



**GREY MARE LANE**

# REGENERATION MASTERPLAN

## PREFACE//

This report has been commissioned by Manchester City Council (MCC) with the aim of supporting a comprehensive regeneration program to introduce a minimum of 550 new homes within the Grey Mare Lane Estate red line boundary. The scope of this work involves updating the masterplan previously endorsed in 2021, expanding its red-line and identifying additional potential.

The content of this document is centred on setting out an assessment of the current state of the Grey Mare Lane Estate, previous masterplan context, known future context, constraints and opportunities, and presenting an emerging illustrative masterplan that outlines the extent of the potential regeneration and development, and an approach to delivery. The information is illustrative and is subject to detail design and verification through detail design and delivery processes.

This report is the first step on establishing a new Masterplan for the extended Grey Mare Lane red line boundary, and is subject to detailed investigations and consultation with the local community and key stakeholders within the Local Area.

All new site development and improvements detailed within this document will be phased as per Section 8.0 of this document and are subject to funding which has not yet been secured (except from Great Places, One Manchester and This City's plots).

## THE TEAM//

<b>Client:</b>	Manchester City Council (MCC)
<b>Masterplan Lead Architect:</b>	BDP
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## EXECUTIVE SUMMARY

The Grey Mare Lane estate was built by Manchester City Council (MCC) around 50 years ago. With the city's growth and transformation of the area surrounding, Grey Mare Lane holds great potential for regeneration.

Today it represents a community that through its urban planning is isolated, but holds great inclusive growth potential for the city, with a growing emphasis on land use densification and in particular the provision of affordable new homes, and holistic regeneration that connect this community to the assets that surround them.

The area around the estate has been transformed by a major investment programme; it has delivered the Etihad Stadium, Training Ground Campus, education, sports and leisure facilities with East Manchester Leisure Centre and East Manchester Academy, and commercial facilities including ASDA Eastlands Supercentre and the Co-Op Live Arena currently on site.

The estate is served by the Metrolink Velopark Station providing excellent connectivity to the city centre, plus good cycle and road links with a bus route through the estate.

This Masterplan represents an exciting prospect for shaping the estate's future, catering to the needs of both current and new residents.

The aim is to develop a new neighbourhood that is future proofed, forward-thinking and community-centric, ensuring sustainability and diversity. The strategic location and existing amenities provide a solid foundation for the inclusive growth.

## 1. INTRODUCTION//

## 1.1 INTRODUCTION //

The Grey Mare Lane Estate in Beswick was built by Manchester City Council (MCC) c.50 years ago and then transferred to Eastlands Homes in 2003 as part of the stock transfer programme.

The estate was created through the clearance of largely high density Victorian terraced 'slum' housing during the 1960's for comprehensive renewal, and at the time proposed a new greener setting for homes, system built for improved efficiency and quality, and a green buffer zone to the edge of the estate.

The majority of the homes on the estate are managed by One Manchester, which was formed by the merger of City South and Eastlands Homes in 2015. Recent demand for Right to Buy however has meant that around 1 in 4 homes are currently owner occupied.

The area around the Estate has been transformed through a £700m programme of investment which has delivered education, sports and leisure facilities with the East Manchester Leisure Centre and East Manchester Academy. The Etihad Campus lies immediately to the north and east of the Estate, together with commercial uses including the large ASDA Eastlands Supercentre and the Co-Op Live Arena, currently under construction. The Metrolink Velopark station is also close by providing excellent connectivity to the city centre.

Since 2015, over 4,800 new homes have been built (including c.650 affordable) and close to 5,000 jobs have been created in East Manchester. Housing growth within the Ancoats & Beswick ward has been focussed predominantly along Ashton Old Road (The Way) as part of the Housing Market Renewal Pathfinder programme and more recently, in the city centre apartment market – accounting for 94% of completions across the ward since April 2015.

As the city centre market has strengthened and demand has been sustained – for sale and particularly for accommodation to rent - property values around Grey Mare Lane have risen steadily since 2017-18 with the average sales price in Beswick currently £212,000 – 31.6% higher than 5 years ago. Rental inflation has been similarly strong, averaging 5% growth per annum.

Demand for housing in the area remains high with just 1.4% of homes remaining empty for 6 months or longer. According to the MCC Forecasting Model (MCCFM) c.2,000 new residents are expected to be living in Beswick by 2030. The regeneration of Grey Mare Lane therefore represents a key opportunity to drive investment in Beswick and help address the under supply of homes in response to growing and sustained demand.



## 1.2 ACTIVITY TO DATE //

### November 2021 Masterplan

In November 2021, MCC Executive endorsed a masterplan for Grey Mare Lane that identified the opportunity for 290 new affordable homes on the Estate. However, since its publication, MCC has published a new Housing Strategy (2022-32) which marked a step change in the city's delivery ambitions for affordable housing – including a target of 10,000 new affordable homes as part of a ten-year plan to build 36,000 new homes in the period to 2032.

One of the major implications of the new Housing Strategy is an added emphasis on densification. Similarly, this also means maximising all available development opportunities in locations where we know demand for new homes remains high. At Grey Mare Lane it is now recognised that the original plan underestimated the full scale of opportunities, omitting key development sites within MCC's ownership - at the southern tip of the masterplan area in particular.

Therefore the masterplan has reviewed and widened the study area to include two key MCC owned parcels of land at the south of the Estate; namely the final site to the Beswick Hub, and the former Police Station site to Grey Mare Lane. With these two plots included (and the associated new partners identified to take these sites forward), Grey Mare Lane now represents a much fuller and more deliverable proposition, with the minimum number of new homes now close to double the number of homes included in the July 2021 masterplan endorsed by Executive.

### 1.3 STAKEHOLDER ENGAGEMENT & CONSULTATION //

Local residents, tenants and other stakeholders were consulted on the November 2021 masterplan on multiple occasions between 2019 – 2021 prior to endorsement by the Executive.

Since then, One Manchester has been keeping their residents up to date on their programme of retrofit for the Estate which completed at the end of March 2023. A programme of further public and stakeholder consultation is expected on the new masterplan. This is likely to be a key programme of work following the completion of this initial instruction.

MCC is also in regular contact with residents, responding to complaints about neighbourhood issues or any issues resulting from the retrofit work. MCC sent letters and held a drop-in event to collect contact details of owner occupiers in the Estate in order to keep them informed about any funding opportunities for the retrofit of their homes.

Further to this as part of this Masterplan process, a Steering Group has been established that includes representation from the community, MCC's officers, development partners with One Manchester, Great Places and This City, Ward Councillors, as well as community groups. These sessions have focused on reviewing the context, and strategies being developed to help shape the future vision for the estate.

