Ancoats & New Islington
Neighbourhood Development Framework
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Executive Summary

This Neighbourhood Development Framework (NDF) has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live.

Creating neighbourhoods of choice is essential if the City is to meet its pressing housing need and have the ability to retain as well as attract the range of talent that will fuel its next wave of economic growth and enhance productivity.

Manchester has been described by leading economists, as part of the Manchester Independent Economic Review (MIER), as the best placed City outside London to increase its long term growth rate based on its size and productive potential.

Reflecting this statement, Manchester’s GVA has been forecast to grow by 43% between 2011 and 2023, higher than the 34% projected nationally. 50,000 additional jobs are forecast by 2023, a much higher rate of growth than elsewhere in the UK. Of these, an additional 30,000 jobs are expected in the business services sector which has fuelled much growth and investment in Manchester City Centre which is unquestionably the principal economic driver for the City Region.

As a result, Manchester’s population is expected to increase by 100,000 in the period to 2030. This, together with well documented trends and changes in household formation, will fuel an increase in demand for accommodation. An additional 60,000 new homes over the next twenty years (3,000 per annum) are expected to be required and need to be planned for.

Located on the City Fringe, Ancoats and New Islington will play a critical role in terms of meeting the City’s housing needs. The eastern side of the City Centre has all the attributes that mean it can act as a major focus for population growth over the next 10 years.

In addition to the predicted increase in new jobs, there will be a further dramatic increase in 25-39 year old workers; the demographic that supported much of the City’s housing growth and new development within the city centre / city centre fringe during the most recent growth cycle. In this regard, the area has a number of key pull factors for future residents within this demographic.

- Proximity to the Regional Centre – the principal economic driver for the City Region and a focus for employment, leisure, retail and cultural facilities. As an extension to this point, the area is immediately adjacent to the City Centre's vibrant Northern Quarter district which has been a major success story in terms of regeneration in recent years.
- Exceptional transport connections - being within walking distance of Piccadilly in particular as well as Victoria railway stations, the former being the planned terminus for the proposed High Speed 2 railway. The neighbourhoods are now serviced by a new Metrolink stop at New Islington which connects the area directly to Piccadilly and through to the wider, expanded Manchester Metrolink network.
- The area’s natural and man-made features – including: the historic Rochdale and Ashton Canals; the area’s unique heritage assets which offer a fantastic opportunity to create the type of places that people want to live in and which are truly distinctive; the Lower Irk Valley which provides opportunities for leisure activities; and new public realm including New Islington Marina and the Cotton Fields Eco Park.
- Delivered and committed investment in infrastructure – in addition to the major public transport investment, this includes new public spaces, social infrastructure including a new free school and cultural facilities exemplified by the Halle’s re-location to St Peter’s Church.
For future investors and developers, a successful wave of development pre-recession means that the area has a proven track record. A variety of projects have been successful from new build apartments such as the ‘Chips’ in New Islington through to the conversion of the Grade II* Listed Royal Mills in Ancoats on the banks of the Rochdale Canal. Both developments demonstrate the potential for residential development within the two neighbourhoods yet highlight the diversity that is sought in the area.

In addition, the market is already beginning to return and momentum is becoming established with several - until recently - stalled developments now coming to site. These include Phase 2 of Royal Mills, Sarah Point, The Point, and Isis Phase 2.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for a new emerging post-recession City Fringe residential market. Significant new development around Eastlands, Holt Town and Central Park has either been delivered or is planned and The Co-operative Group’s NOMA project and the major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework.

In short, each of these factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner.

Against this context, this document provides a review of the East Manchester Strategic Regeneration Framework 2008 – 2018 in respect of the Ancoats and New Islington Neighbourhood Frameworks - reinforcing and where necessary updating the guidance provided in that document.
Introduction

1.1 This Neighbourhood Development Framework (NDF) relates to the Ancoats and New Islington neighbourhood areas (“The Study Area”), which sit adjacent to the Great Ancoats Street Corridor at the north-eastern fringe of Manchester City Centre. It has been prepared as a review of the East Manchester Strategic Regeneration Framework 2008 – 2018 in respect of the Ancoats and New Islington Neighbourhood Frameworks contained within that document.

1.2 The economic and market context today is very different to that which existed when the original document was produced. This has equally been reflected in the range of Greater Manchester and Manchester-wide strategic planning policy documents which have been brought forward and adopted since the original SRF was published.

1.3 This Framework therefore reinforces and where necessary updates the original SRF in order to guide the future development and completion of Ancoats and New Islington as attractive and successful neighbourhoods where increasing numbers of people will choose to live.

The Study Area Opportunity

1.4 Creating neighbourhoods of choice is essential if the City is to attract and retain the range of talent that will be essential in terms of meeting housing need and fuelling the next wave of economic growth and enhanced productivity. The eastern side of the City Centre has all the attributes that mean it can act as a major focus for population growth over the next 10 years:

• **Proximity to a thriving city centre** – the area is located immediately adjacent to the City Centre’s ever expanding employment offer, its diverse range of amenities, its outstanding retail and leisure offer and its expanding cultural offer. Over the last twenty years Manchester has been transformed into one of the most vibrant cities in Europe. It offers a range of bars, restaurants, cafes, galleries, theatres, sporting and entertainment destinations. It has a cultural and leisure buzz that attracts a wide variety of workers, residents, students and visitors. The Study Area is likely to be attractive to those who want to live within a short walk, cycle, drive or bus/tram ride from the City Centre, rather than in the heart of this activity.

• **Adjacency to the City’s Northern Quarter** – this is worth highlighting because the Northern Quarter as an area has been a major success story of recent years. It has transformed into a retail and leisure destination focused on the independent sector. The area has a unique character and offering and has attracted a growing residential community and employment opportunities within increasingly important growth sectors of the City economy. It is particularly popular with Design Agencies and other occupiers in Telecommunications Media and Technology (TMT) sectors. Proximity to this district will only add further to the attraction of Ancoats and New Islington, the growth of which is likely to be fuelled particularly by the primary 24 to 39 year old age group which has tended to dominate the residential sector in the city fringe locations.

• **Exceptional transport connections**: As long distance commuting continues to become more costly and time consuming, central locations such as Ancoats and New Islington will become increasingly attractive destinations due to their ease of access to employment opportunities and also to public transport. The Study Area is extensively served by good transport links and high quality existing infrastructure. Significant investment in the City’s public transport infrastructure will ensure it is better connected and has the capacity to grow. In particular, it is worth emphasising the site’s proximity to Piccadilly and Victoria Stations both of which are the subject of major public investment in the form of HS2 and the Northern Hub. HS2 in particular is forecast to deliver major new
employment opportunities – circa 14 million sq. ft of new mixed use floorspace including the equivalent of 4,500 homes. In relation to Metrolink, a new stop and gateway to the wider network has been created at New Islington which provides quick access back to Piccadilly. The area additionally has excellent access to walking and cycling routes and the city’s Inner Ring Road and important arterial routes heading out to the M60 and the wider motorway network.

Available and Development-ready Land: the Study Area contains many sites within public ownership, ready to be developed, which sets it apart from other areas in the City Centre fringes. Significant progress has already been made in preparing sites for development and getting the supporting infrastructure in place. A number of sites already benefit from Planning Permission for residential development, therefore de-risking the opportunity and providing support for the delivery of the sites for residential purposes. It is envisaged that public sector agencies, including the City Council and the HCA, will continue to play a full part in bringing the Study Area forward for redevelopment, through infrastructure provision and land assembly. In addition, as identified in section 4 of this document, the public sector is looking very carefully at new investment and delivery models which will facilitate the development of these sites in the short to medium term.

Supportive planning policy framework: The Ancoats and New Islington area lies within the East Manchester Regeneration Area and part of a Strategic Housing Location, as identified in the Core Strategy. These areas are identified as the key locations for new housing development in Manchester. Land assembly will be supported in this area to encourage the use of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Delivered and Committed Investment in Infrastructure – Much of the hard work has already been done with significant levels of investment in infrastructure already delivered ranging from and including:

- A new Metrolink Line including a new stop at New Islington.
- A major new public space at the heart of New Islington – Cotton Fields Park which also delivers a new canal basin connecting the Ashton and Rochdale Canals.
- Enhanced community infrastructure including a new primary health care centre and medical practice.
- Plans have been submitted for a purpose built Primary School – a permanent home for the New Islington Free School which is to relocate from its temporary site in Ancoats.
- Delivery of new public space within Ancoats at Cutting Room Square.
- The restoration of St. Peter’s Church as a rehearsal space for the Halle orchestra and event space.

To create long-term successful communities and attract young aspirational professionals, services such as shops, restaurants and bars
as well as schools and healthcare are required nearby. The City Council has already put in place the key public services demanded by potential residents to create a sustainable residential community and extensive provision exists across the corridor. The City Council will work with public and private sector partners to increase the provision of local facilities and services as new developments are completed, again increasing the attractiveness of each neighbourhood.

The Manchester Grammar School sponsored Free Primary School is due to relocate from its temporary site in Ancoats to a new permanent site in New Islington in 2014. Appropriate further provision for schools will be made where necessary, supported by the City Council. Central Retail Park is due to be redeveloped by its owner, Henderson, to deliver a new supermarket and other retail and restaurants as well as creating a better link through from Great Ancoats Street into New Islington.

- **A Proven Track Record** – New housing development has been slow to come forward in recent years; however, this has been a product of the economic conditions which have been well documented and is a phenomenon that has effectively stalled new housing delivery nationally as well as throughout the City. During the last cycle, a significant number of schemes were delivered including new housing units and investment in the infrastructure described above. With the next wave (upturn) of the economic cycle now coming forward, and: a) taking into account the extremely high occupancy levels of apartments across the city centre and city centre fringe; as well as b) the pent up demand for new accommodation that is a product of no new activity for 5 years, new development within this established location is likely to be an extremely attractive proposition.

- **Key Projects on the Doorstep** – the site area is in an ideal location to capitalise on some of the most exciting projects in Manchester both in the short and the long term. The site is less than a mile from the NOMA regeneration project near Victoria which is anchored by the Cooperative and aims to provide office and residential space. Additionally, the proposed plans for High Speed 2 will place new Manchester terminus at Piccadilly on the doorstep of Ancoats and New Islington which provides a unique selling point for any developer.

- **Natural Environment** – the Ancoats and New Islington area benefits from being located near to the Rochdale and Ashton Canals and the Lower Irk Valley which provide opportunities for leisure activities. Furthermore, New Islington Marina and the Cotton Fields Eco Park have the potential to become a landmark area within the City creating a unique setting for development to be framed around.

- **A Distinctive Urban Quarter** – The area’s history and its heritage assets offer a fantastic opportunity to create the type of places that people want to live and which are truly differentiated – with a genuine sense of place. People will naturally gravitate towards these areas because they provide...
many of the features that can be associated with our most successful urban environments and they are distinctive.

1.5 The City Centre’s north-eastern fringe has significant land to support the next phase of growth for the City and is capable of accommodating a housing offer that will complement the existing City Centre stock by expanding the choice of accommodation within close proximity to the City Centre.

1.6 From a regeneration point of view, focusing investment in the City Fringe including Ancoats and New Islington also has major benefits. In particular, it will assist in further connecting the City’s inner neighbourhoods such as Miles Platting back to the City Centre – adding value to the significant level of investment which has already taken place in those communities and acting as a further catalyst to regeneration and enhancements to the quality of life in those neighbourhoods.

1.7 The remainder of this document is organised as follows:

- Section 2 of this document describes key aspects of the economic and market context today which demonstrate that the future investment in and regeneration of the Study Area is deliverable and can successfully contribute towards these important strategy priorities.
- Section 3 identifies the strategic planning and regeneration context against which the framework proposals have been considered.
- Section 4 provides a detailed site analysis – considering the Study Area’s opportunities, constraints and key issues, as well as its site specific planning and development context.
- Section 5 identifies a range of important development and urban design principles for the area.
- Section 6 summarises the City Council’s emerging, draft Residential Growth Strategy which identifies some of the key delivery mechanisms that the City Council will be promoting in order to stimulate the accelerated housing delivery that is needed.

