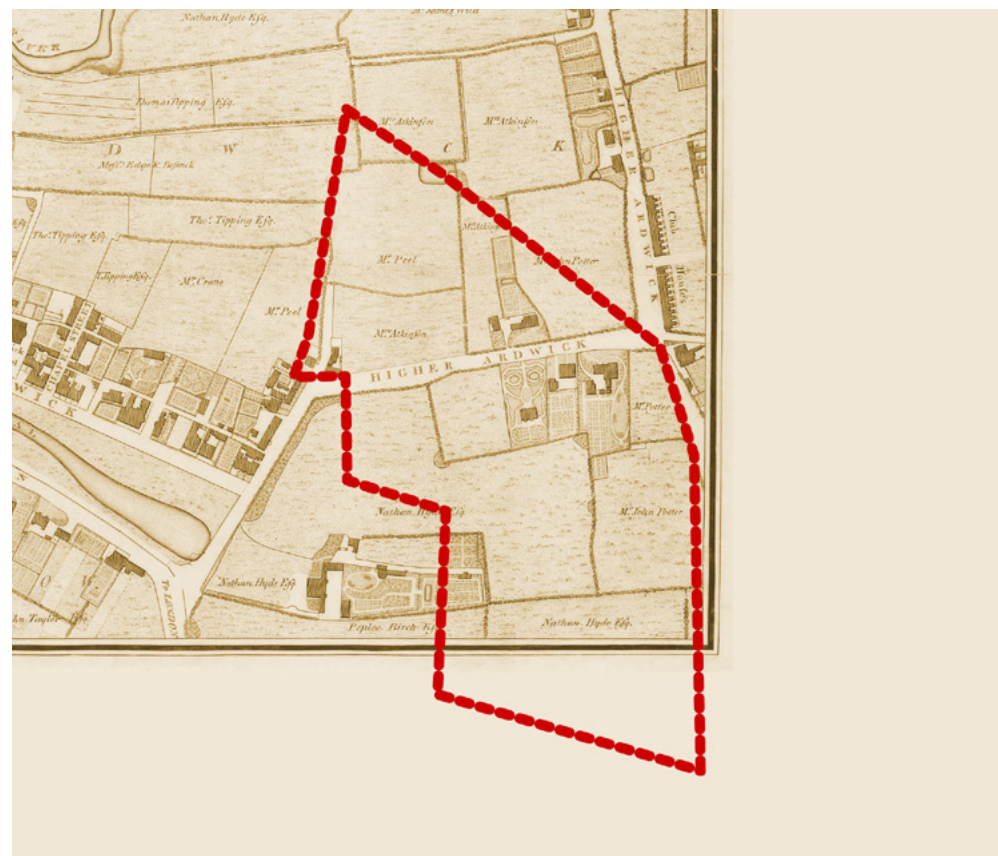
Governors house



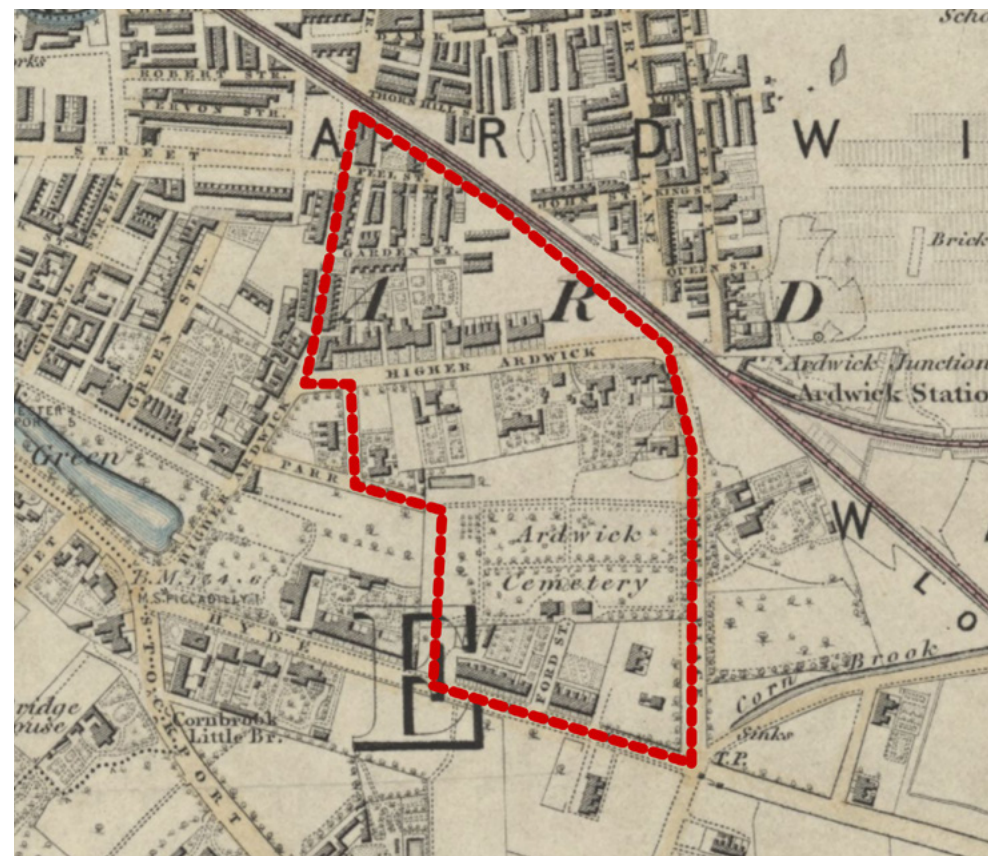
Gymnasium interior

Heritage

- 5.5 This NDF Extension is supported by a heritage appraisal prepared by Stephen Levrant Heritage Architecture (provided at Appendix A). 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.
- 5.6 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.
- 5.7 The primary asset of this NDF extension area is the Grade II* listed Nicholls building located along the two primary streets, Hyde Road and Devonshire Street North. The Nicholls Hospital (now The Manchester College Nicholls Campus) was constructed in 1880; a grand gothic building established at the corner of Hyde Road and Devonshire Street North which has since been designated as a Grade II* listed building.
- 5.8 Records suggest the building was originally established as an educational institution for orphaned boys, and the building was both a school and a home for many working-class children throughout the late-19th and early- 20th century. Today the campus comprises the following components: the original hospital building and gymnasium; the Former Governor's House and the sixth form centre a single storey classroom and link bridge which were constructed in the 1990s.