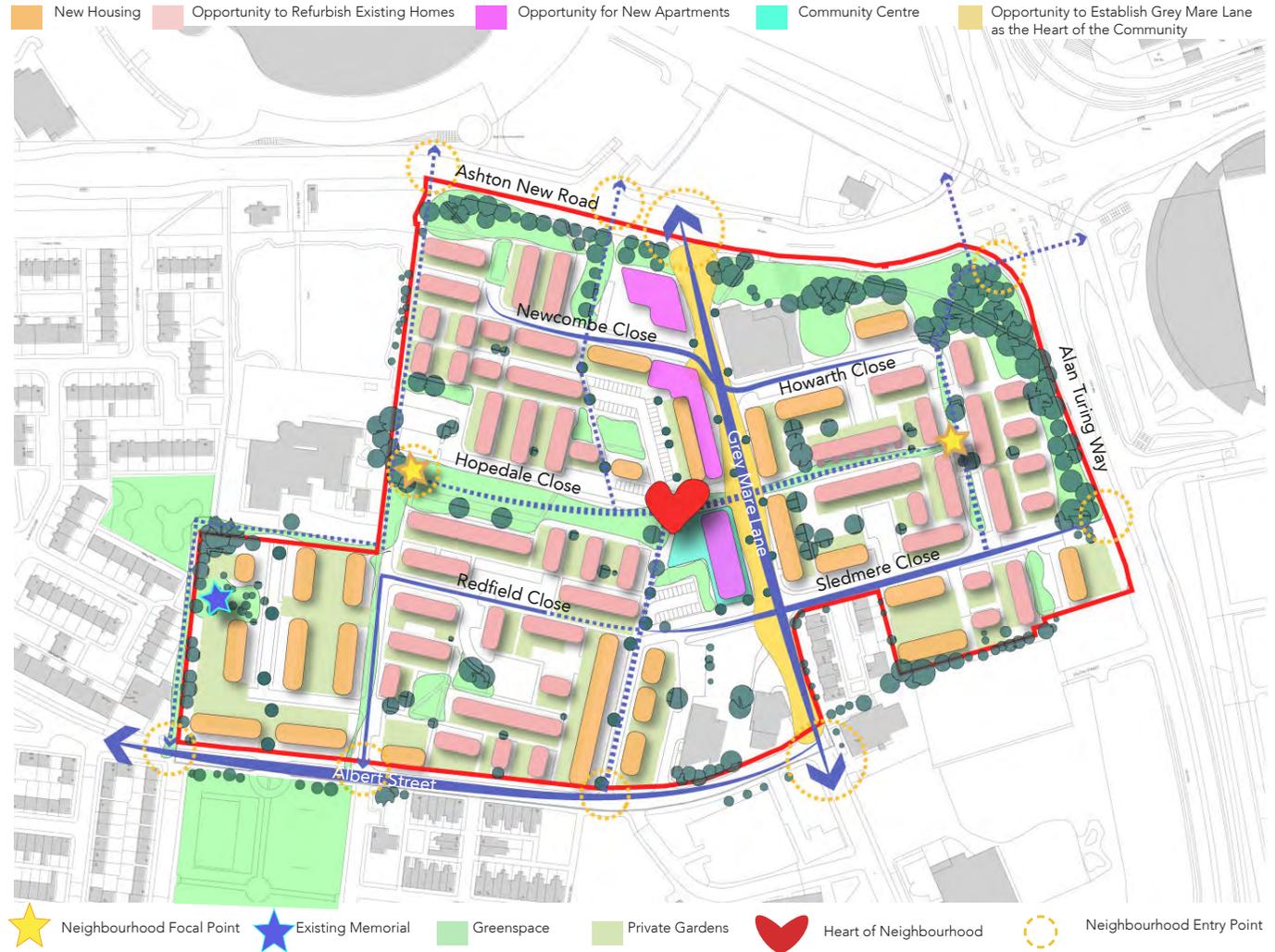


FIG 1.2.1 // NOVEMBER 2021 MASTERPLAN

## 1.4 PARTNERSHIP WORKING //

The successful regeneration of the Grey Mare Lane Estate will require working with the MCC's partners and aligning our objectives. Since the publication of the November 2021 Masterplan, new organisations have shown an appetite to aid the regeneration in the area. Through initial engagement with each of these partners, a series of objectives has been established for each organisation:

### MCC

As well as the overall goal of a holistic regeneration programme for the Grey Mare Lane estate, MCC has the following objectives:

- Identifying development infrastructure projects.
- Optimise housing delivery so Grey Mare Lane plays a role in delivering objectives set out in the Housing Strategy.
- Increase supply of market rent and Manchester Living Rent homes through This City.
- Knit together all development opportunities in the Grey Mare Lane Estate to optimise place making in the area.

### One Manchester

Working with MCC, One Manchester are keen to develop an agreed programme of activity on their sites. This is likely to include:

- Identifying time-scales and phasing for the demolition of OM stock and the decanting of residents.
- Committing to the delivery of new homes on their land and providing time-scales for different development sites planned as part of the wider programme.

### Great Places

Working with MCC, Great Places are keen to bring forward two key development plots:

- The Teardrop site (the final Beswick Hub development plot) - where a deliver-ability / viability appraisal is required to understand any ongoing development constraints.
- Plot A (to the junction of Grey Mare Lane / Ashton New Road) – where designs are currently being developed, with the intent of bringing forwards a planning application in-line with the Masterplan proposals.

### This City

Working with MCC, This City are keen to bring forwards one development plot within the area:

- Establish development principals to allow development partners to be brought forwards.



MANCHESTER  
CITY COUNCIL



one manchester

great places  
HOUSING GROUP

THIS CITY

## 1.5 POLICY CONTEXT //

### MANCHESTER CORE STRATEGY (2012)

Manchester adopted its Core Strategy (CS) in 2012. The CS sets out the City Council's vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. The Core Strategy provides strategic planning policy to underpin the delivery of the City Centre Strategic Plan and the Strategic Regeneration Frameworks.

Grey Mare Lane is defined as within the regeneration area of East Manchester as part of Eastlands District Centre. Policies within the Core Strategy of particular relevance to Grey Mare Lane include:

- **Policy SP1 Spatial Principles:** An emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment.
- **Policy EC5 East Manchester:** Within the Regional Centre development for employment generating uses will be encouraged. Development along the Alan Turing Way will be expected to be of a high quality in terms of design to create a business destination.
- **Policy C4 East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw:** Eastlands has a degree of capacity for additional retail development. The priorities for this centre are to promote a wider range of commercial and community uses within the centre and improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The development of additional residential development will also be supported.
- **Policy H1 Overall Housing Provision:** approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes. New housing will be predominantly in the North, East, City Centre and Central Manchester, those areas falling within the Regional Centre and Inner Areas of Manchester.
- **Policy H4 East Manchester:** East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. The Housing Need and Demand Assessment 2010 (Arc4) shows there is a need for 3-4 bedroom family housing and detached housing and a need to retain graduates and provide a housing offer accessible to the "excluded middle market" (defined as those

households on low or average income who cannot acquire a mortgage for a suitable family house).

- **Policy H8 Affordable Housing:** new development (for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed) should contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- **Policy H10 Housing for people with additional support needs:** The Council welcomes the development of appropriately designed accommodation which enables people with additional support needs such as elderly people, to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect. There is, however, a need for individual communities to be able to meet most of their day to day needs locally, for example, shopping, recreation, education and health care. The Council recognises that, at least in part, the social and economic balance of a community is achieved by avoiding an over concentration of a specific type of housing in any one area. For example, changes in spending power may cause local facilities to suffer from reduced demand from certain groups. Therefore, the Council is seeking to avoid an over-concentration of people with additional support needs in any one particular area.
- **Policy T1 Sustainable Transport:** aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. Developments should seek to improve and develop pedestrian and cycle routes, and access to public transport.
- **Policy EN9 Green Infrastructure:** New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development:** The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: All development must follow the principle of the Energy Hierarchy, being designed: to reduce the need for energy through

design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies

- **Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies:** Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.
- **Policy EN8 Adaptation to Climate Change:** All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.
- **Policy EN10 Safeguarding Open Space, Sport and Recreation Facilities:** The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces.
- **Policy EN11 Quantity of Open Space, Sport and Recreation:** As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where significant levels of development are proposed including within the Strategic Housing Location.
- **Policy EN12 Area priorities for Open Space, Sport and Recreation:** The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas. East Manchester should enhance existing facilities and provide new spaces and facilities in accessible locations.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. In drawing up planning obligations Manchester City Council gives a high priority to the regeneration objectives set out in

the Regeneration Frameworks for each area of the City.