1.8 The planning status of this document following its adoption will be as a material consideration in determining all planning applications relative to the Study Area. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the adopted policies of the Council’s up-to-date Core Strategy.

1.9 This document has been prepared by Deloitte Real Estate on behalf of Manchester City Council with input from Urban Strategies and Stephen Levrant: Heritage Architecture. It is intended to become a focus for consultation with the site landowners and other key stakeholders.
Economic Context

2.1 Manchester is a national engine of economic growth with a population of more than 500,000, sitting at the heart of a conurbation of 3 million people in the north of England. The City’s economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. More recently the city, recognising the dynamics of global market changes, has invested heavily in new sectors of growth – advanced manufacturing, biotechnology and life sciences – and working closely with The University of Manchester, has created new opportunities for sustained future growth, including the development of a global network of alliances and partnerships throughout the world.

2.2 Reflecting this phase of economic growth, Manchester’s population growth increased by 20% between 2001 and 2011 (based on Census figures). This is a higher level than Greater London (14%) and Inner / Central London (17%) and reflects Manchester’s transformation over the last 20 years into a vibrant European City. The expanding opportunities in professional and business services sectors and the type of demographic that has significantly fuelled that growth (24-39 years), combined with the ever increasing attraction of the city as a place to live and work and has been reflected in the patterns of growth in the housing market: between 2001 and 2011. During this time, the number of residential units in the City Centre grew by over 10,000 (262%) and an additional 4,000 units were delivered within the City Fringe. Indeed, during that period there was a marked shift towards the city centre fringe as a consequence of the increasingly constrained and limited opportunities for new housing in the city core as well as the availability of land and ability to offer alternative products that would complement and add value as well as contribute to the City’s inner area regeneration objectives.

2.3 The national economy is now about to begin a new growth cycle. While Manchester, because of its diversified and expanding business base, has been relatively resilient over these last few years during the economic recession, the city is at the beginning of another surge of economic and population growth.

2.4 Manchester’s GVA is forecast to grow by 43% between 2011 and 2023, a higher growth rate than the 34% projected nationally. 50,000 additional jobs are forecast by 2023, representing a much higher rate of growth than elsewhere in the UK; and of these an additional 30,000 jobs are expected in business and related services.

2.5 As a result, Manchester’s population is expected to increase by 100,000 by 2030, and this together with well documented trends and changes in household formation will fuel an increase in demand for accommodation. An additional 60,000 new homes over the next twenty years (3,000 per annum) are expected to be required and need to be planned for.

2.6 The GM Strategy recognises the need to make Greater Manchester an investment destination of choice. Creating high quality places is seen as critical to its success - neighbourhoods must be sufficiently attractive to attract and retain the diverse labour market required to support GM’s growth objectives.

2.7 Manchester has clearly already demonstrated its ability to successfully accommodate and absorb a significant number of new residential units within a relatively short period of time to respond to economic growth. With few new starts in the last 5 years, occupancy rates are now very high in the city centre. It is essential that the city maximises the new opportunities for growth and investment to avoid being left behind.

2.8 In the period since the financial crisis in 2008 and the resulting economic downturn, the city has seen impacts on its economy and its previously planned growth trajectory; however, a feature of this period has been the City’s resilience, a sign of its strength. One indicator is the fact that in terms of wages, mean annual wages in Manchester have remained in line with the
national average over the last 14 years. This is unusual for a northern city and illustrative of the strength of the Manchester economy.

2.9 Due to constraints on development and mortgage finance, along with the availability of public funding to support housing development, the pace of new housing delivery and the wider housing market has significantly slowed down. The number of new homes being delivered in the city has reduced from over 5,000 in 2007/8 to fewer than 1,000 in 2011/12. Last year has seen a number of previously stalled schemes come forward, 8 in total with 6 of those assisted by the Government’s Get Britain Building initiative.

2.10 As a consequence, occupancy rates are at high levels fuelled increasingly by the private rented sector, and there is a significant level of pent up demand for new housing which will further fuel accelerated levels of housing delivery over the coming years. There is a significant mismatch at present between supply and demand of suitable accommodation to meet the needs of a growing population and workforce. This has resulted in fast increasing rents that have plateaued in the past 12 months.

2.11 Recent market intelligence has indicated that the city centre and its fringe will continue to expand eastwards and:

- There will be a further dramatic increase in 25-39 year old workers, who supported much of the City’s housing growth in the most recent growth cycle.
- The 50,000 additional jobs forecast by 2023 will provide another surge in the growth of the city’s economy.
- The increase in higher paid business and professional services employment which supported the growth of the young professional group in the city will be sustained over the next ten years.

2.12 In relation to the eastern side of the city centre, there has been a rapid rise in population, household formation and economic activity amongst residents and private rented sector housing tenure. Average income has experienced a 15% rise between 2006 and 2013. In the city centre and city fringe, around 90% of the population is aged between 16 and 44, and over the next ten years it is forecast that this age group will increase by 10,000. This reflects growth in the professional, scientific and technical sector. This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, transport networks in well-managed accommodation built for that purpose.

2.13 Market demand for new housing to meet the specific needs of a growing population and changing demographics, means that there is demand for a mixed portfolio of both owner occupier and rented housing within the Study Area. As part of the rented element, there are real opportunities for the Study Area to capture new markets in the private rented sector, in line with the City’s residential Growth Strategy (see paragraphs 3.27 to 3.34).

2.14 Privately rented accommodation now comprise 65% of the city centre residential stock and availability rates in the city centre have been quoted recently at just 5%. Following a period of significant growth since 1998, rental Values have remained fairly constant over the last 12 months, and are higher than anywhere else (on average) in the city centre and fringe areas.

2.15 The private rented sector (defined as the open market private rented sector within this report) plays a valuable role in meeting housing demand and has increased the overall supply of dwellings at a time when growth in housing numbers is required. Occupiers can use it as a stepping stone to home ownership by saving for a deposit whilst in rented accommodation. It also allows for skill mobility and facilitates the labour market in an increasingly international business context.

2.16 The private rented sector provides lubrication to the sales market allowing it to function efficiently by allowing home owners to rent where required, thus improving the utilisation of housing stock, reducing voids and pressure on housing supply. The government has recognised, as demonstrated through a number of recent funding initiatives, the importance of the private rented
sector to react flexibly to market conditions, whilst offering quality accommodation and choice to households.

Socio-Economic Benefits

2.17 A range of economic and supply chain regeneration benefits would be sought and delivered as a result of accelerating housing growth across the City and within the Study Area. These include:

- **Construction jobs**: As well as creating construction jobs that will help to support the recovery of industry, there is the potential for local partners to develop apprenticeship programmes for local young people. There is also an opportunity to work with local construction companies to maximise the use of the local supply chain.

- **Local recruitment**: In addition to the creation of employment opportunities, it will be important that there is an emphasis on maximising the take up of these opportunities by local people, for example through programmes such as the Assisted Recruitment Programme, which increases the chances of jobs being filled by appropriately skilled local residents.

- **Developing skills to meet employer demands**: The success of local people securing employment will be a major determinant in ensuring that communities benefit from the residential developments and investment that is being made in the areas, for example through establishing training programmes at local colleges aimed at local residents, and working with major developers and supply chain companies to coordinate a workforce development programme.

- **Raising aspirations amongst young people**: The scale of development opportunity in the Study Area offers opportunities for developing school and business relationships, for example through work experience and company visits leading to job and career opportunities for school leavers. The job opportunities will offer employment opportunities to school leavers and then potential career opportunities. The City Council has a strong track record in leveraging new investment to support regeneration objectives, particularly in East Manchester which has benefited from a number of major developments over the past ten years.

2.18 The scale of the residential development opportunity will bring significant economic benefits over the next ten years. The anticipated construction job generation is considerable, as is the multiplier effect from both expenditure in the supply chain and the wage expenditure of construction jobs.
Strategic Planning & Regeneration Context

Introduction

3.1 The Study Area has been a long-standing regeneration priority for the City Council, having been the focus for significant investment prior to the relatively recent economic recession. As explained in the introduction to this document, a revised regeneration framework for the area is needed to guide development during the expected new economic growth cycle.

3.2 This section sets out the strategic planning and regeneration policy context at city region and local level and highlights the specific need to deliver sufficient housing to meet need and demand, and equally, the need to create residential-led mixed use development to support and enable economic growth.

3.3 It goes on to highlight the Study Area’s key regeneration and development context, with reference to the main developments coming forward in the surrounding area that add to its significant investment potential, including HS2, Piccadilly, Metrolink expansion, NOMA, Holt Town and the Etihad Campus.

Strategic Planning Policy

Stronger Together: Greater Manchester Strategy 2013

3.4 The Greater Manchester Strategy, Stronger Together, is the sustainable community strategy for the Greater Manchester City Region.

3.5 It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) – the most robust analysis ever undertaken of a city, led by global experts. MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. The vision for Greater Manchester is that by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected,
3.6 The vision and objectives for the Ancoats and New Islington NDF have been driven by, and will clearly support and align with, the overarching programmes being promoted by the City Region via the GM Strategy. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

3.7 The Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all. By supporting new residential development in Ancoats and New Islington, a number of the GM Strategy’s key growth priorities will be met, including:

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<td>Creating the places and spaces that will nurture success</td>
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<td>Stimulating and reshaping our housing market</td>
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<tr>
<td>Crafting a plan for growth and infrastructure</td>
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<td>Supporting business growth with a strong integrated offer</td>
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3.8 In relation to creating the conditions for growth to ensure that the City Region achieves its full potential, the Strategy states that a GM approach to meeting future housing and employment land requirements will be developed taking into account viability, strategic fit, transport and other infrastructure implications of the demand for growth.

3.9 Recognising the challenges in meeting demand for new housing given past under-delivery, market difficulties, rising energy bills and the need to retro-fit existing stock, the Strategy states that the City Region will continue to drive new thinking and innovation to ensure that Greater Manchester offers existing and potential residents a place to live that meets their expectations and which they can afford. Ancoats and New Islington are ideally located to contribute towards the provision of housing to meet demands of a growing economy and population.

Manchester Core Strategy 2012

3.10 The delivery of new residential development in the Ancoats and New Islington area aligns with the key spatial principles of the Core Strategy and will help to achieve many of the principal growth objectives.

3.11 Policy SP1 (Spatial Principles) of the Core Strategy contains the key spatial principles which will guide the strategic development of Manchester to 2027. The policy states that the Regional Centre of Manchester will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, primarily in the Inner Areas which are defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Supporting new residential development in Ancoats and New Islington will meet these policy objectives by ensuring that neighbourhoods of choice can be created.

3.12 Ancoats and New Islington sit within the Regional Centre, covered by Policy EC3. This policy promotes the development of employment generating uses within the Regional Centre, taking advantage of the commercial assets of
the core of the conurbation and the opportunities to provide accessible employment to Manchester residents. It also identifies the development of new housing as appropriate within the Regional Centre to complement the development of mixed use employment areas. The delivery of residential development within Ancoats and New Islington will meet the growing demand for new housing in accessible locations.

3.13 Policy H1 (Overall Housing Provision) sets out that approximately 60,000 new dwellings will be provided for in Manchester over the Plan period to March 2027, an average of 3,333 units per year. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

3.14 High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute towards regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation.

3.15 Policy H1 adds that proposals for new residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, make provision for parking of cars and bicycles, prioritise sites close to high frequency public transport routes, and take account of any environmental constraints on a site’s development.

3.16 A key location for new residential development will be within the area to the east and north of the City Centre which is identified as a strategic location for new housing (Policy H2) – this includes the eastern boundaries of Ancoats and New Islington. The Core Strategy emphasises the importance of land assembly in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Within the Strategic Housing Location, opportunities for housing development should be considered alongside employment development. Development should also create sustainable neighbourhoods that include complementary facilities and services. Ancoats and New Islington form part of East Manchester.

3.17 Policy H4 states that around 30% of total new residential development in Manchester is expected to be delivered in East Manchester over the lifetime of the Core Strategy, identified as around 18,280 residential units up to 2027. This level of new development will provide significant opportunities to help change the character of the area; support the economic growth of the City-region by providing a more balanced community; and is adjacent to the City Centre, a growing source of employment opportunities. East Manchester includes Central Park and Eastlands, important foci for future growth.