1794



1845

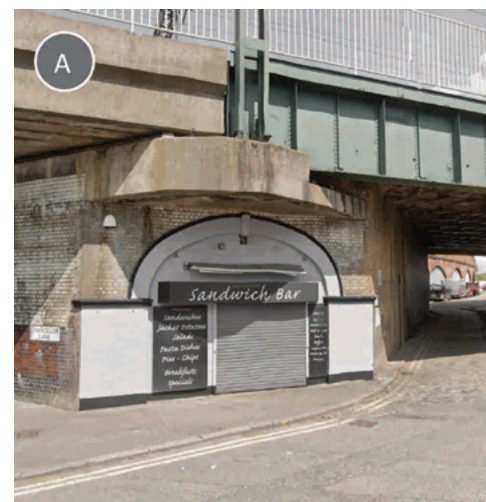


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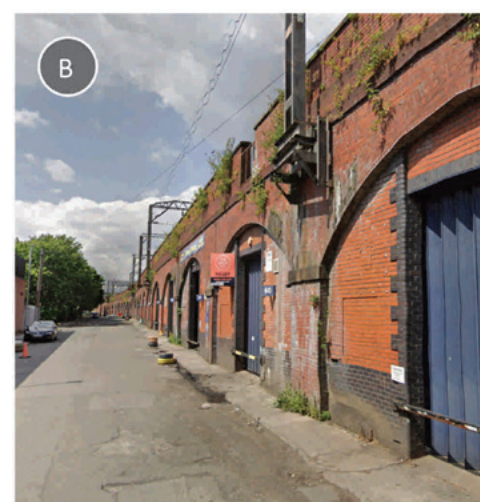


1932

- 5.9 A map regression illustrates the development of the study area from the eighteenth century, when Higher Ardwick and Devonshire Rd had already been established as roads but the area was largely rural.
- 5.10 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. During the Blitz of the Second World War a number of bombs fell along a stretch of Hyde Road from Ardwick Green, stopping just short of the College campus that was being operated as a hospital school at the time. A number of buildings were cleared as a result of the bombing raids and the population of Ardwick dramatically reduced following the war.
- 5.11 Throughout the 20th century, the small plots and secondary residential streets that historically defined the area but gradually declined in population, were replaced by the larger industrial plots and buildings. The route of Higher Ardwick, which many of these secondary streets connected to, has existed in the area since the 17th century as a key route through this part of the site.
- 5.12 Ardwick Cemetery opened in 1838 and it is understood that many significant figures from Manchester's past were buried here, including John Dalton. From the 1960s onward, Ardwick Cemetery no longer appears on the maps and is replaced instead by a playing field appearing to the west, now known as 'Nicholls Field'.
- 5.13 Despite significant change in the northern part of the site during the 20th century, the area still contains a significant number of interesting historic buildings and structures, four of which are protected by statutory listing and make a significant contribution to the character of the area. The Heritage Statement also identifies two non-designated assets: Universal Buildings, an early twentieth century, brick built 6 storey warehouse building and the former Union Public House.



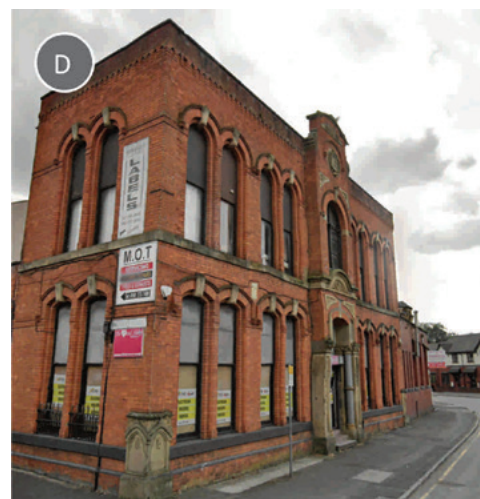
2 Chancellor Ln Sandwich Bar



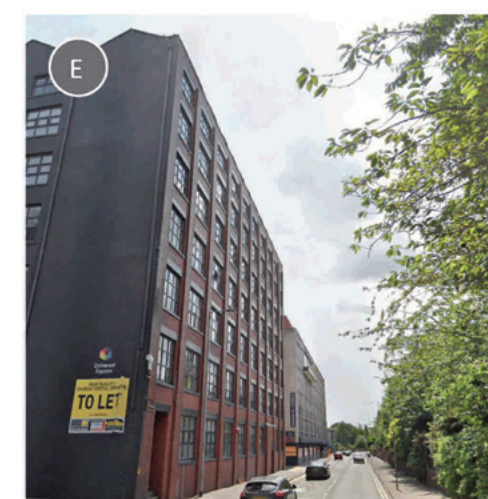
Temperance Street Arches



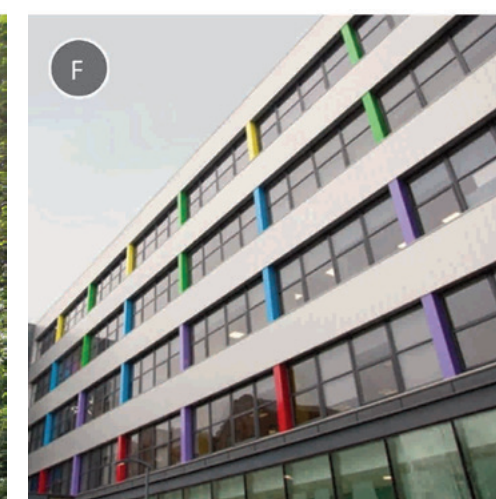
37 Higher Ardwick Spicy Grill former Union Public House