### Housing Strategy (2022-2032)

This strategy sets out the following principles to meet housing demands in the city:

"Increase affordable housing supply and build more new homes for all residents"

"Work to end homelessness and ensure housing is affordable and accessible to all."

"Address inequalities and create neighbourhoods where people want to live."

"Address the sustainability and zero-carbon challenges in new and existing housing."

### OTHER MATERIAL PLANNING CONSIDERATIONS

#### NATIONAL PLANNING POLICY FRAMEWORK (2019)

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

1. An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
2. A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
3. An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

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

Paragraph 35 outlines the criteria against which plans should be assessed on whether they are 'sound', comprising:

1. Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is

- informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
2. Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
3. Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
4. Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.

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

#### MANCHESTER RESIDENTIAL QUALITY GUIDANCE (2017)

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

- Make it Manchester: understanding the character and quality of the various parts of the city and reflect that in the design.
- Make it bring people together: encouraging a sense of community and neighbourliness
- Make it animate streets and spaces: the interrelationship between being, streets and spaces in making a place feel safe and inviting.
- Make it easy to get around: ensure development is well connected and easy to get around.
- Make it work with the landscape: enhancing and improving connection with landscape and nature.
- Make it practical: dealing with the clutter of life.
- Make it future proof: anticipate the impacts of climate change and make residential design more efficient.
- Make it a home: provide sufficient space, natural light and allow people to settle and flourish.
- Make it happen: make sure residential schemes are deliverable.

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

Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal.

This approach, embedded in policy, underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.

### GMCA POLICY CONTEXT

#### Greater Manchester Strategy (2021-2031)

This strategy outlines a route to work towards the GMCA's vision of making Greater Manchester a 'greener, fairer and more prosperous city region'. GMCA emphasises the need to look at the three themes of a greener, fairer, and more prosperous city region throughout all of the city regions activities. A desired outcome for the city region is to improve people's wellbeing through better homes, access to jobs, transport, and healthy and vibrant communities.

#### Places for Everyone Plan

The Places for Everyone Plan is a joint development plan for GM's local authorities setting out a spatial strategy, allocations, policies and recommendations for jobs, homes, places, brownfield regeneration, resilience and sustainability.

#### TfGM Greater Manchester Transport Strategy 2040

TfGM's transport strategy sets out its vision to have "world class connections that support long-term, sustainable economic growth and access to opportunity for all". Integration is at heart of the 2040 transport strategy - its ambition is for seamless movement between services and modes of transport on a single, high quality, easy-to-use network, maximising choice and supporting low-car lifestyles, made possible by integrated land use and transport planning. The strategy also defines modal principles which set out aspirations for bus, rail, Metrolink, active travel and highways

#### Streets for All

Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. The Strategy aims to ensure the right movement is happening on the right kind of street. The draft Design Guide provides further details on implementation.

## 1.6 MASTERPLAN OBJECTIVES //

MCC is clear in its ambition to deliver a holistic regeneration programme to deliver at least 550 homes in the Grey Mare Lane Estate directed by zero carbon principles.

The Masterplan is intended to inform a scope of work that updates the previously endorsed masterplan with added and extended regeneration benefits which correspond with the objectives of MCC and its partners.

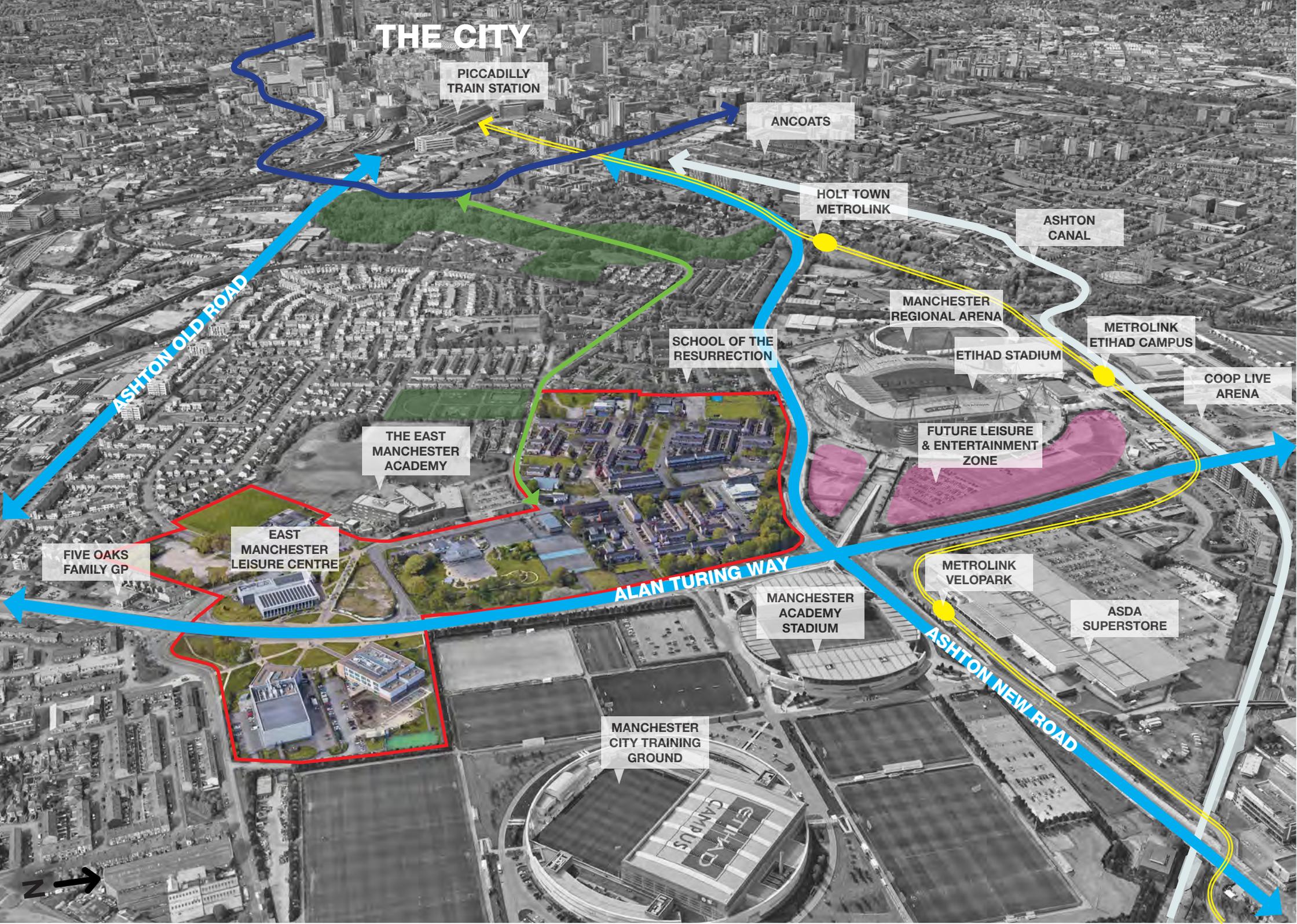
This includes the following key programmes of work:

1. Review of existing Grey Mare Lane Estate masterplan and activity since its publication in November 2021 to determine strengths, weaknesses and aspects that are conducive to delivering on MCC's ambition in line with the Housing Strategy objectives
2. Evaluate the objectives and roles of different partners – including One Manchester, Great Places and This City - in helping to deliver on our ambitions for Grey Mare Lane and produce a stakeholder consultation and engagement plan building on the work undertaken to date
3. Produce a new masterplan document capable of answering the following questions relating to how best to achieve the ambitions for Grey Mare Lane including:
  - What is the most effective way to drive density across the estate and deliver the right mix of homes to meet demand including accessible homes? This should reference existing uses, utilities, ground conditions, planning history and other potential constraints
  - Programme Management - whether the regeneration should follow a phased approach or be brought forward simultaneously? What is the justification for either approach?
  - If we follow a phased approach, where do we put our resources first and why?
  - What level of zero carbon credentials are achievable including potential to go beyond Part L Building Regulations (2022). Exploration of targets for embodied carbon, and building performance as well as opportunities for using zero carbon technology including sustainable drainage options, heat pumps, EV Chargers and PV Panels
  - An investigation of funding opportunities to deliver new homes, improve the zero carbon credentials of existing homes (including existing social housing & owner occupier properties) and the public realm across the estate
  - Explore the opportunity for active frontages within each of the development plots including onto Grey Mare Lane with enhanced amenities including community facilities such as health facilities, retail offer and outside spaces and potential new food & beverage provision suitable for the quantum of new development

## 1.7 OUTPUTS / RECOMMENDATIONS //

This Masterplan is intended to provide a clear appraisal of the current state of play in Grey Mare Lane and importantly, provide a new masterplan for the Estate that shows the massing and arrangement of the identified development plots knitted together in the most effective way to deliver the at least 550 new homes across the estate led by zero carbon principles. Its principal output will be a new masterplan, representing a clean break from the previous plan, tying together the identified development plots with a cost schedule of infrastructure requirements.

# THE CITY



PICCADILLY TRAIN STATION

ANCOATS

HOLT TOWN METROLINK

ASHTON CANAL

MANCHESTER REGIONAL ARENA

METROLINK ETIHAD CAMPUS

COOP LIVE ARENA

SCHOOL OF THE RESURRECTION

ETIHAD STADIUM

FUTURE LEISURE & ENTERTAINMENT ZONE

ASHTON OLD ROAD

THE EAST MANCHESTER ACADEMY

ALAN TURING WAY

METROLINK VELOPARK

ASDA SUPERSTORE

FIVE OAKS FAMILY GP

EAST MANCHESTER LEISURE CENTRE

MANCHESTER ACADEMY STADIUM

ASHTON NEW ROAD

MANCHESTER CITY TRAINING GROUND



## 2. GREY MARE LANE TODAY//

The following pages analyse the Grey Mare Lane Masterplan Area, and from this identify a series of key issues, challenges and opportunities for the masterplan to respond to.

# THE SITE //

## 2.1 Site Analysis //

The following pages capture site analysis of the Grey Mare Lane Development area.

The extended site red line measures approximately 23 hectares.

In principle the site is bound to the north by Ashton New Road and the Etihad Stadium, Alan Turing Way to the east - with context of the Beswick Hub included for completeness, Beswick Library and East Manchester Academy to the west, and almost extending to Ashton New Road to the south,

The following pages provide an assessment of the current estate context and conditions which has led to a summary set of conclusions on the constraints and opportunities that the estate can offer.



## 2.2 ENVIRONMENTAL CONDITIONS //

This image illustrates environmental factors influencing the site. This can be used to identify the optimal locations for land use, scale and massing for any new development in the context of the existing area.

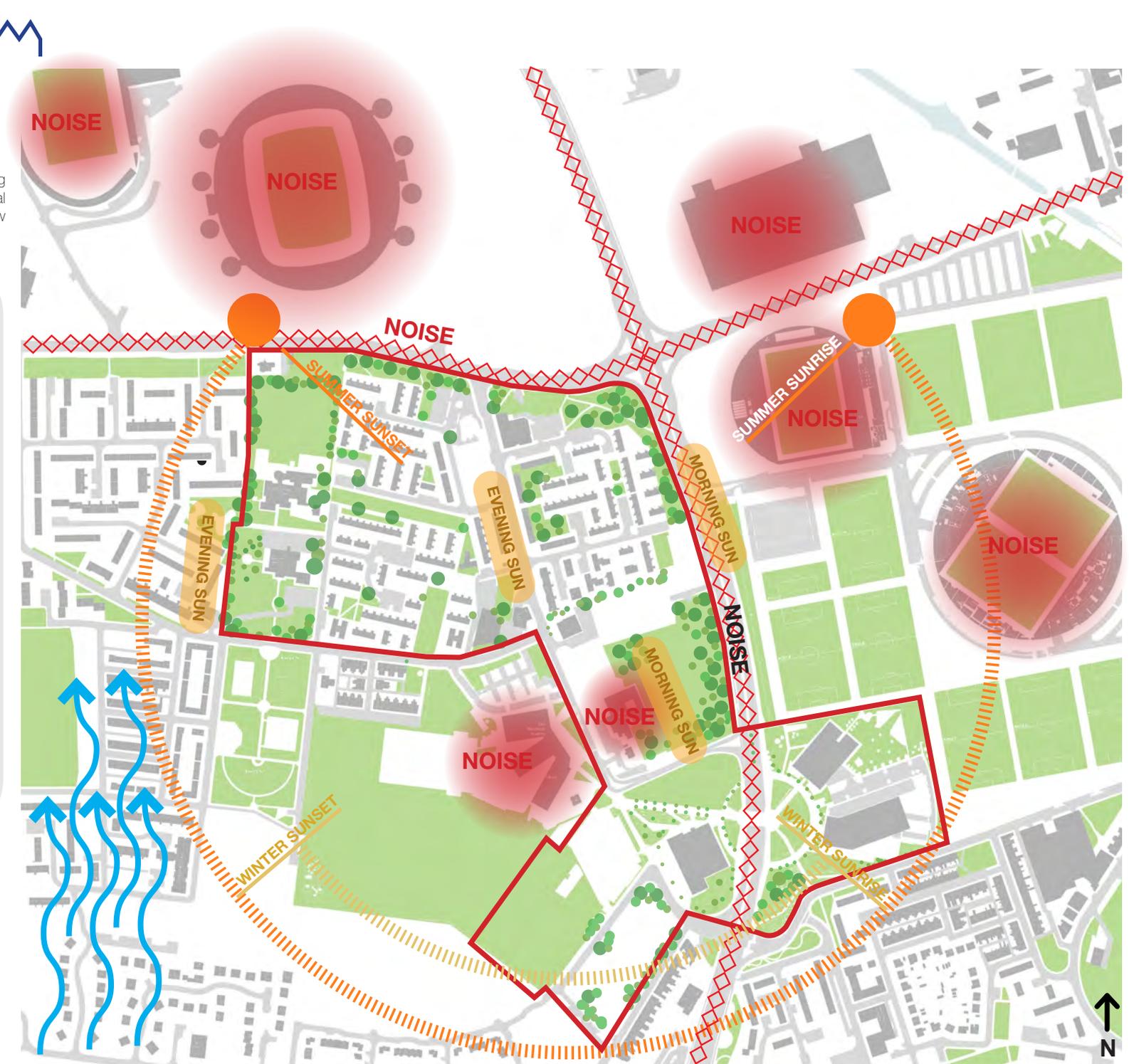
### Conclusions & Observations

The vast majority of homes within the estate either face north or south, but none have a true north aspect and as such can be considered to provide good orientation for residential planning. Some properties face east or west, and provide a more optimal orientation with a greater proportion of sunlight to the principle elevations.

The key arterial roads of Ashton New Road and Alan Turing Way create a noisy edge, with a perimeter of trees providing a visual buffer to the residential homes within. Noise and Air quality surveys needs to be considered within any development proposals.

The prevailing wind direction is either southerly or westerly, and as a result will help to reduce any potential air quality or noise impact.

There are a number of major noise generators in the local area which impact the estate. Most notably is the stadium / arena's, then, the schools, training ground and ASDA commercial centre.



### 2.3 LAND USE //

This image illustrates the land use within and adjacent to the site giving insight to the diversity of use surrounding, and the dominance of family residential to the core of the Grey Mare Lane Estate.