3.18 Priority will be given to family housing and other high quality development. High density housing will be permitted particularly within the Regional Centre which is adjacent to the City Centre. This includes the Ancoats and New Islington neighbourhoods. Furthermore, the policy anticipates that the level of new development will provide significant opportunities to change and shape the character of these areas. The opportunity exists, by diversifying the tenure of the housing offer, to promote higher value development.

3.19 The supporting text to Policy H4 states that at present 51% of housing consists of 2-bedroom houses or apartments. 12% of properties are privately rented and 61% are social rented properties. However, East Manchester has a large amount of available land which can accommodate new residential development, meaning that this area provides a significant opportunity to expand the housing offer in Manchester. By diversifying the tenure of the housing offer in East Manchester and promoting higher value development where opportunities arise, more economically active
households will be attracted to and retained in this area, which will help to underpin the forecast economic trajectory.

3.20 Policy H8 sets out the City Council’s affordable housing policy, which applies to all residential development on sites of 0.3 hectares and above or where 15 or more units are proposed. The policy states that these thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances.

- New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
- Affordable housing units will be inclusively designed to reflect the character of development on the site.
- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances would include:
  - Where there is a very high level of affordable housing and there is either a high proportion of social rented (35%), or low house prices compared to average incomes in the immediate area. Both factors would apply in relation to the Framework Area given the tenure and affordability of housing within the inner area neighbourhoods that adjoin Ancoats and New Islington.
  - Affordable housing would be prejudicial to the diversification of the existing housing mix.
  - The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
  - It would financially undermine significant development proposals critical to economic growth within the City;
  - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
  - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

3.21 Policy EN1 (Design Principles and Strategic Character Areas) identifies the Study Area as forming part of the Central Arc Character Area. The opportunity exists for development on a large scale using innovative urban design solutions. The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City. Where appropriate, development should also reflect and enhance the river valley environment. This policy highlights the potential for new development in Ancoats and New Islington to create distinctive neighbourhoods by taking full advantage of water in the areas.

3.22 Policy EN3 (Heritage) states that the Council will encourage development that is complementary to and takes advantage of the distinct historic and heritage features. New development must be designed to support the Council in preserving or where possible, enhancing the character, setting and accessibility of areas and buildings of acknowledged importance. This
is of particular relevance to the Study Area given the valuable heritage assets within the defined boundaries.

3.23 Policy EN4 concerns reducing CO2 emissions by enabling low and zero carbon development and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

3.24 Policy EN5 states that within strategic areas, including the Strategic Housing Location, new development, regeneration and retrofit projects will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans through partnership with the Council.

3.25 Policy EN6 states that applications for residential development of 10 or more units and all other development over 1,000 sq. m will be expected as a minimum to meet the targets shown in Tables 12.1 and 12.2 of the Core Strategy with regard to domestic and non-domestic CO2 emissions. This will apply to new residential development in Ancoats and New Islington.

3.26 Policy T2 (accessible areas of opportunity and need) states that the Council will actively manage the pattern of development to ensure that new development in the City Centre provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Proposals should have regard to the need for disabled and cycle parking, in line with the minimum parking standards contained in Appendix B of the Core Strategy.

Manchester Residential Growth Prospectus

3.27 Recognising the critical relationship between housing and economic growth, the City Council is in the process of preparing a Residential Growth Prospectus. The prospectus sets out how the City Council proposes to work in order to encourage accelerated housing growth and guide the delivery of stable and attractive neighbourhoods offering quality housing that will retain and attract those people who are fundamental to creating wealth.

3.28 As part of the Council’s response to the current market conditions, a Draft Housing Prospectus (approved by the Council’s Executive on 18 June 2013) has been developed with the aim of providing the development industry and other key stakeholders with a clear message regarding the city’s ambitions for future housing growth. The key message of the document is that Manchester is open for business in terms of housing development and that the Council is keen to work proactively with its partners to increase the pace of housing delivery.

3.29 The Draft Prospectus has been developed in the context of population and household forecasts that suggest by 2031 there will be a need for some 47,000 households across Greater Manchester. Six principles inform the document:

- Building more new homes – with a growing population we need to provide high quality homes for sale and rent to meet future demand.
- Creating pathways to home ownership – we aim to deliver more homes with mortgage products people can afford to buy, enabling them to play a bigger role in the City’s economy.
- Developing a quality private rented sector (PRS) – good quality, well managed accommodation to rent makes an important contribution to the city’s housing – accounting for over half of all economically active households in the city centre and fringe.
- Bringing empty homes back into use – while housing is in short supply we cannot allow homes to stay empty.
- Ensuring that the Council’s planning framework and policies provide the appropriate support for residential growth.

1 Greater Manchester Forecasting Model
Developing a strong sense of place and high quality neighbourhoods – sustainable neighbourhoods require much more than new housing development. The City Council’s objective is to ensure the right mix of facilities and good management that creates more high quality neighbourhoods of choice.

3.30 The starting point for the Prospectus is the urgent need to build more new homes in order to provide high quality housing for sale and rent to meet future demand from the growing population of the City. The Prospectus looks to address undersupply and in particular the development impasse, that had until recently been evident in recent years in the City across all house types and tenures.

3.31 A key aspect of the City Council’s supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives in the Core Strategy and through this the Council aims to provide for a significant increase in high quality housing at sustainable locations throughout the City and the creation of high quality neighbourhoods with a strong sense of place. The character of the City’s residential pipeline lends itself to the delivery of a new quality private rented sector (PRS) in the city centre and fringe.

3.32 Within the context of the promotion of a range of financial mechanisms by Government that are aimed at increasing housing delivery, the City Council is keen to attract major investors, prioritise site release and where possible help secure sites already assembled, target financial products to enable home ownership, assist marketing and deliver a pipeline of priority locations for housing development.

3.33 One example of how this can be achieved is identified as Ancoats and New Islington. The Draft Prospectus recognises that a new delivery plan is now needed for the Ancoats and New Islington area to guide development by new market actors with an appetite to deliver large scale development at a number of linked opportunities across the eastern fringe.

3.34 Ancoats and New Islington are identified as “an established city living neighbourhood with major scope for expansion, primarily with apartments for rent. The range of sites has the potential to include units targeted at the cheaper, middle and premium ends of the market. This is critical to the efficient functioning of the labour market to ensure that new build units are accessible to all income bands in the City”.

Area Based Planning and Regeneration Guidance

East Manchester Strategic Regeneration Framework 2008-2018

3.35 It has been set out earlier in this document that the purpose of this SRF is to provide an update to the East Manchester SRF adopted in 2008, in particular the regeneration context and Neighbourhood Development Frameworks in respect of Ancoats and New Islington. It is therefore necessary to review the objectives and principles set out in the previous SRF to provide context and inform policy going forward.

3.36 The East Manchester SRF covered an area of 2,000 hectares and encompasses the Ancoats, Miles Platting, Beswick, Openshaw, Clayton, Newton Heath and Gorton neighbourhoods. Noting the areas socio-economic characteristics, the purpose of the SRF was to build on achievements to date and set out ambitions objectives for economic and employment growth, and to establish popular neighbourhoods to attract and retain families. The SRF set out a framework around three key themes: raising incomes and employment, people and communities, and neighbourhood and places.

3.37 Neighbourhood Development Frameworks were included within the SRF to be used as principles to guide development in the various neighbourhood areas:

Ancoats

3.38 The principles of the Ancoats area were to:
Reinforce design guidelines to guide new incremental development
Continue to promote a high standard of design excellence
Redefine Great Ancoats Street as a mixed-use, pedestrian-friendly urban boulevard
Complete public realm improvements across the whole area as developments take place.

3.39 The document states that Ancoats area has become a choice, mixed use residential and commercial neighbourhood and provides a strong link between the City Centre and East Manchester. It is a distinct area that builds upon the legacy of East Manchester’s industrial past through the creative re-use of its historic buildings. The SRF set out that future development should continue to promote the mixed use function of Great Ancoats Street and the successful integration of City Centre type uses within residential areas to the east, recognising the need to retain high standards in design construction and maintenance.

New Islington

3.40 The principles of the New Islington area were to:

- Maintain and strengthen the design guidelines to guide new incremental development
- Continue to promote a clear and legible block structure
- Complete new canal infrastructure and connect to the canal system
- Take advantage of any Central Retail Park re-development opportunity to improve pedestrian links to Great Ancoats Street
- Complete the pedestrian link east towards the Medlock Valley
- Ensure good connections with the new Holt Town development
- Redefine Great Ancoats Street as a mixed-use, pedestrian-friendly urban boulevard
- Improve the integration between the City Centre and residential neighbourhoods to the east
- Develop a new neighbourhood primary school
- Rename the Pollard Street Metrolink station to help promote neighbourhood identity.

3.41 At the time the original SRF was published, the New Islington neighbourhood was designated as a neighbourhood in need of radical intervention to both its character and the quality of development. The area was in the process of an extensive re-development scheme led by Urban Splash (please refer to Section 5).

3.42 The strategy was to bring forward the New Islington Millennium Community Initiative which was structured around a new waterpark, which links into the Ashton and Rochdale canals. New Islington would provide high-quality canal-side housing, local retail, community health and education facilities, office and workshop space.

3.43 The vision was for the New Islington area to contribute to the seamless integration between the mixed uses along Great Ancoats Street and the City Centre, through to the residential areas of Miles Platting and Holt Town through a clear block structure and legible street network.

3.44 The neighbourhood would enhance the quality and accessibility of the canal network, and new pedestrian links should provide high-quality corridors between Great Ancoats Street and the extended canal network. The SRF promoted an improved relationship between the neighbourhood and the canal by fronting onto the canal-side park system, with the overarching goal to establish New Islington as a national and international exemplar of edge-of-city-centre, mixed-use development.
Development and Regeneration Context

3.45 A significant amount of current and planned regeneration activity exists adjacent to the Study Area which is described below:

HS2: Piccadilly Hub

3.46 In January 2013, the UK Government announced its commitment to Phase 2 of High Speed Rail 2 (HS2). The delivery of HS2 in around 2033 should provide a massive economic boost to the cities of the North of England. The scheme will provide essential additional capacity across the rail network, shorten journey times between Britain’s major population centres, boost the economy and create thousands of jobs. The scheme also has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area. Specifically, the proposals for HS2 stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas. These world-class transport nodes would connect Manchester businesses to the Europe-wide high speed network, providing multi-modal connectivity to the rest of the region and beyond. At the same time, the Northern Hub rail schemes will bring additional capacity to the classic rail services at Piccadilly Station, by means of two new platforms, and improve services and connectivity to and from the city.

3.47 The additional investment in Piccadilly represents a unique opportunity to transform and regenerate the eastern gateway to the city centre and push the boundaries of the city centre eastwards. This can link to the Council’s aspirations to transform the eastern fringe of the city centre across Great Ancoats Street, and provide important connectivity and opportunities to major regeneration areas in the east of the city including Holt Town, Etihad Campus and the Study Area.

3.48 In order to respond to the opportunities presented by HS2 and the Northern Hub, a Strategic Development Framework has been developed for the area surrounding Piccadilly Station (the HS2 Manchester Piccadilly SRF), as part of the overall strategy to regenerate the east of the city. This SRF was approved by the City Council’s Executive for consultation purposes in 2013. The starting point of the SRF, prepared by Bennetts Associates Architects, is the once-in-a-century opportunity provided by HS2 and the Northern Hub to create a world class transport hub and arrival point into the city, and to transform the eastern side of the city centre by defining a unique sense of place and new districts, and providing key linkages between East Manchester and the city centre. The size and scale of the area – approximately 140 acres – also means it is one of the largest regeneration opportunities within the city centre.

3.49 A number of new neighbourhoods with strong individual identities are proposed. These are:

- Piccadilly North – reinstating the historic street pattern.
- East Village – mixed-use development with residential focus around canal basins.
- Piccadilly Central – an area of large office development around public squares and high-rise residential towers framing a new city park.
- Mayfield – a new mixed-use city quarter adjacent to the remediated River Medlock.
- Links to the North Campus (the old UMIST campus off Sackville Street) and The Corridor area.