44 Higher Ardwick



Universal Square, 5 Devonshire St. N



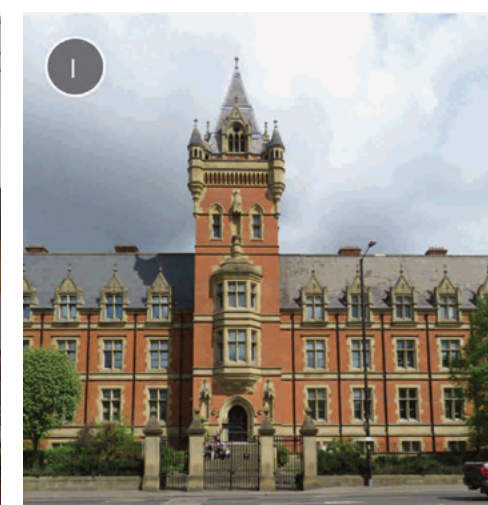
Universal Square, 3-4 Devonshire St. N



2 and 4 Palfrey Place, Grade II Listed



Universal Buildings, Devonshire St. N



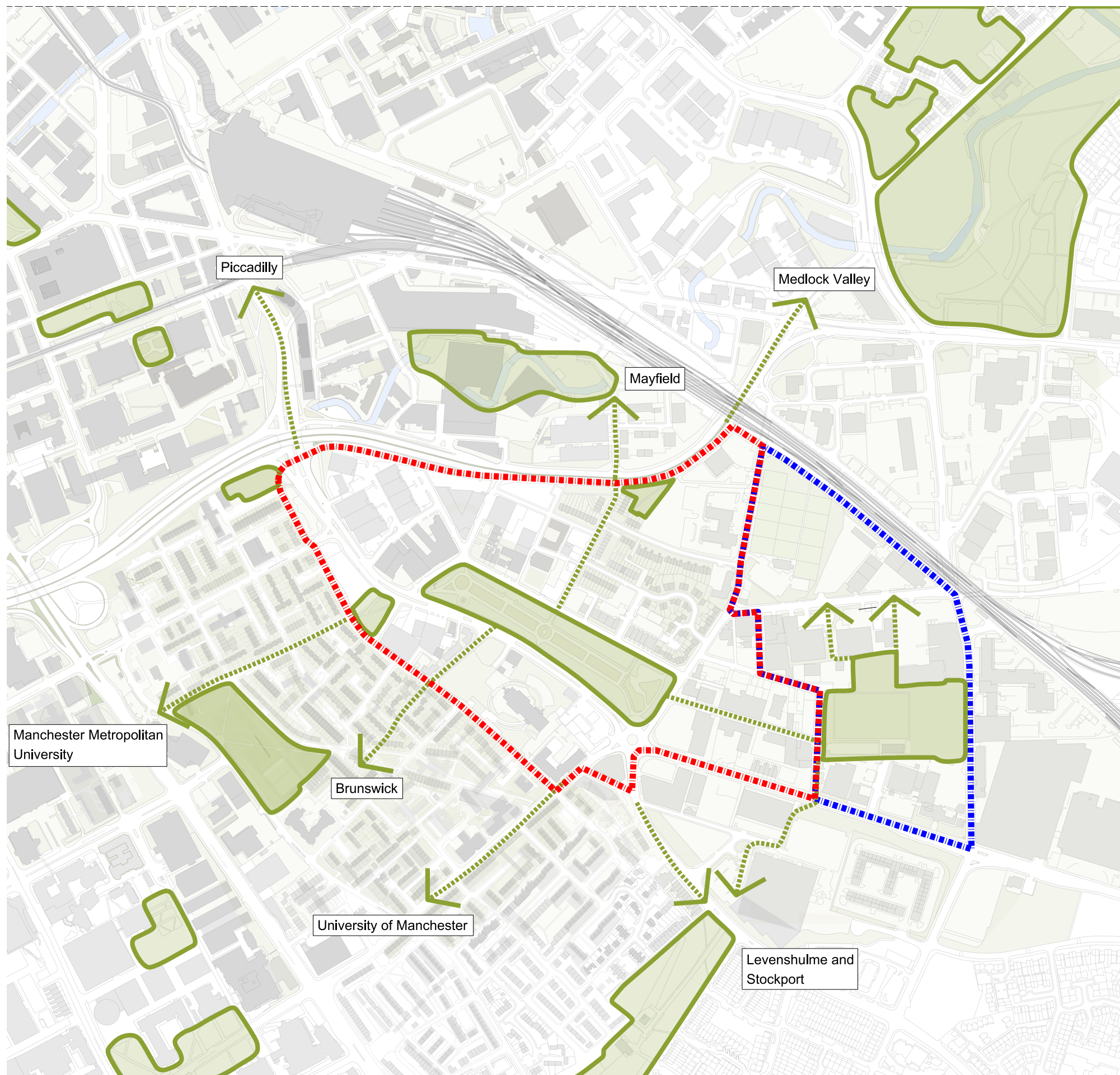
Nicholls Building, Grade II* Listed



Gates to Nicholls Building, Grade II Listed

5.14 Other structures to the perimeter of the study area, such as the railway viaducts along temperance street and the Commercial office buildings on the eastern side of Devonshire St, which once housed Universal Stores' offices, also contribute to the character of the area.

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



Linked Green Spaces

5.16 Further work is ongoing to confirm the full extent of the listing in order to accurately understand the development opportunity that is presented by the College. This relates to whether structures within the vicinity of the Grade II* listed building form part of the curtilage. Full details of the significant elements of the listed buildings are provided in the Heritage Report appended to this NDF Extension.