#### Conclusions & Observations

The land uses of the immediate surroundings to the south and east are dominated by residential and education land uses.

There is very little retail/commercial offer on the site apart from a small Tesco Express, and a large Asda Superstore to the northeast. The site is lacking convenient amenity for residents.

North of the site is dominated by the Etihad Campus, with the large Manchester City Training Ground to the east along Alan Turing Way. Future plans will create lots of F&B within the planned Leisure and Entertainment Zone of the Etihad Campus.

A number of transport links are located in the area including the Velopark Metrolink and many bus routes along Ashton New Road and Alan Turing Way.

- Transport
- Retail
- Retail Back of House
- Commercial
- Residential
- Civic
- Education
- Leisure
- Religious
- Medical
- Industrial



## 2.4 SCALE //

This piece of analysis shows the building heights within and adjacent to the site. This is a useful tool to identify context and potential for scale within the red line area.

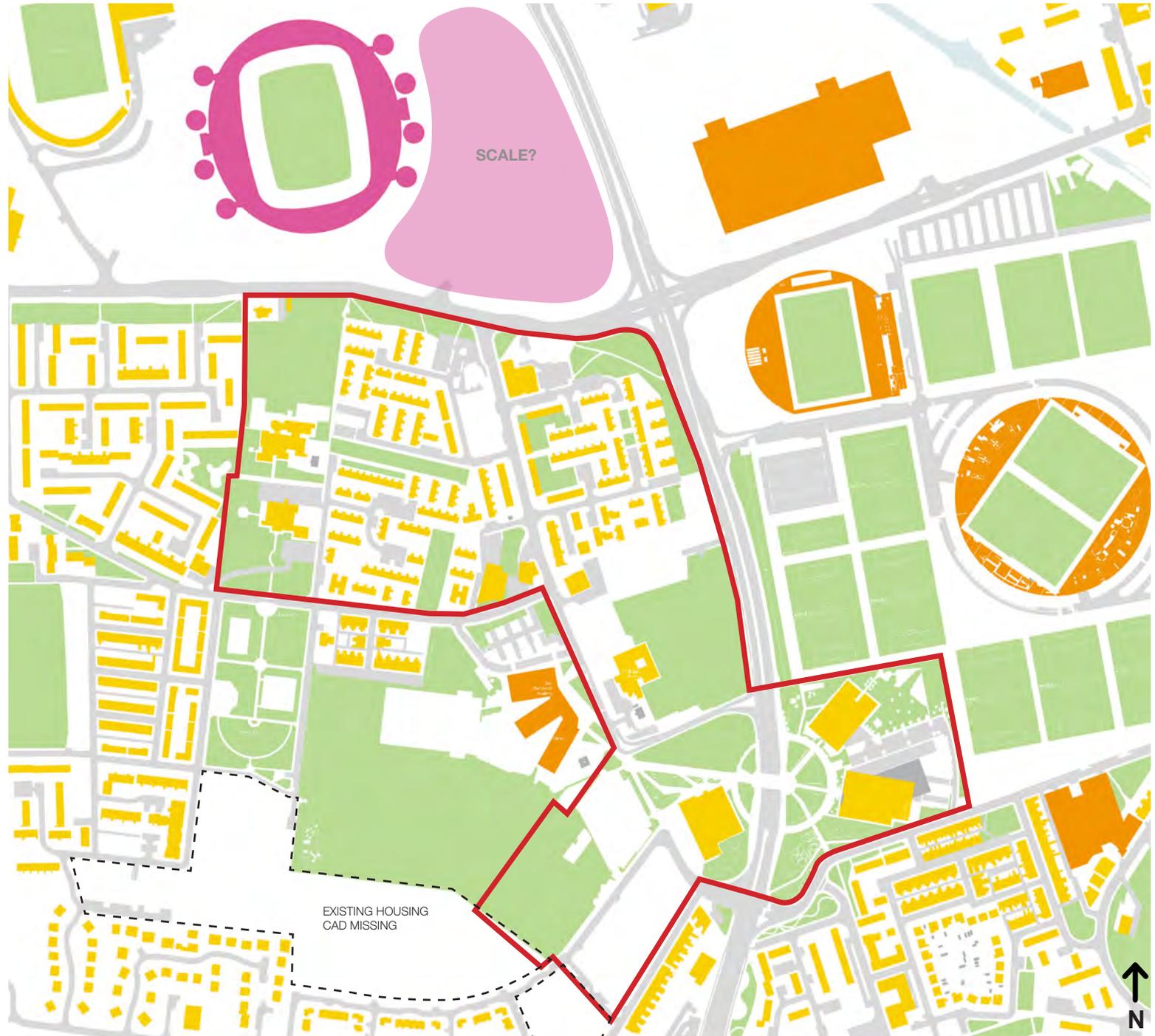
### Conclusions & Observations

The Etihad Stadium and the Manchester City Academy Stadium are clear visual landmarks in the area, with visibility from a wide area surrounding. Retaining this dominance is felt to be strategically important for the function and legibility of access for users.

The scale of the planned expansion for the Leisure & Entertainment Zone is yet unknown, but would be expected that this would be in context with the stadium and as such a step in scale from the Grey Mare Lane Estate and bringing this increased scale in closer context.

The housing within the estate is a mix of 2 storey housing and 3 storey maisonettes focused around the Grey Mare Lane spine road.

The new development around the Beswick Hub is a mix of larger 3 and 4 commercial storey heights, providing a clear emphasis to the south.



## 2.5 PUBLIC TRANSPORT //

This analysis considers the main public transport and Active Travel links.

### Conclusions & Observations

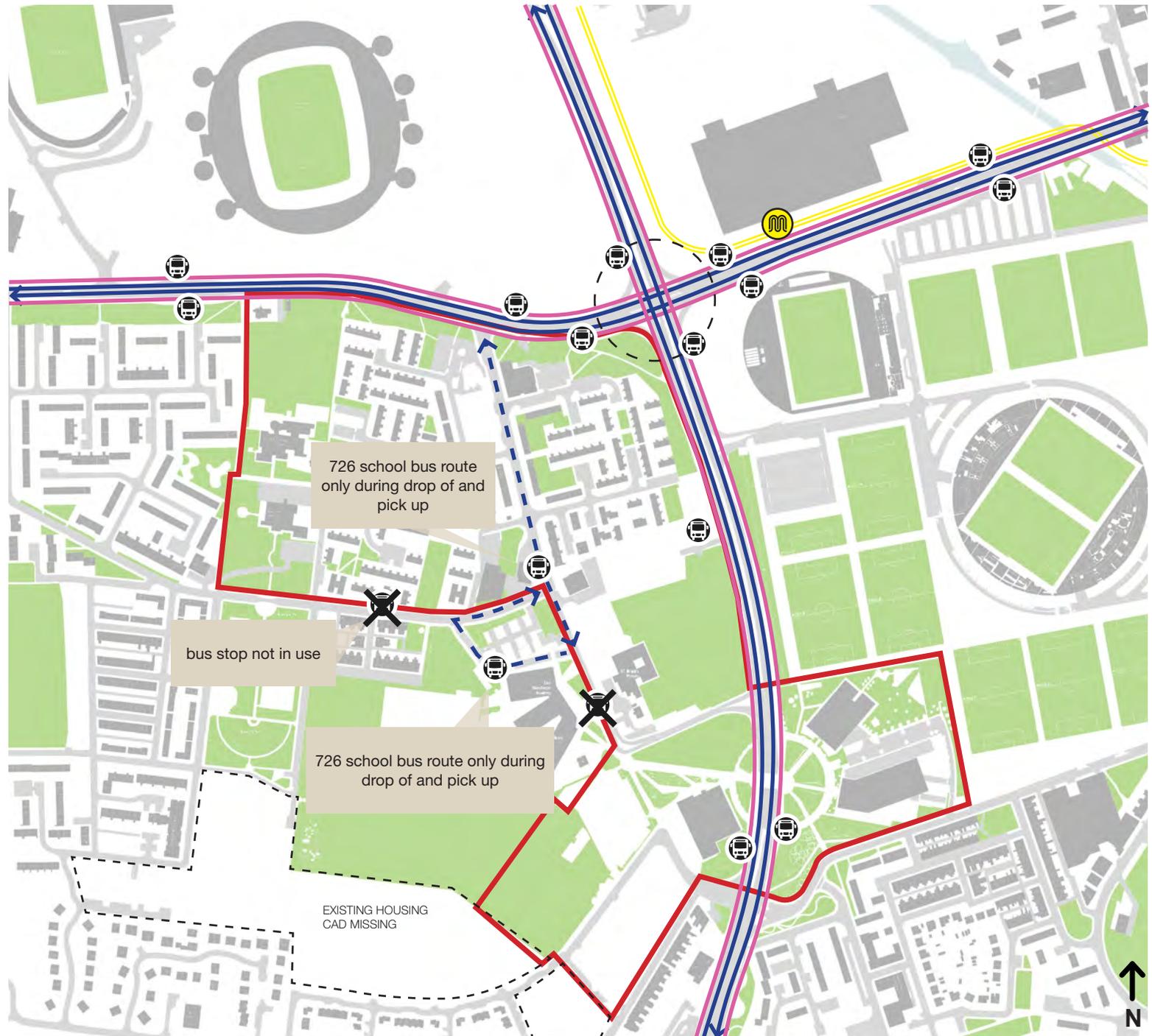
Ashton New Road is a major bus route into and out of the city with numerous bus stops located to the north of the site providing easy access into the city.