3.50 The SRF includes the provision of animated and legible pedestrian connections through the area, particularly to East Manchester, along with the provision of a network of public space to give a sense of place. A mix of uses is proposed within the area to ensure viability and sustainability. The SRF identifies potential for over 1.3m sq. m of new floorspace, including 625k sq. m of commercial floorspace, 400,000 sq. m of residential and 100k sq. m of retail and leisure facilities.
Figure 3.2: N&E City Centre Fringe Regeneration Context
3.51 It is envisaged that the area would be delivered in phases, with the first phase focused on the Mayfield SRF area and putting in place the necessary infrastructure for the longer term redevelopment.

3.52 Integration of the HS2 and existing Piccadilly Stations will provide the opportunity to create a world class intermodal transport facility and architectural statement befitting of Manchester. The SRF includes a Station brief which would provide such a facility. The essential features of the new station are considered to be high architectural quality; a mix of uses; and intermodal connections for all forms of transport.

3.53 The delivery of a HS2 station alongside Manchester Piccadilly will clearly have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Study Area. Regeneration opportunities will flow eastwards from Piccadilly towards the Study Area, which will be attractive to both potential residential occupiers with the opportunity to live less than a mile from the new HS2 interchange, and commercial occupiers looking to capitalise on the excellent connections to the capital, other regional cities, and beyond.

**Metrolink**

3.54 The Metrolink system currently has 74 kilometres of track and carries approximately 26 million passenger trips per annum across the City Centre. The service is extremely popular with commuters, shoppers and tourists.

3.55 Tram services generally operate until midnight during the week and 1am at weekends. During peak periods 10 trams run each hour, with 5 per hour in the off peak. Lines run to Altrincham, East Didsbury, Eccles, MediaCity:UK, Ashton-under-Lyne, Rochdale and Bury. With the exception of the Rochdale and East Didsbury routes each destination connects directly with Piccadilly Station where national train connections can be made.

3.56 Metrolink has bold expansion plans for the future to enable further access for residents.

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*Figure 3.3 – Existing Transport Links*

3.57 The Second City Crossing route is currently underway and will link St Peter’s Square with Victoria Station, alleviating pressure on existing city centre routes. In addition, the Manchester Airport line will allow access via Metrolink from the Airport to the City Centre. Construction has already started on both of these routes and by 2016 Metrolink will cover 97km of track. Initial scoping works are also taking place to investigate the potential to extend Metrolink to the Trafford Centre in Trafford Borough.

3.58 The Ancoats and New Islington area is directly serviced by a Metrolink stop at New Islington near Milliners Wharf and is one stop away from Piccadilly on the Ashton-under-Lyne line, which provides links to the Etihad Campus, Velopark and Holt Town. The stop is designated as being within the City Centre Fare Zone to significantly reduce costs for commuters travelling from the stop into the City.
3.59 Ancoats and New Islington’s location on the network is a significant advantage in terms of opening up new business and development opportunities, while at the same time providing excellent connectivity linking residents with key employment and leisure opportunities throughout the conurbation, that include Media City, Manchester Airport and Heaton Park.

3.60 Network Rail is planning a £530million investment in the rail network in the North of England which is collectively known as the Northern Hub development. The improvements are forecast to provide £4 billion of benefit to the wider Northern economy and in practical terms reduce journey times from Leeds from Manchester by 10 minutes and allow for six trains per hour between the two cities rather than four. It will also allow for faster trains to Sheffield, Newcastle and the East Midlands from Manchester.

3.61 Within Manchester itself two major projects are planned. Ordsall Chord aims to introduce a new railway linking all three Manchester train stations. This will allow for efficiency savings to be made on the line contributing to an additional two fast trains from Manchester to Liverpool per hour. National Rail suggests that peak passenger numbers in the North are due to rise by 13% by 2019 so the delivery of infrastructure improvements is vital. Furthermore, it is proposed to improve the railway tracks at Manchester Piccadilly Station through increasing the space available for tracks. This is likely to increase capacity from ten to fourteen trains per hour each way, allow for more freight trains to use the lines and allow for a consistent 30mph speed limit throughout the city centre reducing waiting time outside stations.

3.62 The Ancoats and New Islington area will benefit from these developments due to its proximity to Piccadilly and Victoria, with many parts of these areas being within walking distance of these major rail connections. This will allow residents and business users in the area to more easily access major cities such as Leeds and Liverpool reducing commute times and increasing productivity.

The Etihad Campus

3.63 In September 2008, Manchester City Football Club was bought out by the Abu Dhabi United Group and since then has been transformed into a powerhouse in British and European Football’s elite. In addition, their plans off the pitch to develop the Etihad Stadium and the surrounding land illustrate their status as one of the major stakeholders in East Manchester.

3.64 The East Manchester Strategic Regeneration Framework published in 2008 set out a vision for the area with plans to expand Eastland’s role as a national and international destination. Plans were made to strengthen the area’s focus on sports and recreation whilst also strengthening accompanying leisure, entertainment, education and employment potential.
as well as developing stronger transport links with the rest of the City. In March 2010, Manchester City Council, New East Manchester Ltd and Manchester City Football Club signed a Memorandum of Understanding (MoU) committing each partner to work together to create a transformational plan for the area around the City of Manchester Stadium.

3.65 Following the signing of the MoU, the Eastlands Strategic Regeneration Framework (SRF) was published in 2011. This provides a transformational plan for the area around the Etihad Stadium – building what has already been achieved in East Manchester over the last 15 years and enabling local people and businesses to benefit from future investment in the area.

3.66 Progress has been made towards achieving the goals within the SRF with the opening of several Metrolink stops servicing the area (Etihad Campus and Velopark). More significantly, Manchester City Football Club are completing construction of a major new, world class first team and academy training facility which includes 16 pitches, a media centre, health and fitness suite and a 7,000 youth team stadium on land to the south east of the Etihad Stadium.

3.67 The Beswick Community Hub is also currently under construction and will deliver a new sixth form college and leisure centre. More recently, Manchester City Football Club has secured Planning Permission to expand the Etihad Stadium from its current capacity of 47,670 to 62,170. Once fully expanded, the Stadium will be the second largest in the English Premiership.

3.68 It is important to ensure the continued regeneration of neighbourhoods surrounding the Etihad Stadium, and that the next stage of investment drives economic success for the wider East Manchester area in order to create a truly sustainable community.

The Northern Quarter

3.70 The Northern Quarter is located to the south of Ancoats and represents one of the most successful mixed communities in Manchester City Centre with a strong residential sector complemented by retail and commercial offerings accommodating a mix of occupiers; with a particular clustering of creative industries. Manchester City Council set out a vision for the Northern Quarter in 2003 with the overall objective of retaining and developing the Northern Quarter’s distinctive image and blending its current mix of occupiers with complimentary new uses, increasing footfall through the Quarter and promoting it as a key part of Manchester City Centre. A key element was to encourage a real sense of place in the Quarter which adds to the distinctiveness whilst creating a safer environment for people to live and work in.

3.71 The City Council’s objective has largely been met with the Northern Quarter demonstrating the characteristics of a distinctive quarter with a reputation for its cultural industries, city living and as a place for entertainment. The success of the quarter led to the Northern Quarter being named Britain’s ‘Best Neighbourhood’ in 2010 by the Academy of Urbanism citing the ‘long-term programme of development and regeneration which has led to the Northern Quarter becoming a vibrant contemporary extension to Manchester City Centre, while retaining its own unique character and charm’.

3.72 Ancoats and New Islington benefit from its proximity to the Northern Quarter which allows for easy access for residents looking to experience change the area to become a true national and international location for sport. The development will lead to a vastly improved image for East Manchester and will lead to further investment in the area with plans for retail and hotel development already suggested. The facilities on the Etihad Campus will be a key attraction for developments in Ancoats and New Islington.
the attractions available within the Quarter. However, the Northern Quarter also acts as an exemplar of what an area like Ancoats and New Islington could aspire to become in the coming years through well planned and detailed regeneration.

### Northern Gateway and NOMA

#### 3.73 The Northern Gateway area is one of the most historically significant areas of Manchester. As the medieval heart of the city, it contains impressive archaeological and architectural heritage assets, including five listed buildings. The redevelopment of the area represented a major opportunity to extend the boundaries of the city centre, and to better integrate residential areas outside the ring road around the northern fringe of the city centre.

#### 3.74 Significant progress has been made in transforming the area in recent years particularly following the adoption of the Northern Gateway Strategic Regeneration Framework, including:

- **Victoria Station:** A £26m project due to complete in 2015 which allows for future expansion of the station and upgraded Metrolink facilities.
- **Second City Crossing:** An essential infrastructure project providing increased capacity for trams moving through the city centre, with a total investment of £165m.
- **Fishdock:** A redevelopment project for 2.5 acres of surplus land immediately adjacent to Manchester Victoria Station providing approximately 500,000 sq ft of commercial office space together with new public realm and active uses such as restaurants, coffee shops and bars at ground floor level.
- **National Football Museum:** Formerly Urbis, this £31m development reopened in 2012 and is forecast to generate 400,000 visitors per year.
- **Chetham’s School of Music:** A major redevelopment and extension to the school has recently completed delivering a 400 seat concert hall, teaching rooms and a recital hall. In addition, the future planned conversion of Chetham’s listed estate will create a unique new visitor attraction.
- **Medieval Quarter:** A masterplan is being brought forward which celebrates the pre-industrial heritage of the city, rejuvenating this urban quarter, and providing an improved setting for the unique cultural and heritage assets in the area. Manchester Cathedral is the focus of a redevelopment project designed to enhance its important role within the city centre.

#### 3.75 Perhaps the most significant development, located at the core of the Northern Gateway is the NOMA development – a 20 acre mixed-use development, which will include homes, offices, shops, leisure, cultural and tourist facilities, all linked by a series of public spaces. Led by The Co-operative Group who entered into a development agreement with
Manchester City Council, NOMA will offer a different, but complementary proposition to the existing provision in the city. The development of the Co-operative Estate will be guided by the three core objectives set out in The Co-operative Complex Regeneration Framework 2010 update document: place making and job creation, supporting businesses and supporting local communities.

3.76 The recently completed first phase of the scheme is centred around the Co-op Head Office, 1 Angel Square, a 350,000 sq ft, award-winning building which houses 4,000 staff funded through a £130m investment by The Co-operative Group. The Co-operative relocated to the building from its historic properties on the site, in February 2013. The building has been built to an innovative design and to Building Research Establishment Environmental Assessment Method (BREEAM) Outstanding rating.

3.77 Work on 1 Angel Square has provided a £17m boost to the regional economy. More than 50% of the workforce used in its construction was based within Greater Manchester and it provided over 30 apprenticeships.

3.78 Alterations to the Inner Ring Road have also been completed, reducing Miller Street to two lanes and introducing a one-way system which significantly improves traffic flow and connects the site with the rest of the city centre.

3.79 European Regional Development Fun (ERDF) grant of nearly £7m has been secured towards the public realm across the site including two new public squares and streetscape improvements. Phase 1, Angel Square, has been completed.

3.80 Planning Permission has been granted for the development of a new hotel, incorporating City Buildings on Corporation Street. The four star boutique Indigo branded hotel will be operated by Sanguine Hotels. Permission has also been granted for the refurbishment of the Hanover and E Block Buildings to provide high quality office space with complementary ground floor uses, on Corporation Street and Federation Street respectively. Development of these schemes is expected to commence in 2014.

3.81 Around 100,000 sq ft of floorspace is let to small businesses and artists on the Co-operative estate under flexible contracts, to create activity and interest in the area. Castlefield Gallery has taken space in Federation building which provides workshop and exhibition space for new and emerging artists.

3.82 A wider estate management and events strategy is being implemented to create further activity and income across the estate. This includes works to the existing advertising hoardings and car parking provision, as well as installing 3G football pitches and a programme for pop-up retail units, all due to be delivered in 2014 as interim uses for the sites.

3.83 The refurbishment of the existing Co-op estate will be taken forward now that staff have vacated. Concept design work has been completed on Old Bank Building, Redfern, Holyoake, Federation and Dantzic Buildings to accommodate mixed uses. New Century House, the former registered head office of The Co-operative, has now been vacated by the business and has benefited from the first phase of a programmed refurbishment.