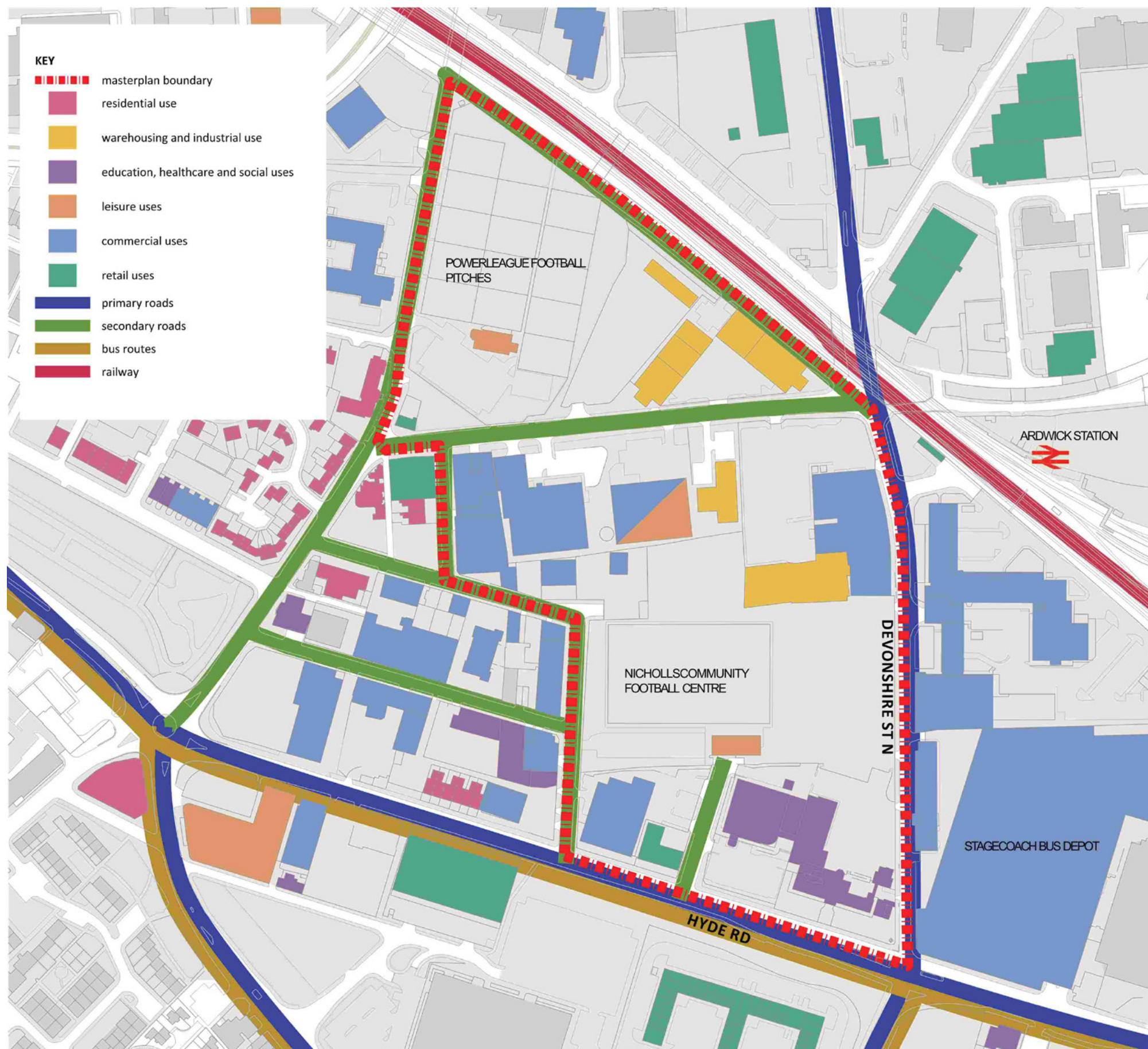
Green Spaces

5.17 The most significant open spaces in the NDF Extension area are the playing fields to the centre of the site, and north of the college – known as ‘Nicholls Field’. This was historically Ardwick Cemetery, as noted above. Apart from this part of the site, there is a limited amount of green open space within the area.

5.18 The endorsed Ardwick Green NDF established Ardwick Green Park as the green heart of the NDF area and highlighted its role within a network of green spaces of various scales to the south east of Manchester city centre, including Gartside gardens and the new park at Mayfield. This extension to the NDF offers an opportunity to continue this green network. The former cemetery grounds offer the opportunity for a green space at the heart of the NDF extension area, connected to Ardwick Green Park by Dolphin Street and allowing a pedestrian connection from Ardwick Green Park to Devonshire Street.

5.19 Impetus to improve the quality of green spaces and green routes through the area has been established by the consultation results and our own analysis of the area. Both the endorsed Ardwick Green NDF and this NDF Extension recognises the work that has been undertaken locally and the opportunities that are presented by this network of spaces with regards to greening the area.

5.20 The green spaces provide lifestyle benefits, health benefits and improve the overall accessibility of the area through walking, cycling and other modes of active travel, as well as contributing to wider MCC objectives to create a green network through the city. Promotion of good quality spaces should therefore form an objective of the further development of this area.



Uses

5.21 Ardwick Green is a mixed-use area, with a range of residential, commercial and community uses. The NDF Extension site does not include any residential properties and instead comprises a range of commercial, educational and leisure uses as follows:

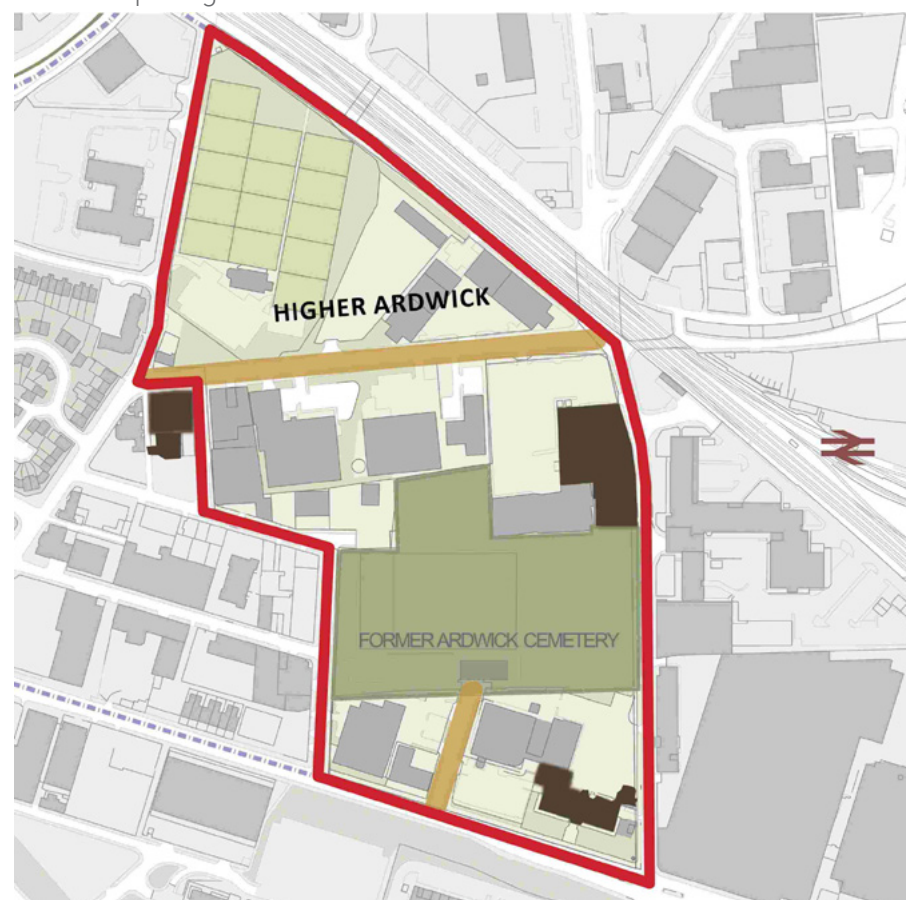
Education, healthcare and social uses: The Nicholls College Campus is the major primary use of the area, and offers courses for school leavers, adults and university level students. The campus is currently home to the Arden School of Theatre, offering professional training in the performing arts as part of The Manchester College. The campus also hosts courses in skills for life and independent living for students with learning difficulties. There is also a range of other social infrastructure facilities in the area, including the Primary School, Vallance Centre and various charities, which are noted in the main Ardwick Green NDF (February 2021)

Commercial and industrial uses: a range of industrial, wholesalers and distribution businesses currently operate in the NDF Extension area. These businesses collectively form a key stakeholder in the area and engagement with them will be fundamental to the success of realising a sustainable vision for the area. Currently, due to the low rise nature of the industrial sheds, accessibility and circulation for the public is limited. The buildings are generally set back from the pavement with parking areas fronting the roads and little or no active frontage.

Leisure uses: the Nicholls Campus is currently a specialist centre for sport and home to the Nicholls Football Centre of Excellence and the College's Sports Academies, which will be relocated to new purpose built facilities at the Openshaw Campus. These sports pitches within the NDF Extension area offer significant levels of open space and opportunities for leisure activities for local residents and visitors from other parts of the city. The area is also home



1932 map diagram



Current map diagram

to the Powerleague pitches, which are available to rent by members of the public.