Bus Stops along Alan Turing Way provide bus routes around the city allowing travel to the north and south of the city.

The 726 school bus arrives from the north of Ashton New Road down Grey Mare Lane and onto the one way access road within the Academy land to drop off pupils.

The area is also close to Velopark Metrolink station sitting at the edge of the site providing an alternative means of travel to the site.

There are dedicated cycleways along Alan Turing way and Ashton New Road. Further improvements to cycle connections at this junction are proposed.



-  Cycleway
-  School Bus Route
-  Bus Route
-  Bus Stop
-  Metrolink Route
-  Metrolink Station

## 2.6 ROADS & ACCESS //

The street network is one of the key factors defining the development of the site.

### Conclusions & Observations

The estate has 3 points of access; Ashton New Road to the northern end of Grey Mare Lane, Alan Turing Way to the south, and Albert Street to the west.

Grey Mare Lane has a significant carriage width and reflects an earlier highways use prior to Alan Turing Way being complete to divert traffic. It no longer feels an appropriate width for a domestic residential neighbourhood.

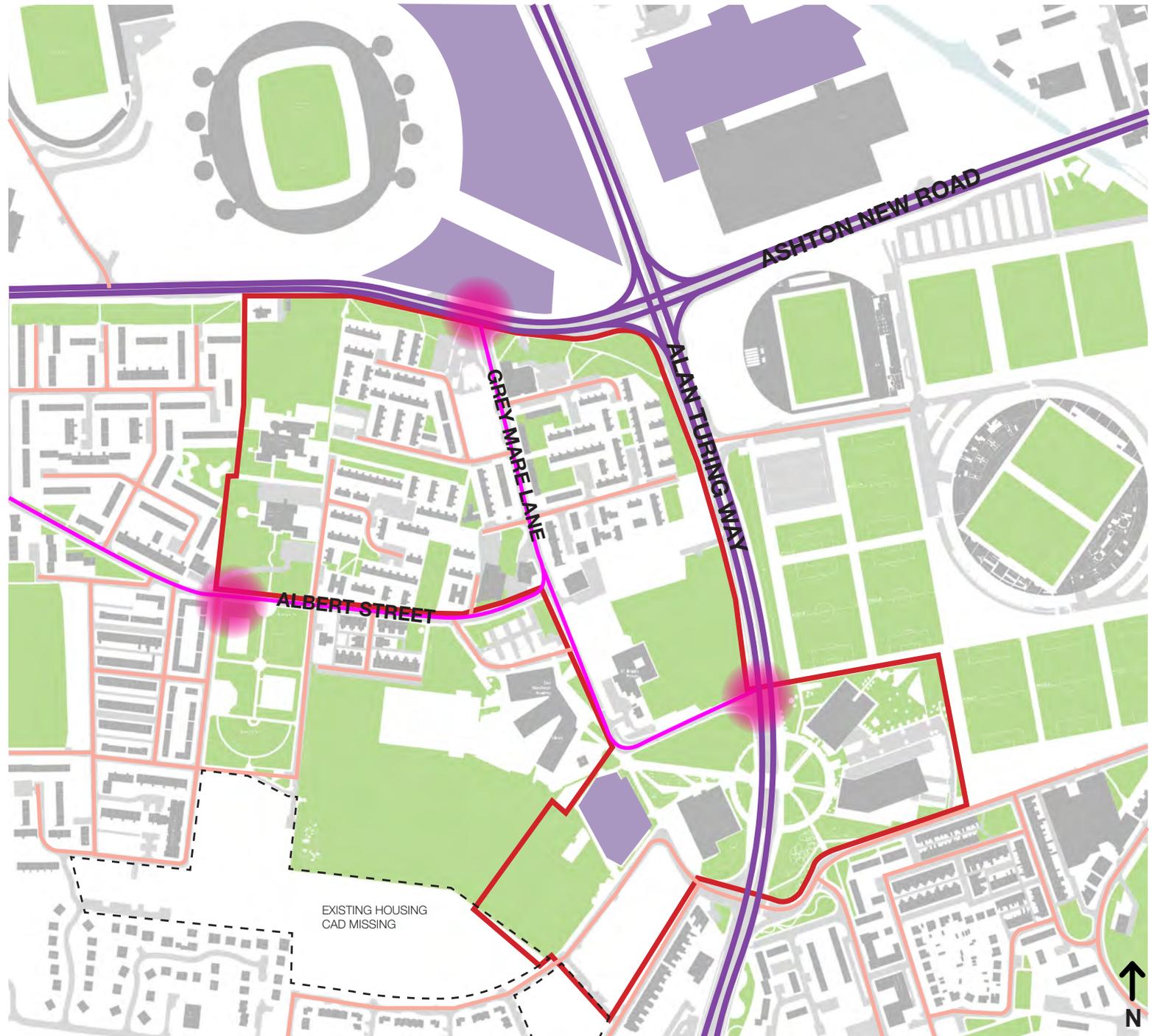
Grey Mare Lane acts as a spine road with tertiary feeder roads connecting from this - often linking to parking courtyards in a radbum-esque layout. Passive surveillance of the car parking courtyards is an issue in the estate as is common for this type of layout.

Albert Street provides potential routes back towards the city in what feels like a quieter and greener route. The road layout discourages vehicle traffic from using this route as a 'rat-run', and could provide an attractive resident route into the city.

Grey Mare Lane is throttled between the Academy and Primary School, which then wraps around to connect to Alan Turing Way. This section of road has little activation along its length.

The road layout to the south of the leisure centre feels like large scale infrastructure, but serves relatively little with access to the leisure centre car park, leisure centre for deliveries, and onward access to the residential streets.

- Primary Roads
- Secondary Streets
- Tertiary Streets
- Parking



## 2.8 PARKING //

A visual count of existing parking spaces is included within this section, it is intended to provide an illustration of the level of provision. Full survey information should be considered to validate this.