3.84 On completion, NOMA will be a major mixed-use neighbourhood, including:

- A total of 4 million sq ft of new and refurbished space
- Around 15,000 jobs in the city
- 1.1m sq ft of new Grade A office space, in addition to the Co-op's Head Office building
- 1m sq ft of residential floorspace
- 400,000 sq ft of leisure and retail units, including a hotel.

3.85 Ancoats and New Islington are ideally positioned to benefit from the NOMA development. The New Islington Metrolink stop accesses the nearest stops at Shudehill and Victoria and Ancoats is within one mile of the development site. Whilst the development includes an element of residential provide there will be a requirement for further residential provision for workers who chose to live elsewhere in the city centre; considering that NOMA is one of the few major office developments in the Northern half of the city it is likely
that Ancoats and New Islington will be popular locations for workers on this site.

Holt Town

3.86 Situated between New Islington and Etihad Campus regeneration in Holt Town represents an opportunity to join the City Centre with the development in Eastlands. The vision for the area involves bringing new residential development to the area combined with small scale retail and café provision. The housing provision will predominantly be low-density, family orientated housing with some provision along the Ashton Canal creating an attractive environment.

3.87 The Holt Town Regeneration Framework was adopted in 2013 and sets out the regeneration strategy for the local area. There are plans to develop a mixed use area along the Ashton Canal, taking advantage of the potential for canal side development and utilising heritage mill buildings, and along Pollard Street on the western boundary of the Holt Town area. Residential land uses will dominate the area with large provision in East Bank and Lower Medlock Valley and employment opportunities are planned north of the Ashton New Road to complement the developments at Etihad Campus nearby. Finally, there is proposed provision for a large amount greenspace through Holt Town mainly concentrated on and around the River Medlock.

3.88 The Holt Town Regeneration Framework refers to the City Council’s phased disposal strategy for their land holdings in the Great Ancoats Street corridor in order to bring the residential opportunity to market as efficiently as possible. This strategy provides an important phasing context for the development of residential opportunities further east in Holt Town. The Framework notes that the first priority for residential development in the eastern sector of the city is seen as being in the Ancoats and New Islington section of the Great Ancoats corridor, moving generally east from there into Holt Town. Such an approach would take place on a phased basis over a five to ten year period.

3.89 The Ancoats and New Islington area represents the eastern boundary of the city centre and is adjacent to the Holt Town area. The development of Holt Town will create a better environment for the New Islington area in particular as developing Holt Town will provide a consistent urban grain between the Etihad and New Islington, creating a more attractive urban environment.

Miles Platting

3.90 In January 2006, Manchester City Council entered into a 30 year Private Finance Initiative (PFI) contract with the Renaissance Consortium for the management and maintenance of Council-owned homes in the Miles Platting area. The overall programme will involve the redevelopment of significant parts of Miles Platting with the aim of remodelling the 107 hectare (264 acre) estate, improve the 1,500 Council properties in Miles Platting and build over 1,000 new homes for sale and rent in the area.

3.91 Refurbishment work on the existing Council house stock was completed in 2010 and included the provision of new kitchens and bathrooms, double glazing, electrical rewiring, the installation of new central heating systems and improved boundary treatments. In addition seven high rise tower blocks were refurbished internally and externally with a new extra care block extension included. Additionally, new development in the form of a fifty-three unit mixed tenure development branded "Gener8" off Sandal Street was completed in April 2012 with provision made for social and market housing. The remaining 1,000 plus units and public realm will be built out by Lovell Homes over a twelve year period under the umbrella PFI contract.

3.92 Miles Platting is located immediately adjacent to Ancoats and New Islington and it is important that a seamless connection is achieved through masterplanning and construction works between the two neighbourhoods. This would assist in stitching together the City Centre, Ancoats and New Islington, and Miles Platting outwards towards the Etihad Campus and the remainder of the East Manchester Regeneration area.

Irk Valley
3.93 The Irk Valley Local Plan was published by Manchester City Council in 2010 as a comprehensive strategy has been set out to realise the value of the River Irk which, along with the Mersey and the Medlock, is one of the three major rivers which flows through Manchester.

3.94 The Plan provides a comprehensive strategic review of open spaces and other significant land uses within the River Irk area and aims to guide investment and management of open spaces over the next ten years. The overall objective is to realise the value of the Irk River Valley as a high quality open space network within North Manchester through facilitating green links between various open spaces in North Manchester. However, it is also envisaged that major changes in the physical environment along the river will occur with opportunities arising for both Residential and Employment development. A key objective set out in the Lower Irk Valley and Collyhurst Planning Framework (2012) is to increase the local population by 10,000 residents over the next ten years with recent reviews of land availability demonstrating that there is capacity for around 2,400 homes in the local area. The Lower Irk Valley includes provision of a Strategic Housing site with much of the other development opportunities located off the Rochdale Road which runs through the area. Furthermore, the northern section of Collyhurst benefits from the opening of the new Queens Road Metrolink stop on the Bury line.

3.95 There are key biodiversity benefits to be gained in the Irk Valley with an integrated regional park system featuring a series of accessible, well connected, high quality open spaces containing a range of natural and structured recreational experiences improving the quality of life for all residents in North Manchester. The area will be an attractive place offering a diversity of housing choice for working households with easy access to public and private services, leisure and cultural facilities.

3.96 The Study Area is well positioned to capitalise from the Irk Valley regeneration. In particular the site falls within one mile of the Lower Irk Valley. The overall vision for this area is that it should be a gateway into the park system linking the city centre to the River Valley. The strategy involves linking up existing Green Spaces in the area and adding in cycle paths and walking routes to complement existing provision.
Site Analysis – The Framework Study Area

The Framework Study Area

4.1 The primary focus of this document is Ancoats and New Islington, which represent the two neighbourhoods of the wider East Manchester Strategic Regeneration Framework Area which interface and have closest proximity to the city centre.

4.2 Ancoats lies immediately to the north of New Islington and can be defined as an area bound by Oldham Road to the north, Butler Street to the north east, Great Ancoats Street to the west, Rochdale Canal to the South and Rodney Street to the east.

4.3 New Islington covers a area between the Rochdale and Ashton Canals with Great Ancoats Street to the west extending over to Pollard Street to the east and Beswick Street to the north.

History

4.4 The Study Area was covered by agricultural land until the mid-18th Century.

4.5 Proposals for a canal through the south of the New Islington area, which were supported by detailed survey work undertaken in 1765, were so persuasive that industrialists started building cotton mills from 1790, six years before the construction of what was to become the Ashton Canal was completed.

4.6 Historic mapping from 1774 illustrates that the street pattern was laid out primarily on a residential grid of parallel streets serviced by intermediate alleys. Development at this time can be seen to be focused around the north-west end of the Ancoats area, between the junctions of the principal roads of Great Ancoats Street and Oldham Street (then called Newton Lane).

4.7 It was not until the construction of the Rochdale Canal in 1804 that the development of larger mills, and ancillary service businesses grew to accommodate the working population and the area to the south became more heavily developed. The pattern for Ancoats and New Islington was thus established as mixed use, with residential and services interspersed within an industrial environment.

4.8 Ancoats developed in groups around principle roads and that the core of the area under consideration developed as a distinctive, tightly grained, mixed-use district. The street pattern appears to have been systematically laid out not developed in a more random form, reflecting the way that sites were acquired and exploited by individual developers. The blocks continue to express the rigid street pattern as it was laid down.

4.9 In contrast to Ancoats the New Islington area developed as a more organic collection of terraced workers’ housing, warehouses, workshops and relatively modestly scaled mills. Today the area has been extensively cleared and contains very little by way of reference points to its historical development.

Statutory Designations

4.10 By virtue of the fact that it has been extensively cleared, New Islington falls outside of the Conservation Area boundary which affects Ancoats and contains no Listed Buildings with the exception of the Grade II Listed Dispensary.

4.11 Ancoats was designated as a Conservation Area in 1989 and contains one of the largest concentrations of Grade II and Grade II* Listed Buildings in
the City of Manchester. The Conservation Area was designated as a heritage asset in 1989 and covers approximately a quarter of the historic area which is widely acknowledged as a cradle of the Industrial Revolution and often referred to as, “the world’s first industrial suburb”. At the height of its success, this was an innovative area driving Manchester's premier position as a manufacturing and trading City with as many as 13,000 people living and working there.

4.12 The Murray’s Mill block is an internationally significant heritage asset comprised of several adjoining structures surrounding a historic Rochdale Canal basin. The block was constructed over numerous phases between 1798 and 1891. The oldest surviving part of the Mill complex was built in phases between 1798 and 1806 and represents the last mill to survive from Manchester’s boom in factory building in the 1790s.

4.13 The complex then went through a series of modifications up until the 1950’s and a portion of the site facing onto Bengal Street (Block E) was demolished following a fire in 1996. This structure was originally a 4-storey warehouse connected to the Decker Mill.

4.14 The Murray’s Mill site is located at a critical point within Ancoats Urban Village, adjacent to the Rochdale Canal and the pedestrian bridge connecting Ancoats with New Islington to the east. The existing mills are a recognized landmark within Ancoats and have been identified as a strategic opportunity with the ability to contain a broad mix of uses including residential, commercial, retail, cultural and/or hotel space.

Planning & Development Context – Progress Made to Date

4.15 Significant progress has been made to date within the framework areas with schemes having been delivered or securing Planning Permission and related consents. The key projects are identified in the remainder of this section; however, a key message of this document is that there is a need to re-start the regeneration process in order to ensure that neighbourhoods in East Manchester such as Ancoats and New Islington do not slip backwards, and to ensure that the critical mass of development can be achieved to sustain those areas and fuel the necessary social infrastructure, services and facilities that will form part of the creation of neighbourhoods of choice.

Central Retail Park

4.16 Henderson Global Investors received full Planning Permission in 2013 for a foodstore-led regeneration scheme at Central Retail Park on Great Ancoats Street, an established retail park on the edge of the city centre. The application will see the demolition of the retail units on the eastern part of the site to make way for a new 4,645 sq m foodstore, cinema and smaller retail units with undercroft car parking.

4.17 The scheme will also refurbish and upgrade four retained retail units and involves the creation of a new pedestrian link between these units and the new foodstore. This project is due to commence on site in 2014.

The Restoration of St Peter’s Church

4.18 St Peter’s Church was built in the 19th Century but had been closed since 1960 before benefitting from a £1.6 million restoration grant in 2011.

4.19 The Church now acts as rehearsal space for the Halle Concert Society Orchestra and Choir as well as a more general space for conferencing and events. Furthermore, it is home to the Halle Concert Society’s Youth Orchestra and Choirs as well as the Training Choir.

4.20 The development has the potential to benefit all users in the local area as it will contribute to attracting people to the local area, especially in the evening, and will contribute to developing the character of Ancoats as a diverse place to live and work.
4.24 The Ice Plant development was once the centre point for Manchester’s Italian ice cream industry which had its heart in Ancoats. A £12 million transformation was undertaken and completed in 2012.

4.25 The Ice Plant overlooks Cutting Room Square and provides 82 apartments and ground floor retail/commercial units totalling 6,500 sq. ft. Its location in the centre of Ancoats overlooking a public square creates a strong marketing angle and adds to the vibrancy of Cutting Room Square.

87-91 Great Ancoats Street

4.26 This is a major office based development spread over three buildings forming a central courtyard. One of main buildings fronts onto Great Ancoats Street providing retail units on the ground floor and contributing to an active streetscape along one of Ancoats’ most used roads.

4.27 The high quality office accommodation demonstrates that Ancoats can be viewed as location for prime office space that benefits from good transport

Royal Mills

4.21 Phase One of the regeneration involved a £65 million restoration of the Old and New Sedgwick Buildings which provided a mixed use scheme including residential apartments and commercial units along with a striking glass atrium at the centre of the development.

4.22 Phase Two of the scheme includes developing three buildings: Royal Mill, Paragon Mill and Kennedy Building catering for around 18,000 sq. ft of office and retail accommodation partnered with 128 new apartments spread over the three buildings. Royal Mill has been completed and Paragon Mill has now been launched.

4.23 The transformation of the Royal Mills buildings in Ancoats will create a truly mixed use area which will help project an image of a vibrant and active community that Ancoats should aspire to.