Connections and pedestrian environment

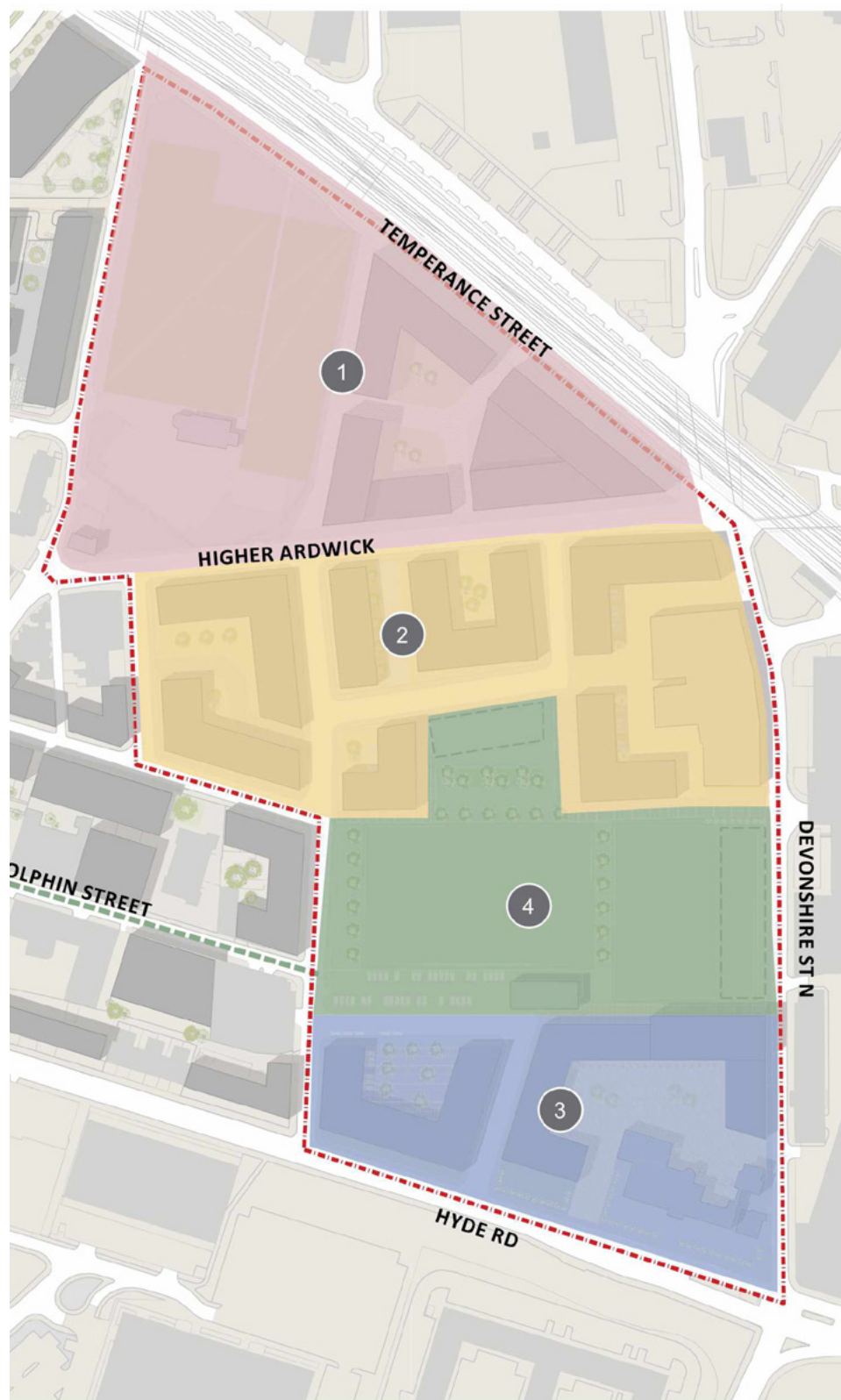
- 5.22 Within the NDF Extension area, connectivity is currently severely restricted by the levels of large scale industrial uses and those associated with the college site, which results in an area that is not readily accessible by foot. This contrasts markedly with the dense and permeable street pattern shown on the nineteenth century maps described above. Pedestrian movements are forced around the perimeter of the NDF Extension area, rather than through it. Hyde Road is located to the south and is heavily trafficked, whilst Temperance Street to the north lacks any sense of regular activity due to the uses and built environment in this location and the lack of active frontages.
- 5.23 As such, the overall quality of the pedestrian environment within the area is very limited and poor quality, with only one road travelling through the area (Higher Ardwick) running east to west. Higher Ardwick is shown on maps dating back to the 1700s and is wide for a single lane traffic route, which provides opportunities to significantly improve the quality of this street.
- 5.24 The area has an opportunity to better link in with initiatives to improve the quality of the pedestrian environment. As part of the Mayfield development, Temperance Street is earmarked as a vibrant pedestrian destination focussed on offering activity by the railway viaduct arches that flank either side of the street. This opportunity has been realised in Ardwick with breweries taking occupancy, and could be formally extended to apply to the additional length of Temperance Street that forms the northern border of the NDF Extension.
- 5.25 Ardwick generally does however benefit from high levels of connectivity to the rest of the city; located within a 10-15 minute walking distance of Piccadilly Station and other

parts of the city centre. Metrolink and mainline rail services are also available from Manchester Piccadilly Station. This provides access to the rest of Greater Manchester and to national destinations via train and Metrolink, with connections to the airport that offer further international connectivity.

- 5.26 There is opportunity to improve connectivity to Ardwick Station as a key point of connection to wider public transport infrastructure. Hyde Road and the A6 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.
- 5.27 Despite the challenges it presents, 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.

Parking

- 5.28 Consultation and analysis as part of the preparation of the endorsed Ardwick Green NDF has provided evidence that on street and on pavement parking is a significant issue within Ardwick Green as a whole, including the NDF Extension area.
- 5.29 Parking conflicts are typically 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. Extensive parking on footways significantly affects pedestrian movement through the area, particularly for those with restricted mobility.
- 5.30 Although this is currently less of an issue within the NDF Extension area compared to Ardwick as a whole due to the lack of residents in this location, any future uses must be mindful that increased density could potentially lead to increased numbers of displaced cars parking on nearby residential streets if not properly considered as part of development proposals.



Character Areas

5.31 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.

Character Areas

5.32 The existing fabric of the area, including listed buildings, buildings of character and open spaces, define the quality and the opportunities presented by the site, as well as clear issues that need to be addressed.