### Conclusions & Observations

Parking has been noted as a key issue within the Estate, with match day and event parking causing resident issues.

Grey Mare Lane is mainly marked with double yellow lines along its entirety with a few sections of single yellow lines. Albert Street has mainly double yellow lines apart from a few breaks where designated street parking has been implemented.

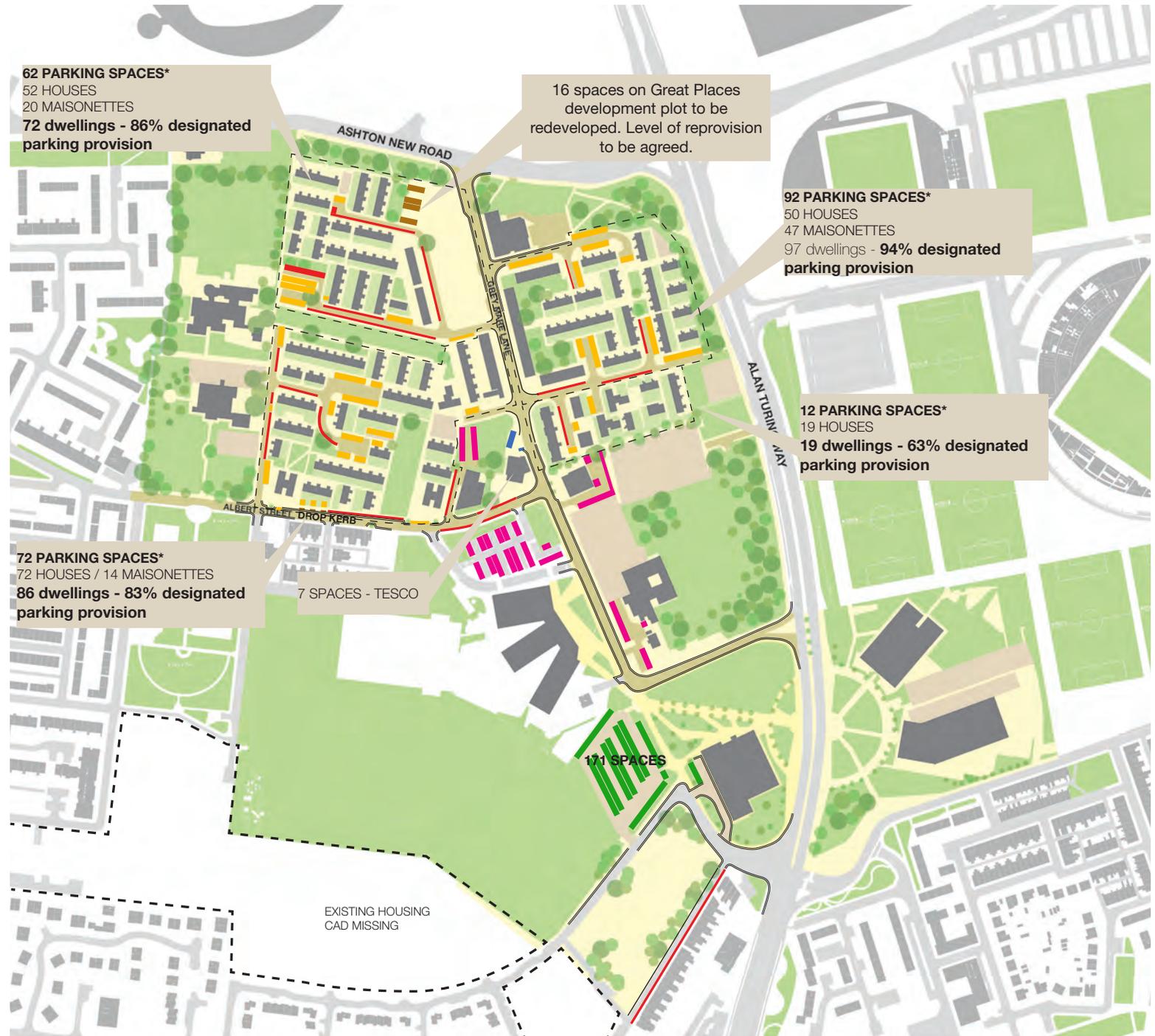
All streets of Grey Mare Lane and Albert Street providing access into the estate do not have such lines. Currently cars park anywhere on the site, some within the designated parking areas and some on the on the street or on the pavement close to their properties. Some properties have parking within their back garden.

The Estate has a Resident Parking Zone which is proposed to be increased to provide 24-7 restrictions to further discourage event / match day parking.

The Academy, Primary school and Leisure Centre have private parking but with little use outside of core hours.

*\*Car park numbers are estimates and account for only the designated spaces within the estate and does not take into account the space available for on street parking*

- █ Parking (Designated)
- █ Parking (Undesignated/on street)
- █ Private Parking
- █ Parking (Leisure Centre)
- █ Parking (Tesco Express)
- Double Yellow Lines
- Single Yellow Lines



**62 PARKING SPACES\***  
52 HOUSES  
20 MAISONETTES  
**72 dwellings - 86% designated parking provision**

16 spaces on Great Places development plot to be redeveloped. Level of reprovision to be agreed.

**92 PARKING SPACES\***  
50 HOUSES  
47 MAISONETTES  
**97 dwellings - 94% designated parking provision**

**12 PARKING SPACES\***  
19 HOUSES  
**19 dwellings - 63% designated parking provision**

**72 PARKING SPACES\***  
72 HOUSES / 14 MAISONETTES  
**86 dwellings - 83% designated parking provision**

7 SPACES - TESCO

171 SPACES

EXISTING HOUSING CAD MISSING

## 2.9 SITE MOVEMENT //

The image opposite illustrates the network of pedestrian and vehicular streets across the northern portion of the estate.

### Conclusions & Observations

The Estate is radburn-esque in planning with a series of vehicular and pedestrian streets creating a highly permeable, but illegible visitor experience. Buildings are treated as islands surrounded by either walkways or road, whilst parking areas are left detached from properties and provided with little passive surveillance.

The level of pedestrian permeability creates opportunity for anti social behaviour, security issues, and misuse of space.