The Ice Plant
Figure 4.2: Planning & Development Context
links and proximity to the City Centre. Further development on the site led to the creation of a new facility for a youth advisory service.

**Bengal Mills**

4.29 Bengal Mills is a modern scheme which had previously stalled during the recession but work recommenced in 2011 and was completed in 2012. The development comprises of 135 one, two and three bedroom apartments and a 1,580 sq. m ground floor retail unit.

4.30 The development demonstrates the recovering property market and the potential for growth within the Ancoats area and the potential to blend modern and traditional uses within the area. The site is situated nearby to the central Cutting Room Square and St Peters Church.

**Chips**

4.31 Completed in 2009 the iconic Chips building in New Islington creates a strong image for the area. The Will Alsop designed multi-coloured building is home to 142 apartments which are located close to the New Islington Metrolink stop.

4.32 The development also includes approximately 12,000 sq. ft of studio / office floorspace, catering particularly for new start-ups and for companies working within the creative industries, further contributing to the overall image of Ancoats and New Islington as a creative, vibrant area.

**Milliners Wharf**

4.33 Milliners Wharf is situated across the Ashton Canal opposite the Chips building and accommodates 261 apartments with a variety of floorplans with the intention of catering for a wide range of different people from families to young professionals.

4.34 The development’s position on the Ashton Canal provides a water-side living experience for residents as well as being within walking distance of the New Islington Metrolink. A second phase of the scheme has been approved recently highlighting the popularity of the location and site.

**Islington Wharf**

4.35 The Islington Wharf development consists of two buildings containing close to 200 apartments with phase two of the development underway.

4.36 Similarly to the concept behind Chips there is a wide a range of accommodation options from one bedroom flats to larger bedroom family style units. The development benefits from its location along Great Ancoats Street and is within walking distance of the New Islington Metrolink.

**The Guts**

4.37 The Guts is a low rise, low density residential development in New Islington which consists of eighteen homes. Each building displays its own individuality through displaying differing colours of brickwork on the first floor.

4.38 This development came forward with the support of the HCA and demonstrates how the partnership between local government institutions and developers can have a positive outcome in New Islington.

**Public Open Space**

4.39 The Ancoats and New Islington neighbourhoods have been planned around high quality public spaces and public realm enhancements. This includes significant levels of investment, which has already been committed in terms of designing and delivering major public spaces at Cutting Room Square in Ancoats and Cotton Fields Park in New Islington. Both public spaces have been delivered with early phases of the regeneration plans for the area.

4.40 Both public spaces, described below, complement a wider network of spaces in the area including Angel Meadows, Piccadilly Gardens, and, slightly further afield, the City’s major parks such as Philips Park which is within easy access of the area.
In addition, within this framework document, the potential to improve the existing open space at Wadeford Close has been identified.

Cutting Room Square

Cutting Room Square is a new public square in the heart of Ancoats located immediately west of St Peter’s Church. A key feature of the Square is that it is at a sunken level compared to its surroundings and is paved with mosaic sets to provide a more historic feel.

However, additionally the square has been designed to meld traditional and technological elements creating a unique public realm that includes Sensor Pads and LED lights. There are several public art installations included – the five sentinels – featuring artwork that has designed by local artists.

Phase 2 of the Cutting Room Square public realm looks to complement the existing provision and provide new pedestrian space. This enhances the development potential of the surrounding properties, and Ancoats in general, delivering a high quality surfacing and finish creating space for tables and chairs to be set up on the square.

Cotton Fields Park

Cotton Fields Park is a new green space and eco-park at the heart of New Islington.

The park consists of a new body of water, a 3 metre-wide boardwalk that forms the main pedestrian route, an urban beach and several distinctive islands.

Extensive planting includes an orchard island, a protective grove of Scots pines around the beach, and wildflowers and reed beds, all helping to attract wildlife.

A variety of follies, meeting shelters, bird boxes and floating wildlife islands, as well as lighting, provide a sequence of focal points that are associated with views and routes across the site.

Planning History – Committed Developments

A number of projects benefit from extant planning permission within the Ancoats and New Islington Area:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Address</th>
<th>Description</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Land bounded by Rochdale Canal, Ashton Canal, Weybridge Road and Woodward Road</td>
<td>Outline Application: Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sq. m of office space, new waterway and lagoon, primary school and health centre</td>
<td>Original outline planning consent for the New Islington area. Was updated by Planning Permission 074602 in April 2005 to permit a variance to a Condition to allow for Phased Development.</td>
</tr>
<tr>
<td>2</td>
<td>Islington Wharf Mews, Land between Vesta Street and the Islington Branch Canal, Ancoats</td>
<td>Includes 46 residential units (17 no. 2 and 3 bedroom town houses along the canalside plus 1 and 2 bedroom apartments and duplexes (29 units)) and an office unit with landscaping and other infrastructure.</td>
<td>Recently approved planning permission with work to begin in earnest mid-2014.</td>
</tr>
<tr>
<td>3</td>
<td>Land bounded by Great Ancoats Street, Old Mill Street and Vesta Street, Ancoats</td>
<td>Three buildings providing a maximum of 341 residential units and retail units with a maximum of 230 car parking spaces</td>
<td>Planning Permission still extant (approved in 2011) however no clear start on site.</td>
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<tr>
<td>Ref</td>
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<td>4</td>
<td>The Point (Phase 2), St Vincent Street, New Islington</td>
<td>Development includes the erection of 81 apartments and associated landscaping, parking and highway works.</td>
<td>Benefits from a recent Planning Permission and work on the second phase will begin in mid to late 2014.</td>
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<tr>
<td>5</td>
<td>The Point (Phase 1), New Islington Plot M, junction of New Union Street and Vincent Street, New Islington</td>
<td>Scheme consisting of 7 houses and 2 apartment blocks to form 33 units to a maximum of 5 storeys with associated car parking and landscaping.</td>
<td>The development of Phase 1 is due to reach completion within 2014.</td>
</tr>
<tr>
<td>6</td>
<td>Site Bounded By Great Ancoats Street / Blossom Street / Jersey Street And Henry Street, Ancoats</td>
<td>Two residential towers (one 13 storey, one six storey) including 166 residential apartments and retail space on ground floor</td>
<td>With part of the development already complete the remainder of the development is expected to begin in 2014.</td>
</tr>
<tr>
<td>7</td>
<td>Central Retail Park, Great Ancoats Street, Ancoats</td>
<td>Refurbishment of 4 units at the Redhill Street/Great Ancoats Street junction of the site, demolition of remaining units and erection of a new 4,645 sq m retail foodstore with attached cinema and seven new retail units comprising shops and restaurants. Additionally, retained units will be re-clad and will have mezzanines inserted. Development also includes reconfiguration of existing vehicular access points, creation of new servicing area and associated landscaping and public realm works</td>
<td>Work to improve the retail park to begin in 2014.</td>
</tr>
<tr>
<td>8</td>
<td>Jactin House, Corner Of Hood Street and Murray Street, Ancoats</td>
<td>Erection of 5 floor office extension and associated external alterations and refurbishment of existing vacant office building</td>
<td>Initial work to commence in 2014 to create office space tailored for start-ups</td>
</tr>
<tr>
<td>9</td>
<td>Land at junction of Pollard Street and Great Ancoats Street, Ancoats</td>
<td>Two buildings (one 7 storeys, one five storeys) with hotel usage and office accommodation respectively. Outline plans for a mixed use plan for a further building with office and retail uses.</td>
<td>Stalled for a number of years there were signs of possible activity in late 2012 but no substantial development of late.</td>
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<tr>
<td>Ref</td>
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<td>10</td>
<td>Alto, (formerly Nuovo and Sarah Point), land bounded by Jersey Street, Blossom Street and Great Ancoats Street, Ancoats</td>
<td>Residential development consisting of 166 apartments</td>
<td>After a long period stalled the project is back on track and making progress towards completion in 2014</td>
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<tr>
<td>11</td>
<td>Murrays Mills, land bounded by Murray Street, Redhill Street and Jersey Street, Ancoats</td>
<td>Previous works involved improving the shell of Murrays' Mill in anticipation of further developments however project stalled during recession no further works have been done.</td>
<td>Listed Building Consent for internal works has been achieved for improvement works to internal staircase</td>
</tr>
<tr>
<td>12</td>
<td>Royal Mill Phase 2, Corner of Redhill Street / Murray Street, Ancoats</td>
<td>Intention to refurbish next phases of development</td>
<td>Work is underway on site to refurbish the units in Paragon Mill</td>
</tr>
<tr>
<td>13</td>
<td>Milliners Wharf Phase 2, land at Pollard Street and Carruthers Street, New Islington</td>
<td>Two new buildings (one eight, one nine storeys) consisting of 144 apartments with landscaping and a retail unit.</td>
<td>Planning Permission in place recently. Work planned to commence in 2014.</td>
</tr>
</tbody>
</table>

**Ancoats – History and Area Analysis**

4.50 Ancoats has been described as a complete industrial suburb which has a unique place in the history of both global industrialisation and urbanisation.

4.51 Its multi-storied seam-driven cotton mills, were hailed as a marvel of the late Georgian era had the area became a magnet for immigrant workers.

4.52 Canals were the arteries of Ancoats. They were the essential prerequisite to the area’s industrial development. Without the canals, construction of huge steam-powered, closely packed mills, which became the defining characteristics of Ancoats would not have been possible.

4.53 With a developing market, conditions were ripe for an expansion of Manchester’s burgeoning textile industry into Ancoats. Whilst it started at a steady pace this expansion accelerated in the first decades of the 19th Century.

4.54 Ancoats’ population and its industrial influence peaked at the middle of the 19th Century.

4.55 The rapid growth in the industrial sector was coupled with a rapid growth in population. The population in:

- 1801 = 11,000
- 1831 = 31,000
- 1861 = 56,000.

4.56 The majority of the population was immigrant workers who relocated to Manchester on the promise of higher wages and better living conditions.

4.57 Whilst there was a high density of textile mills there was still available land for large quantities of housing. The Loom Street area was an example of the typical housing found at this time with back-to-back and side-to-side.

4.58 This type of housing became synonymous with urban squalor and terrible living conditions.
4.59 Although its mills continued to expand into the 20th Century, this was against a background of decline characterised by depopulation and slum clearance.

4.60 The first two decades of the 20th century the population stood at around 30,000. It was formed of tight knit communities and the standard of living had increased dramatically.

4.61 WWI marked the start of decline for Ancoats with many young men going to war and the woman finding better paid jobs as a result of the war effort such as ammunition factories.

4.62 Despite this, the Mills managed to just about survive the dip during the war.

4.63 However, by the end of WWI few houses met the living standards that were now required by Government. This coupled with the 1933 Housing Act, which saw the government only subside new housing for those made homeless my slum clearance. Sparked the decline in the Ancoats' Housing market.

4.64 In 1937, compulsory purchase orders started to be issued starting with Pollard Street, this started the extensive slum clearance.

4.65 As a result of better houses being created, off the back of the slum clearance, it meant that the rent would increase, jobs couldn’t be found a short distance away and communities were broken up.

4.66 WWII though breathed a bit of life back into Ancoats with many of the mills being converted for pro war purposes. It was also not that heavily bombed compared to other parts of Manchester and England.

4.67 This brief Post War boom came to an end in 1950’s when competition from overseas (Asia) started to increase. By 1960 all the mills and smaller businesses had been swallowed up in mergers and the cotton spinning in Ancoats had ceased.

4.68 In terms of area analysis, Ancoats is characterised by its strong rectilinear grid network of streets and collection of brick buildings, built to the street line. The grid-iron street pattern was drawn up and largely constructed in the 18th Century from agricultural land on the outer reaches of Manchester. This pattern survives largely intact.

4.69 Despite the impressive overall scale of the mills, building types are not uniform. Heights vary between 2-8 storeys with taller structures located in the south and west of the district, along the Rochdale Canal and Great Ancoats Street respectively. Numerous buildings of distinctive attractive architectural interest contribute to the character of the area. The surviving early/mid-Nineteenth Century buildings retain a broad architectural cohesion by virtue of their predominantly traditional construction techniques executed in Manchester’s local red coloured brick.