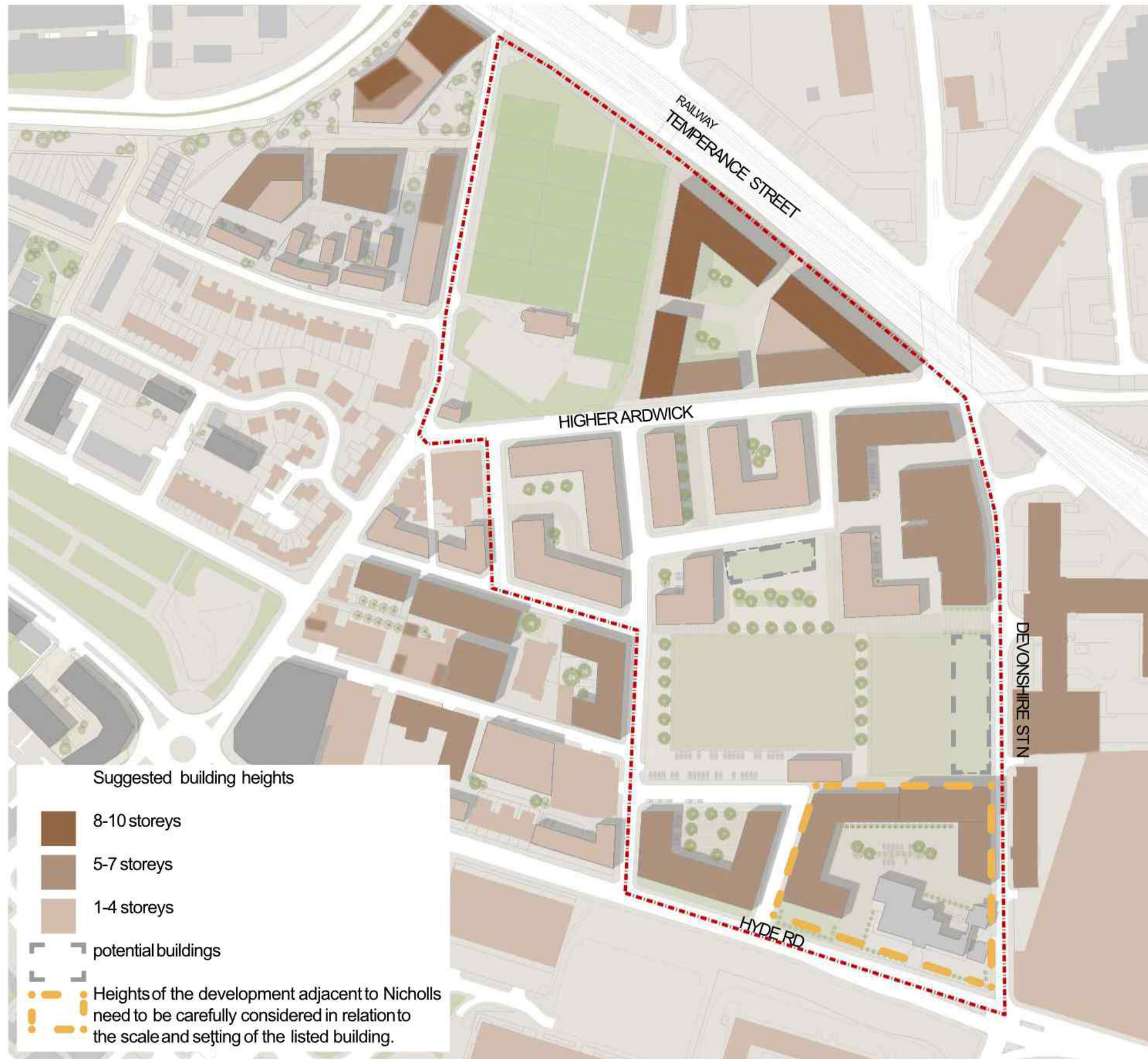
5.33 In light of the analysis of the area, set out in this section and developed through in-depth studies of the area, four smaller character areas can be formed to acknowledge existing qualities and their potential:

1. **Temperance Street** - bounded by the railway to the north and west, the Power League pitches to the west and Higher Ardwick to the south. It is currently divided between leisure uses associated with the football pitches to the west, which includes a two-storey pavilion building, and industrial units on the east that front onto Temperance Street to the north and Higher Ardwick to the south. Some of the arches to the north, which have the potential to offer the area a distinctive character, are occupied with active uses and there is potential for more to be introduced, which is becoming a more prominent feature of the city's railway viaducts.
2. **Higher Ardwick** – an urban landscape that is currently dominated by large low-rise industrial/warehouse plots to the south of Higher Ardwick and to the north of the existing campus. The lack of pedestrian activity and focus on accessibility by vehicles is evident in the quality of the surrounding streetscape, which is in need of improvement. Many of the businesses in this location relate to storage

and distribution via online retailers and predominantly in textiles, rather than industrial processes. The 7 storey Universal Building is a notable feature fronting Devonshire Street to the east and, along with the office buildings on the opposite side of Devonshire St, establishes a sense of scale. The sites facing Higher Ardwick have no connection to the playing fields to the south, being separated by walls and fences currently.

3. **Nicholls Campus** – This section of the site fronts Hyde Road to the south, with warehousing/industrial units to the west of Ford Street and The Manchester College campus to the east of Ford Street. The primary asset of this area is the Grade II* listed gothic-style Nicholls building, which sits alongside a number of additional educational buildings from the 20th Century. The College site is generally not accessible by the public unless they are using the facilities provided. Ford Street was, historically, the approach to the cemetery's gate house, and it still acts as the approach to the playing fields.
 4. **Playing fields** – sports pitches associated with the Nicholls Campus, including football pitches. Due to being located on the former Ardwick Cemetery and the ambition to deliver more, better quality green spaces, it is considered that there is a new opportunity to deliver a new public space in this location. The retention of one or both of the football pitches, which have been used by the community outside of College hours, should be considered.
- 5.34 As noted, these three areas comprise the NDF Extension area and, collectively, the extension to the Ardwick Green NDF. The next section of this document sets out how development could be approached and references how the opportunities presented by these areas link into the neighbouring communities.

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 wider 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.
- 6.4 Overarching principles are needed to balance an understanding of the place today; the needs of the local community and the wider area; its historic development and need to find a new uses; and the potential influence of wider regeneration including activity by The Manchester College and development that is taking place in the wider area. These overarching objectives are:

Protect and preserve: heritage features in the area, such as the Grade II* Nicholls (Ellen Wilkinson High School) building, as well as designated and non-designated heritage assets, need to be preserved. Existing open space provided by the football pitches on the former cemetery are proposed to broadly be retained to provide new spaces, enhance community provision and link into a wider network of green spaces and streets. Similarly, existing businesses in the area could be retained in new facilities in the area where they have a desire to do so.

Precedent. Timekeepers Square. Muse Developments. Buttress Architects



Precedent. Murrays Mills. Manchester Life. Feilden Clegg Bradley



Nicholls building

Positively engage: consistent with the approach taken in the formulation of the endorsed NDF, any development proposals coming forward should be proactively tested with the local community and maximise the potential for positive change. Critical to this process will be ongoing dialogue with landowners, businesses and institutions throughout the NDF area.

Enhance: some of the spaces and development opportunities will lead to a reconfiguration of streets and spaces that should seek to improve permeability, the quality of routes and the built form through high quality new and refurbishment developments.

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.