4.70 For the purpose of this document, three distinctive zones of opportunity have been identified in relation to Ancoats:

A) Great Ancoats Street and Oldham Road Frontage

B) The Ancoats Core

C) The Poland Street Zone
A) Great Ancoats Street and Oldham Road Frontage

4.71 This is the area fronting both Oldham Road and Great Ancoats Street. It is the strategic interface between Ancoats and the City Centre and located along two important city-scaled corridors.

4.72 The area is comprised of a range of building types, scales and styles reflecting numerous eras of development. Land uses are also mixed and range from residential development with street related retail to office commercial and remnant industrial-employment uses. While the Great Ancoats Street frontage was traditionally the more commercial of the two streets, it is diversifying. New residential development has been constructed along the western side of the street and work is currently underway on a previously stalled Sarah Point Nuovo residential redevelopment scheme between Blossom and Jersey Streets which will add 166 new units to the area.

4.73 Great Ancoats Street (where East Manchester meets the City Centre) is identified as an ‘Arc of Employment’ within the East Manchester SRF. and as such is appropriate for employment or service related development with retail uses at street level. There are several sites remaining along the
Ancoats frontage with the potential for new development. Development of these sites should be of a high quality and contemporary in design.

4.74 The Oldham Road corridor is one of four radial routes extending out from the city centre through East Manchester and acts as an important entryway to the city.

4.75 Both Great Ancoats Street and Oldham Road would benefit from actions to increase connectivity to link Ancoats back to the Northern Quarter and other adjoining districts such as NOMA. This would encourage investment and support their regeneration and improvement.

4.76 Key actions and priorities:

- Encourage the redevelopment of vacant and underutilised sites with new residential, commercial and service uses that can contribute to the vitality of Great Ancoats Street and Oldham Road
- Encourage active street level uses that can help to animate the street
- Encourage development that is contemporary in design and massed to respond to the area’s historic environment and context, reflecting the prominence of the key road frontages and the need to enhance the pedestrian environment along them.
- Environmental improvements and enhanced connectivity to adjoining districts and back to the city centre in relation to both Great Ancoats Street and Oldham Road.
- Encourage optimum viable uses for heritage assets, imaginative proposals for preservation and enhancement of the historic character of the Conservation area.

B) The Ancoats Core

4.77 This represents the historic core of Ancoats and is comprised of a mix of building types structured around a grid network of streets.

4.78 While there is significant variation in the scale and style of buildings within the district, the use of traditional Manchester brick construction, adherence to the street grid and consistent construction to the plot line creates a distinct identity for the district. The area is dominated by the Royal and Murray’s Mills located along the Rochdale Canal Corridor. To the north of the mills are a mix of 2-4 storey historic brick commercial structures and newer residential buildings between 6 and 8 storeys in height. These are interspersed with vacant plots of land where buildings have been cleared.

4.79 At the centre of the district is the former Saint Peter’s church which has been redeveloped as a rehearsal space for the Hallé. To the west of the church is Cutting Room Square, a new plaza space that is intended to act as a central focal point and gathering space within the community.

4.80 Key objectives for the Ancoats Core have been over time to build on the distinct character of the area through the restoration and re-use of historic buildings and the addition of new buildings on vacant or underutilised parcels. Development of the core is the critical next step in the eastward expansion of the city centre helping to close the gap between Great Ancoats Street and regeneration efforts in Holt Town and Eastlands and to the east.

4.81 Establishing complementary new employment and commercial space alongside new residential development and conversions will be critical to maintaining activity levels throughout the day. The viability of such uses will be dependent on establishing a critical mass of residential development to support them. Key opportunity sites include Murrays’ Mill and the block bound by Hood, Murray, Jersey and Cotton Streets. Development of these sites should be contextually responsive to character of the area in terms of street and block patterns, materiality, and the mixture of building heights that characterise the area.

4.82 Key Actions and Priorities
• Encourage the redevelopment of vacant and underutilized sites with new residential and commercial uses that can contribute to the vitality of the district

• Encourage development that contributes to the distinct character of the district and is designed to create an active street level and contribute to the establishment of a vibrant streetscape.

• Support the establishment of complementary new commercial and retail space alongside new residential development and conversions in order to maintain activity levels throughout the day.

• Where viability would not be compromised, promote the re-use and/or integration of existing structures where that would add value through creating distinctiveness and sense of place.

C) The Poland Street Area

4.83 This is the area at the eastern edge Ancoats bound generally by Radium Street, Oldham Road, Butler Street and the Rochdale Canal

4.84 The Poland Street area is located between the re-urbanizing Ancoats Core and Miles Platting which is subject to undergoing significant regeneration through a PFI. An opportunity exists to build on these two dynamics and utilize the Poland Street area to tie the two neighbourhoods together creating a transition from the higher-density city-fringe to the more suburban character of Miles Platting.

4.85 In recent years there have been several new developments located to the west of Poland Street. These include a new mixed residential development with street related retail adjacent to the canal at Radium and Jersey Street and a new five storey residential development off of Poland Street between Silk Street and Portugal Street.

4.86 In contrast to the western portions of the Ancoats neighbourhood, much of the rectilinear street grid network has been lost and replaced by more modern cul-de-sac styled industrial estates. This reduces connectivity between Ancoats and the Miles Platting neighbourhood to the east. Whilst the area was once serviced by two canal arms which helped to support the cotton industry, these have since been filled.

4.87 Across the northern edge of the zone are a series of traditional shops that line Oldham Road. The street-related retail in many of these buildings has been closed, the buildings are in poor condition and there is no consistent building line, style or massing. Along the eastern edge of the area are the remnants of the Miles Platting Housing estate. These areas surround a large underutilized open space with limited street frontage, poor visibility and no relationship to the broader Ancoats neighbourhood to the west.

4.88 Development should support the better integration of Ancoats with Miles Platting. One way this could be achieved is by re-establishing the grid network of streets through the area. The existing open space at Wadeford Close should be improved and reconfigured with new streets along all four edges so that it can be fronted on by new development and serve both the Miles Platting and Ancoats neighbourhoods.

4.89 While the area is primarily employment focused today, an opportunity exists to introduce a broader mix of uses including new residential and convenience services over time. Subject to a further review of the social and community infrastructure requirements of the existing and future local population, the area also has the potential to accommodate social and community facilities. This potentially includes another school site.

4.90 There is an opportunity to generate a step-change in the area’s employment uses with a shift from predominantly industrial and warehousing towards higher-value businesses in the creative and professional industries wishing to take advantage of cheaper rents, close proximity to the city centre and the areas unique setting and live-work-play environment.

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

4.92 Key Actions and Priorities:

- Encourage the redevelopment of vacant and underutilized sites with new residential and commercial uses that can contribute to the vitality of the district and provide a transition in scale between the Ancoats Core and Miles Platting. These uses could also be extended to include social and community facilities where this need has been identified.

- New development should consider the existing grid of streets and historic grid where it has been removed.

- Explore the potential to re-establish or celebrate the network of canals which used to exist in the area.

- Improve the existing open space at Wadeford Close and line it with new streets and development that can help to activate the space.

- Recognise and celebrate the character of the Conservation Area.

New Islington – Area Analysis

4.93 The New Islington area consists of the lands between the Rochdale and Ashton Canals. The lands were the location for a Millennium Village, which was only partially completed, and large areas of vacant land exist in the centre of the area. Major new canal works, a new health centre and other public realm projects have been undertaken that provide a very distinct character to the area. At the centre of the neighbourhood, Cotton Fields Park, a new city-scaled amenity, creates a significant asset for the area that should help to support and shape development over time. A planning application was submitted in January 2014 for a new purpose-built permanent home for the New Islington Free School, located adjacent to the Rochdale Canal and to the rear of Central Retail Park. The school is relocating from its temporary site at Jersey Street in Ancoats.

4.94 The scale and configuration of the cleared, former industrial lands in New Islington allow for the creation of a signature new urban neighbourhood structured around the existing and new canals and open spaces. However, there has yet to be a critical mass of new development to kick-start regeneration and activate the new open space investments. As explained in the market analysis provided in Section 2 of this document, this can be attributed to the economic downturn; however, it is clear that the site is primed for investment and set to capitalise on its strategic assets. As set out at the beginning of this chapter, this will take place during the next economic cycle, and, crucially this will generate the critical mass of activity on the site that will fully activate and make use of those assets.

4.95 The New Islington area benefits from an extant Outline Planning Permission for its redevelopment. Given the time that has passed since that consent was granted and given the corresponding changes in market conditions and the wider Regeneration context; however, there is likely to be an extent to which the development strategy for the area should, and will, be reviewed in order to ensure that an opportunity is not missed in terms of creating a successful, vibrant and sustainable new urban neighbourhood for the City. The purpose of this report is not however to be prescriptive about that design review but to set out the planning, regeneration and commercial context within which that review should take place. It also provides an evaluation of some of the issues that have emerged during the early phases of regeneration within this area.

4.96 Metrolink has the potential to greatly enhance access to the area but connections to it will need to be strengthened.
The New Islington Metrolink stop opened for service in February 2013. The stop provides a direct connection to Piccadilly station, the terminus of the proposed HS2 service to London and Metrolink services throughout Greater Manchester. Despite the improved transport service that Metrolink offers, connectivity between the bulk of New Islington's new development sites and the station are limited. There is currently no direct crossing of the Ashton Canal and no direct pedestrian connection linking the station north to Ancoats.

For the purpose of this document, three distinctive zones of opportunity have been identified in relation to New Islington:

A) Great Ancoats Street Frontage
B) New Islington Neighbourhood
C) Ashton Canal Corridor

A) Great Ancoats Street Frontage

This is the Zone fronting Great Ancoats Street between the Rochdale Canal and Pollard Street.

The area is occupied primarily by the Central Retail Park, a large suburban retail shopping plaza comprised of national chain retailers with surface parking to the front. While the development provides an important retail function for the area, its design has created a significant barrier between the New Islington Neighbourhood and the City Centre. In addition, large setbacks to accommodate surface parking detract from the image of Great Ancoats Street and contribute to the establishment of an environment that is unfriendly for pedestrians.

A new development proposal which improves east/west access through the area has received Planning Permission (further details are provided in the Planning and Development Context Section below). In addition, further opportunities over time should be sought to improve this level of connectivity.

To the south of Mill Street is a recent residential development. It establishes an 8 storey podium along Great Ancoats Street with a taller 16 storey tower to the rear of the site, adjacent to the Ashton Canal. While the development has provided modern retail space adjacent to the street, further development and associated footfall is required to support the activation of those uses.

As with the Ancoats neighbourhood, there is an aspiration to improve the environment and crossing points associated with Great Ancoats Street.
4.104 South of Mill Street, the built form established by the recent redevelopment adjacent to the canal establishes a potential pattern for further redevelopment of remaining lands along the eastern side of Great Ancoats Street.

4.105 Key Actions and Priorities

- Encourage the redevelopment of vacant and under-utilised sites with new residential, commercial and service uses that can contribute to the vitality of Great Ancoats Street
- Encourage development that is massed to provide adequate spatial definition along Great Ancoats Street
- Environmental improvements to Great Ancoats Street, including the potential for tree planting, and improved connectivity between New Islington and the Northern Quarter.
- Encourage new development or the redevelopment of the Central Retail Park that can line the street and improve connectivity between Great Ancoats Street and Cotton Fields Park

B) The New Islington Neighbourhood

4.106 This is the area fronting Cotton Fields Park between the Rochdale Canal and Mill Street, west of Weybridge Road. The area is predominantly cleared with the exception of several blocks of low-rise residential development located towards the southern end of Weybridge Road. The largest existing feature of the neighbourhood is the recently completed Cotton Fields Park located along the western edge to the rear of the Central Retail Park. The park is comprised of a significant new canal space, an ‘urban beach’ and distinctive sitting areas. A new primary care centre is located at the southern end of the park a planning application for a new free primary school has been submitted on a site along the northern edge of the park adjacent to the Rochdale Canal.

4.107 As referenced above, whilst Outline Planning Permission exists for much of the site, changes in market context and evaluation of the development delivered to date suggests that there is a need to revisit the plans for the area in particular to ensure that siting and footprint of new buildings encourage the permeability and enhanced pedestrian connectivity through the area which is considered to be an essential component of its prospects for successful and maximized regeneration.