Repurposing the college campus

- 6.6 The Grade II* listed Ellen Wilkinson High School within the Nicholls Campus is the building of the highest architectural quality in the area. Once The Manchester College vacate the site, a new use will be required to support the development of the area and preserve this designated heritage asset.
- 6.7 The options for repurposing the building should be considered in the context of the development opportunity that surrounds this building. Any options should be tested against detailed heritage and townscape appraisals. There is an opportunity to remove the 1994 Sixth Form Centre and associated later additions, subject to the appropriate approvals, and create a more appropriate development of the site around the Nicholls building which serves to enhance its setting. Indicatively, new buildings proposed around the Grade II* listed building are suggested to

Precedent. Baker Place. Hulme.One Manchester. OMI Architects



Precedent. Leaf St. Hulme, One Manchester. Mecanoo Architects



provide a reasonable set back and allow the building to be appreciated and framed in well thought out views.

Reintroducing a grid of streets and spaces

6.8 The area to the north of the Manchester College Campus is currently occupied by large scale industrial plots, which are not conducive to supporting the wider vision for Ardwick established by the endorsed Ardwick Green NDF. There is an opportunity to completely rethink the form, layout and use of this area in order to support the objectives of the Ardwick Green NDF, the redevelopment of the Nicholls Campus and the wider area.

6.9 Higher Ardwick has been a feature of the area in maps dating back to the 1700s and likely existed prior to the date of these historical maps. The street is the only connection from one side of the NDF Extension area to the other within the middle of the site and should be seen as the future spine for the new community. Its generous width provides an opportunity to rethink this public space and the built form that surrounds it.

6.10 New secondary perpendicular streets running north-south and connected to this main route through the NDF Extension would help to re-establish the historic street patterns and significantly improve connectivity in the area for pedestrians, as well as other modes of transport. These routes would provide a connection to the new public space in the centre of the NDF Extension and connect to the repurposed Nicholls Campus to the south. and Hyde Road beyond.

6.11 By establishing an entirely new set of streets in the area, there is an opportunity to rethink the relationship between building uses and the public spaces they front. These public spaces provide opportunities for spill out activity,



Devonshire St



Precedent. Pollard St. General Projects. Hawkins Brown Architects

Precedent. Roof Gardens. St Georges. DeTrafford Estates.
Ollier Smurthwaite Architects



Universal Buildings

Precedent. Queens Park Place. Londonewcastle.
SimpsonHaugh Architects



Precedent. Queens Park Place

tree planting and other design features to set a high standard of design quality and contribute to placemaking objectives.

Encouraging new uses

- 6.12 The area is currently dominated by industrial and educational uses and a greater mix of uses is needed in order for the area to maximise its own potential and that of the areas that surround it. Solely residential streets may be appropriate, provided that activity is offered on the ground floor through dynamic street and spaces in key locations within the NDF Extension area. This could be complemented by areas providing residential uses above commercial uses to increase the density and provide a critical mass of residential population to support new ground floor and other commercial uses brought forward.
- 6.13 In addition to these residential uses, there are opportunities to link in with the employment generating uses that are suggested in the Ardwick Green NDF area (Union Street) and the momentum currently being generated by Mayfield to the west and Universal Square to the east. Existing prominent textiles and warehousing uses in the area ought to be retained or relocated where feasible to do so.
- 6.14 Retail opportunities are encouraged to support residential amenity through a form of convenience retail and other active uses can continue nearby trends to utilise good quality heritage features across the city. For example, the railway arches form a distinct landmark within the area and could provide an opportunity for activation and enhanced by new developments facing them; bringing life to a currently quiet street. This could be encouraged by continuing the active uses that have been brought forward in other arches within the City Centre and particularly along Temperance Street.

6.15 In terms of the Manchester College building, further feasibility and assessment work will be required in order to establish the most appropriate new use for the building. Conversions of similar buildings have ranged from residential uses, including hotels, to office uses and conference venues.

6.16 In line with adopted policy, all uses will need to consider their parking requirements, electric vehicle charging, cycle spaces and promotion of other sustainable transport options available within walking distance.

Greening and public spaces

6.17 Located within the middle of the NDF Extension is a series of existing community playing fields and it is the intention of this NDF to promote the use of this area as open space moving forward. This has an opportunity to provide a green heart to the NDF area, bordered by new and refurbished built form, with connections provided to Ardwick Green by Dolphin Street.

6.18 Through the promotion and creation of new streets and spaces on industrial land within the central part of the site and north of the new green centrepiece, streets should support biodiversity and tree planting to continue green threads through the area. This part of the NDF Extension area could be interspersed with new pocket parks to support new residential and working communities in the local area.

Heritage

6.19 As mentioned above, there will need to be a rigorous testing exercise in order to establish the most appropriate new use for the Nicholls campus. Beyond this dominant heritage feature in the area, there are also noteworthy buildings on Higher Ardwick constructed in late 18th century and the monolithic Universal Buildings located on Devonshire Street.

6.20 These designated and non-designated heritage features within the area that could be repurposed to complement the new uses brought forward within the NDF Extension and the existing community in Ardwick. The Victorian warehouses and railway infrastructure, as well as some Georgian buildings, are all prominent and high-quality features of the area's character and should be celebrated.

Scale and massing

6.21 In response to the design analysis of the area and the opportunities presented, a range of heights may come forward in the NDF Extension boundary. Sites to the north, adjacent to the Powerleague, could support higher density development due to its close proximity to the Temperance Street railway viaduct. This viaduct could effectively form a plinth to a new high-quality building in this location. It would be appropriate for development on this site to be of a height that lifts accommodation, whether residential or commercial, above the level of the railway viaduct, where it can take advantage of open views across the tracks to the north and the football pitches to the west.

6.22 Moving southward, the built form is likely to reduce in scale and step down toward the open space in the middle of the NDF Extension, with buildings suggested to be between 2 and 4 storeys in height. To the eastern end of Higher Ardwick, where it meets Temperance Street, there is an opportunity to provide a threshold at this location and again step up in height to address the gateway into this part of the inner city.

6.23 To the south, the existing Grade II* listed building will be retained and complementary new development is suggested in order to both facilitate the conversion of the heritage building and deliver high quality supporting development to add character to the area. Development in this location should be analysed contextually to allow for key views of the building to be appreciated, with a suggestion of 5 storeys being an appropriate height in this

location. A mix of scales that reflect the area's aspiration and immediate context is considered to be appropriate.

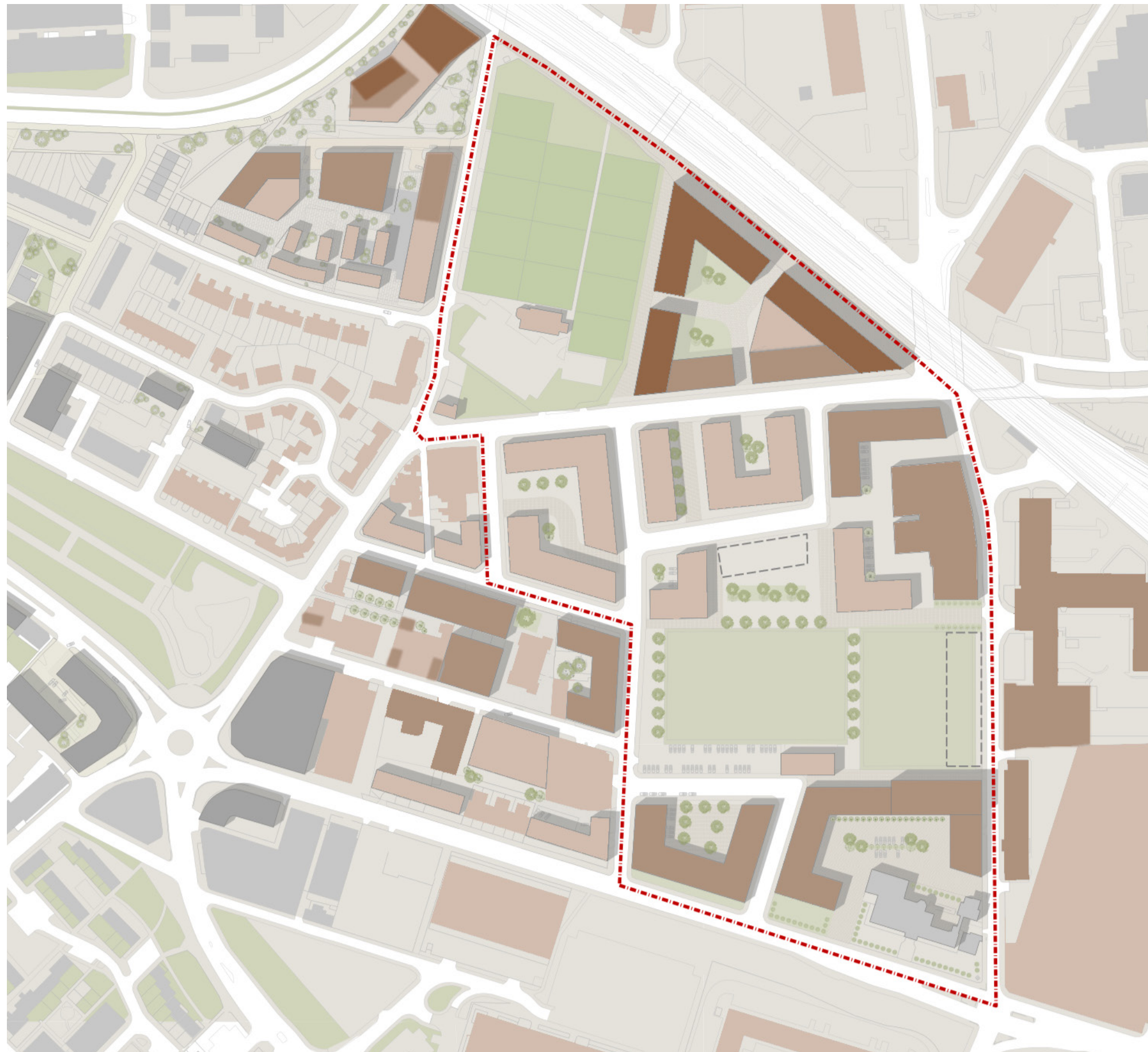
Sustainability and social benefits

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

6.25 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.

6.26 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.

6.27 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.



indicative masterplan

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 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 Extension, 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 area are maintained, whilst preserving the possibility of achieving the long-term vision set out in this document. The actions suggested to achieve the long-term vision are set out below.

Temperance Street

- 7.6 Whilst the Powerleague is likely to remain in operation for the medium to long term, despite its allocation as an employment site, the site to the east in the Temperance Street area could be repurposed to accommodate new development more quickly. As new development comes forward, opportunities should be explored to improve



- street frontages to Higher Ardwick to the south and the link in with the arches fronting Temperance Street.
- 7.7 There are opportunities for a mix of uses in this location, but primarily residential development will be supported. Employment generating uses are also likely to be supported in this area, with ground floor spaces providing an opportunity for retail, cafés or restaurant uses to add vibrancy. Existing textiles, warehousing and distribution businesses that are prominent within the area, which are part of Manchester’s burgeoning online textile ecosystem, should be considered for retention in new purpose-built accommodation where feasible.
- 7.8 Temperance Street can assist with improving the connections into the Mayfield area, by continuing the type of activity and uses that have started to take place in the arches toward the Fairfield Street end of Temperance Street. Limiting vehicular access in this location should assist with the creation of place.

Higher Ardwick and the Playing Fields

- 7.9 Within Higher Ardwick, there is an opportunity for a complete rethink of the spatial arrangement and to return to the street grid that was lost in the 20th century by removing and replacing the existing industrial units. This helps to provide the building blocks for new development plots to come forward and provide better and more permeable connections between Hyde Road and Higher Ardwick.
- 7.10 Co-ordination with existing landowners and businesses is important as land assembly may be required to ensure that development comes forward in a sensible and sustainable manner. New development should seek to frame vistas leading into the new park proposed to partially replace the existing playing pitches and the Grade II* Listed building in the long view.

- 7.11 Interspersed between new developments, a series of public and private courtyards are indicatively proposed in order to improve access between new streets created and deliver filtered neighbourhoods. Suitable uses within this area would be a mix of residential and commercial units.
- 7.12 To the south of Higher Ardwick, a new park could be provided to replace some of the existing sports pitch provision and provide a new high-quality greenspace to complement Ardwick Green a short walk away. This makes the connection provided by Dolphin Street even more critical in driving the physical and mobility qualities of the area upward. Consideration should be given to improving the pedestrian environment in the area generally through improvements to the public realm and street lighting.

Nicholls Campus

- 7.13 The primary asset of this site is the Grade II* listed Nicholls building located along the two primary streets, Hyde Road and Devonshire Street North. To celebrate this, a courtyard is proposed to the back providing space to allow for views of building to be appreciated.
- 7.14 The site between the listed building and the green fields to the north offers an ideal location for a potential development to celebrate these beautiful views and bring life to the site. A likely first step will be to establish a new use for the Grade II* listed building before complementary development is brought forward adjacent to this prominent feature of the area.
- 7.15 Complementary developments could be considered between Ford Street and Dalberg street and a new street can be introduced at the end of Ford Street to enable circulation and access and there are opportunities to create pedestrian links and private or public courtyards to improve access throughout this part of the site.

Next Steps

- 7.16 Subject to endorsement of this document by Manchester City Council, there are a number of important next steps that need to take place to ascertain the best way of implementing the ambitions of this NDF Extension:
- 1) Carry out further detailed design and feasibility work on the opportunities presented by Higher Ardwick, including an assessment of landownerships and engaging with existing landowners and businesses, to provide a sensible way forward to bringing about positive comprehensive change in this area; and
- 2) Work with Historic England and Manchester City Council’s Conservation Officer to understand the extent of the existing Ellen Wilkinson High School Grade II* listing (Nicholls Campus main building) and identify opportunities to introduce new buildings around the Grade II listed building through an assessment of key views and massing studies, and the feasibility for converting the buildings.
- 7.17 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.
- 7.18 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.