4.108 The scale and quality of the Cotton Fields Park investment creates an onus for new park-side development to provide generous, public access and support greater levels of activity next to the park. This can be achieved through higher densities as well as street level uses. In this regard, the Outline PlanningPermission for the site is considered to represent an appropriate density to achieve this vision. Individual applications that clearly undermine this overall important element of the strategy for successfully regenerating this area are not likely to be supported by the Local Planning Authority.

4.109 While the lands adjacent to the park are appropriate for taller buildings and higher densities, the area to the east of Weybridge Road is low-rise in scale. New development will therefore need to take into account this transition in scale and consider the usual town planning considerations with regard to the impact of new developments upon the amenity of local residents. There are currently approved plans for a substantial new townhouse and apartment style residential development between New Islington Street and the park.

4.110 Key Actions and Priorities

- Encourage the redevelopment of vacant and underutilised sites with new residential uses
- Support development sufficient in scale to improve levels of activity and create spatial definition next to the park. An important benchmark in this regard is the extant Outline Planning Permission for the site which approved 1400 units across the area. This is considered to be an
appropriate density and to represent a development that is ‘sufficient in scale.’

- Design new buildings to integrate with low-rise neighbourhoods to the east
- Promote permeability and legibility and support the creation of a walkable pedestrian environment.
- Support the creation of a generous, clearly continuous pedestrian promenade along the eastern edge of Cotton Fields Park connecting New Islington station in the south with Ancoats in the north.
- Ensure that appropriate supporting social and community infrastructure is provided for the area, where that need has been clearly identified.
- Complete new canal infrastructure where appropriate.

C) The Ashton Canal Corridor

4.111 This is the area abutting the Ashton Canal between Mill Street and Pollard Street, west of Carruthers. The area contains a mix of new housing, several smaller remnant industrial buildings and the remains of the Dispensary, a Grade II Listed former outpatient treatment centre off of Mill Street. While there are currently no streets through the area, new development is being organized to line the Ashton Canal corridor and the two canal arms stretching north from the canal to Mill Street.

4.112 Along the eastern edge of the area is a corridor containing the new East Manchester Metrolink line and New Islington Station. The line provides an important connection between the New Islington neighbourhood, Piccadilly Station to the west and destinations such as Eastlands and the planned Holt Town neighbourhood in the east. Connections between the station and the New Islington neighbourhood to the north are indirect and in need of improvement.

4.113 Proximity to the New Islington Station combined with previous improvements to the Ashton Canal Corridor help to create a positive setting for new residential development.

4.114 In addressing the area’s canal network, new developments should seek to encourage canal access and north-south connectivity through the area as part of a wider network of pedestrian connections.

4.115 New development should make the most of the investment in transport by supporting the creation of clear pedestrian connections between New Islington Station and areas to the north.

4.116 The introduction of a new canal-side street to the east of Mill Street behind the Dispensary will help to provide an address for new development and improve access to the canal system.

4.117 Proposals for the Dispensary itself will be subject to the requirements of Planning Policy at national and local levels, as they relate to Grade II Listed Buildings.

4.118 Key Actions and Priorities

- Encourage the redevelopment of vacant and under-utilised sites with new residential uses
- Encourage forms of development that support canal access and pedestrian connectivity throughout the area
- Support the creation of a generous, clearly continuous pedestrian promenade connecting New Islington station in the south with Ancoats Urban Village in the north
- Improve pedestrian connections over the canal between New Islington station and the New Islington neighbourhood to the north
- Test proposals for the restoration and re-use of the Dispensary in line with the requirements of national and local planning policy.
The 2014 Framework Principles

Core Development Principles

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

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice.

- Whilst regeneration of the framework area will be residential led, opportunities for a mix of uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.

- Given that the Ancoats and New Islington neighbourhoods will be predominantly residential in character, late night uses including bars (Class A4) and nightclubs (Sui Generis) will generally not be appropriate or supported where there would be a potential conflict with residential amenity.

- The wider mix of uses in the area should be encouraged through flexible leasing strategies – design to encourage start-up businesses and independent operators as well as established operators. For Private Rented Schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.

- New development should exploit the area’s locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area’s key assets – its heritage, canalside settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.

- To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area’s heritage in terms of form and materiality. In moving forward, it will be important to ensure that design responses are based on a thorough understanding of the significance of heritage assets and their settings.

- New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors, which will provide enhanced animation to the street scene.

- Ensure new development helps to contribute to a walkable, pedestrian-friendly environment.

- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.
• Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and area employees and seek opportunities to celebrate the historic features of the district which define its special character.

• New development should promote a form of development to the edges of Great Ancoats Street and Oldham Street which respond to the environmental conditions of these heavily trafficked streets, encourage improved integration with the city centre as well as city centre fringe areas, and, promote a quality of design that is appropriate to what are key points of entry into the Ancoats and New Islington Neighbourhoods as well as the heart of the City.

• Ensure that the area is fully accessible to all and create a safe and secure environment using the principles of “Secured by Design.”

• A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design.

Ancoats – Urban Design Considerations

• New development should respond to and reinforce the existing character and pattern of development within the area.

• In relation to the Poland Street Zone, new development should consider opportunities to reinstate the grid-development structure and the character of the perimeter-block where it has been lost or eroded.

• New development should consider the height and scale of existing patterns of development and take into account context materiality.

• Where feasible, the use and referencing of surviving significant components and features of the historic public realm such as buried canals, bridges and basins should be explored as part of the place making strategy and differentiation of the area. Notwithstanding, important consideration should also be given to how new design can contribute to sense of place.

• The street wall of new developments should maintain the established vertical rhythms within the Conservation Area, and create subtly textured elevations, by the use of deep reveals and clearly defined entries and private spaces.

• Given the strong sense of place of Ancoats, the ability to create successful connections and gateways between Ancoats and adjoining development should be considered.

• New buildings should be designed to support active streets. Opportunities to create retailing and workspace adjacent to Cutting Room Square and along key routes and desire lines, such as Blossom Street and Bengal Street should be fully explored and exploited. These uses should be compatible with the residential character of the area and therefore protect residential amenity. In addition, there is an opportunity for buildings to be designed which are future proofed, through the design of their ground floor such that retail and other commercial uses can be established over time as the area further regenerates and the critical mass of activity and footfall increases.

• Ground related residential uses should be designed to establish appropriate privacy levels in relation to the adjoining areas of public realm.

• Where the ground floor is intended to contain commercial or retail uses at street level it should incorporate active frontages to promote
street life and provide visual interest for pedestrians.

- Facades should contribute to street life through the use of elements such as appropriately proportioned windows and doors.

- Storage for refuse should be enclosed and contained within the perimeter block avoiding any impact on key elevations and the street-frontage.

- Development of the Murrays’ Mill block should preserve views of the historic basin from the edge of the site and explore the practicality of introducing an element of active use adjacent to the basin.

- Re-use of the historic mill buildings should maintain the maximum amount of historic fabric, relevant to their defined significance.

- New services should be planned to minimise their impact and to avoid damage to any significant part of the built fabric or below ground archaeology.

New Islington – Urban Design Considerations

- New buildings should take maximum advantage of the Marina and encourage access between existing residential areas and the waterfront.

- New development should respond positively to the townscape and create an environment where the amenity of adjoining residents and the environment within the site with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example are maximised.

- Architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development.

- The setting of Ancoats, including key views out of the Conservation Area, should be considered as part of new developments within New Islington.

- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.

- There is an opportunity to improve pedestrian connectivity along the eastern edge of Cotton Fields Park that can double as a pedestrian connection to and from Metrolink services.

- Buildings along the eastern edge of the canal basin should be designed to take maximum advantage of the waterside environment and where possible animate those waterside spaces.

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

- New development should preserve the extension of Winder Drive west to the water’s edge.

- Development adjacent to Great Ancoats Street should be sited to enable the extension of Laystall Street east to the water over time.

- Facades should contribute to street life through their design.

- Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.
Support improved connectivity between Great Ancoats Street and Cotton Fields Park via the Central Retail Park site over time.

Encourage development that is contemporary in design and massed to provide adequate spatial definition along Great Ancoats Street where possible.

**Manchester Precedent**

5.2 Ancoats and New Islington share many similarities with Castlefield - a highly distinctive and successfully regenerated area at the edge of Manchester City Centre.

5.3 The Castlefield area like Ancoats is designated as a Conservation Area. It was identified as such in 1979 principally due to its fine collection of warehouses and canal and rail infrastructure which at the time had fallen into decline and dereliction.

5.4 In 1983, Castlefield was conceived as Britain’s first urban heritage park and from the 1988 - especially during the 1990s – the area revitalised itself with many imaginative projects coming forward ‘pump primed’ by Central Manchester Development Corporation funding. Much of the investment was driven by opportunities for Castlefield to establish itself as a vibrant residential community.

5.5 As well as demand for residential accommodation, the area’s successful revitalisation was driven by the ability to establish and maximise its cultural and leisure offer. Significant developments took place including establishing the Museum of Science and Industry in 1982 around the oldest passenger rail station in the world at Liverpool, the creation of a 1500 capacity events arena and the establishment of a vibrant and attractive restaurant and bar offer. The area continues today to support a diverse collection of businesses and hosts a range of activities including a monthly Artisan Market.

5.6 Much of the area’s success and appeal lies in its history and character – with the canals, public realm and Listed Buildings refurbished bringing vitality and a unique character to the area.

5.7 In addition, the area’s character has been further enhanced by high quality new development, which has provided and contrast and further interest in the area – from new bridges through to new buildings.

5.8 Like Castlefield, the Ancoats and New Islington Framework area benefits from the presence of historic canals and Listed Buildings, as well as cleared sites which offers the opportunity to deliver well designed new buildings which add to the overall quality and diversity of the offer in the area as well as its sense of place.

5.9 Today, Castlefield is a vibrant and attractive urban neighbourhood. This is partly due to the success and quality of Castlefield’s regeneration but also down to its location (being located as it is at the edge of the City Centre) a characteristic that Ancoats and New Islington also shares.

5.10 As in the case of Castlefield, it will be important for development in the Ancoats and New Islington area to make the most of its existing assets and to ensure that new development, public realm and other infrastructure complements and adds to the character of the area in order to deliver a sense of place and identity, which is inclusive, unique, welcoming, open and safe.
Appendix A – Ancoats Listed Buildings

Map taken from the Ancoats Urban Village SPG (1999)
**Schedule of Key Listed Buildings within the Ancoats Conservation Area**

Information taken from English Heritage online map search and from the Ancoats Urban Village SPG (1999)

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Description</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Beehive Mill</td>
<td>II*</td>
</tr>
<tr>
<td>2</td>
<td>New Little (Dixon) Mill</td>
<td>II</td>
</tr>
<tr>
<td>3</td>
<td>Fireproof (Waulk) Mill</td>
<td>II*</td>
</tr>
<tr>
<td>4</td>
<td>Decker Mill</td>
<td>II*</td>
</tr>
<tr>
<td>5</td>
<td>Jersey Mill</td>
<td>II*</td>
</tr>
<tr>
<td>6</td>
<td>Former Church of St Peter</td>
<td>II</td>
</tr>
<tr>
<td>7</td>
<td>Victoria Square</td>
<td>II</td>
</tr>
<tr>
<td>8</td>
<td>Sedgwick Mill</td>
<td>II*</td>
</tr>
<tr>
<td>9</td>
<td>Sedgwick New Mill</td>
<td>II*</td>
</tr>
<tr>
<td>10</td>
<td>Paragon Mill</td>
<td>II*</td>
</tr>
<tr>
<td>11</td>
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</tr>
<tr>
<td>12</td>
<td>Derros Building</td>
<td>II</td>
</tr>
<tr>
<td>13</td>
<td>Daily Express Building</td>
<td>II*</td>
</tr>
<tr>
<td>14</td>
<td>Crown and Kettle Public House</td>
<td>II</td>
</tr>
</tbody>
</table>

A number of other structures within Ancoats have been identified as being Listed including but not exclusive of the New Union Bridge, the Canal Lock at the Corner of Redhill Street and Great Ancoats Street and the Retaining Wall along the Rochdale Canal.
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