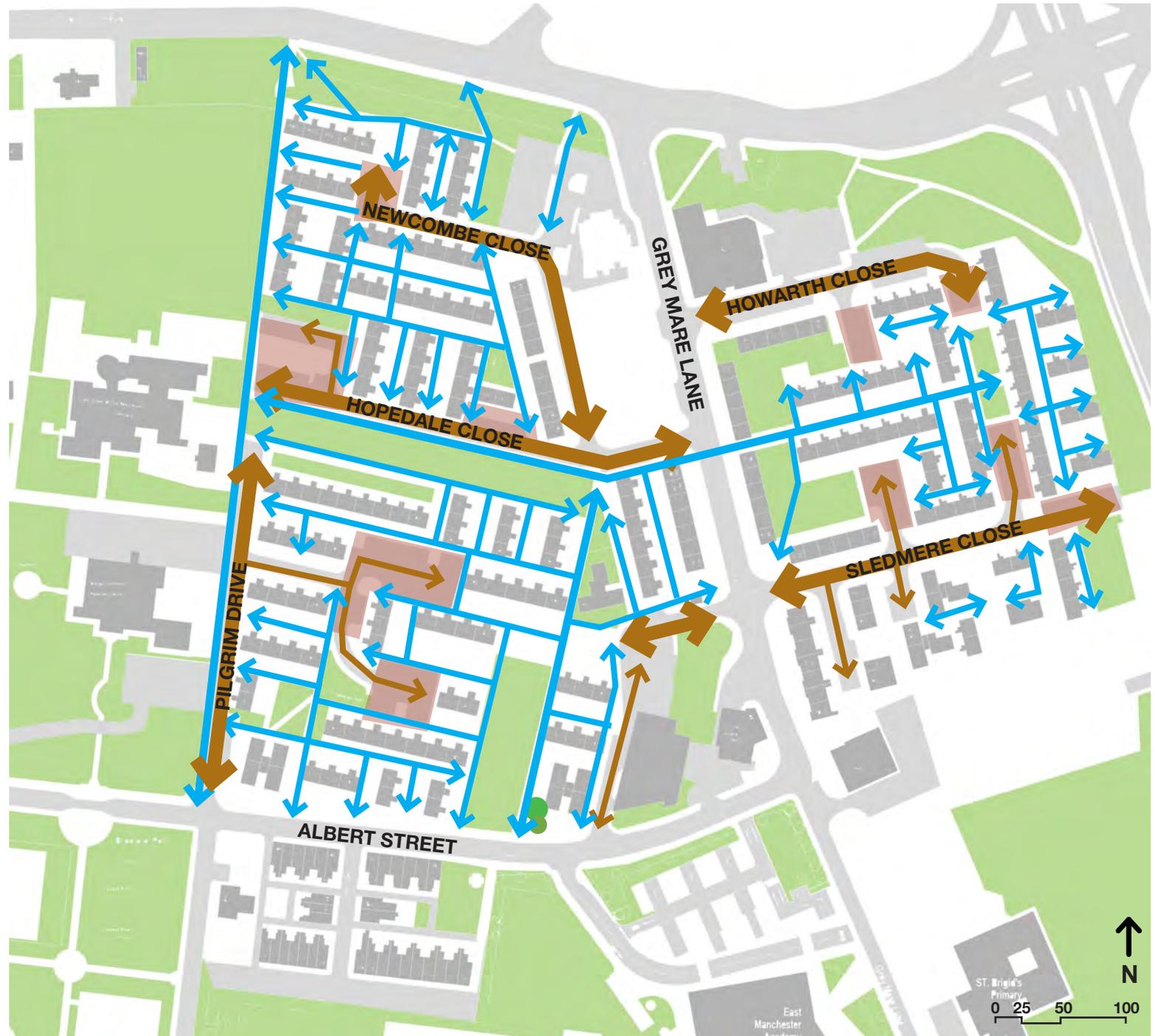
There are limited connections from east and west of the estate, or to the primary spine road of Grey Mare Lane. This creates the feeling of although being highly permeable, also being disconnected from the main spine of the estate.

Newcombe Close is a clear opportunity to drive through a new connection directly to Grey Mare Lane, this could provide enhanced sense of connection and remove a back street.

Raglan Close used to extend through to Pilgrim Drive, and this connection has been lost. This is another opportunity to enhance the sense of wider connections available to residents.

Creating any new highways connections will require detailed proposals to be agreed with both MCC Highways and Planning Officers.

- Pedestrian Movement
- Road desire lines
- Parking Courtyard



## 2.10 BUILDING FRONTS AND BACK //

The image opposite analysis what would be considered a 'front' or 'back' across the northern portion of the estate, and the pedestrian and parking courtyards.

### Conclusions & Observations

It is evident that the orientation of a front and a back follows a set layout / approach through the 1970's estate planning.

All houses orientated north south have their 'front' entrance facing north and 'back' facing south.

Similarly generally all east west houses have their 'front' entrance facing east and their 'back' facing west.

As can be seen on the illustration opposite, the network of streets shares both front and back conditions to houses - providing the potential for both nuisance and anti social use, and many of the parking courtyards are overlooked by either areas of back or side gables providing little in the way of clear passive surveillance.

Where green spaces are provided within and to the edge of the estate, these are again with confusing little passive surveillance by fronts of houses, and as such feel unloved and left over as space rather than contributing to the overall quality of environment which they could do.

Front of property  
 Back of property



## 2.11 EXISTING BUILDING TYPOLOGY //

The adjacent diagram shows where the cluster of 1970's estate is evident.

### Conclusions & Observations

The housing stock of Grey Mare Lane Estate was built by MCC circa 50 years ago replacing poor quality pre 1919 terraced housing. One Manchester has recently undertaken a range of upgrades to their houses within the estate, but appears patchwork like with some houses within a run of terraces not being upgraded / renovated.

There are a mix of walk up flats and maisonettes fronting Grey Mare Lane, with low rise terraced housing on a series of 'Walks' and 'Closes' sitting on either side of Grey Mare Lane.

There have been a number of demolitions over the years and the vacant / open sites within the estate feel unplanned - with some showing signs of previous demolition material in mounds below grassed areas.

There are planned further demolitions by One Manchester as indicated on the previous masterplan.

The southern end of Grey Mare Lane has been transformed through a programme of community education, sports and leisure facilities including the East Manchester Leisure Centre and East Manchester Academy with significant upgrades to the public realm. Like the Etihad Stadium and surrounds, this feels like a different place to the Grey Mare Lane Estate.

The old police station site is another cleared site, currently awaiting development proposals from ThisCity.



## 2.12 TREES//

This image illustrates the indicative extent of trees present on the site - this is based on Google Earth review and site walk overs, not any detailed topographic, or arboricultural survey. Further surveys will be required to substantiate development approach.

Overlaid onto this are the comments from MCC's Tree Officer during a walk around of the site on the 02/11/23.

### Conclusions & Observations

The redevelopment of the site over 50 years ago took an approach to create a distinct green buffer to the outer edge. Whilst this created, and continues to create an attractive outer edge, it serves to hide and cut the community from surrounding connections.

Alan Turing Way presents a strong green boulevard setting with a feeling of having a mature and established green setting. This is reinforced by the training ground, and the primary school playgrounds within the estate - both requiring privacy. A distinct clearing zone exists alongside Alan Turing Way which may offer the potential for development.

Ashton New Road's green buffer of trees feels more active with the tram stop, ASDA commercial centre, stadium, training ground building, and pedestrian bridge, however the estate still lacks any identity in this location presenting a green but blank face to the street. There are areas of clearing to this space, that offer the potential for development.

The corner junction of Ashton New Road and Alan Turing Way could provide a great opportunity for a landmark opportunity to give the Grey Mare Lane Estate a landmark face for the first time in its history.

The Grange former school site has a perimeter of trees and an existing community asset in the former building. The centre of the site is relatively clear.

The former police station and church site to the south has a buffer of existing trees to its perimeter. They reflect the past nature and use of the site, but as a result feels isolated to the terrace housing to the south, and new homes to the west.

A full ecological, tree survey, arboricultural report and biodiversity net gain assessment is required to assess the options available.

**Construction next to trees**  
The tree officer explained that construction could be up to the tree canopy of the trees on the site. There is potential to encroach into this by a maximum of 20%. This would need to be further investigated on a tree by tree basis.

The tree officer indicated that the 2 sites where it would prove difficult for any justification for tree removal would be along Alan Turing Way and the corner junction of Alan Turing Way and Ashton New Road. However careful selection of trees to remove could be investigated and would need detailed inspection by the tree officer.

**Tree Removal**  
Any tree removal would require agreement with MCC's Tree and Planning Officer. Currently tree replacement needs to be on the basis of 3 for 1.

A Biodiversity Net Gain assessment would also need to be undertaken to understand the value of the green infrastructure in the area and how this could change in line with MCC Policy requirements.



## 2.13 HISTORIC OVERLAY //

A review of historic mapping is illustrated opposite, with an overlay of a 1932 historic map over the site today shows how densely developed and how permeable the site was prior to the 1970's redevelopment.

### Conclusions & Observations

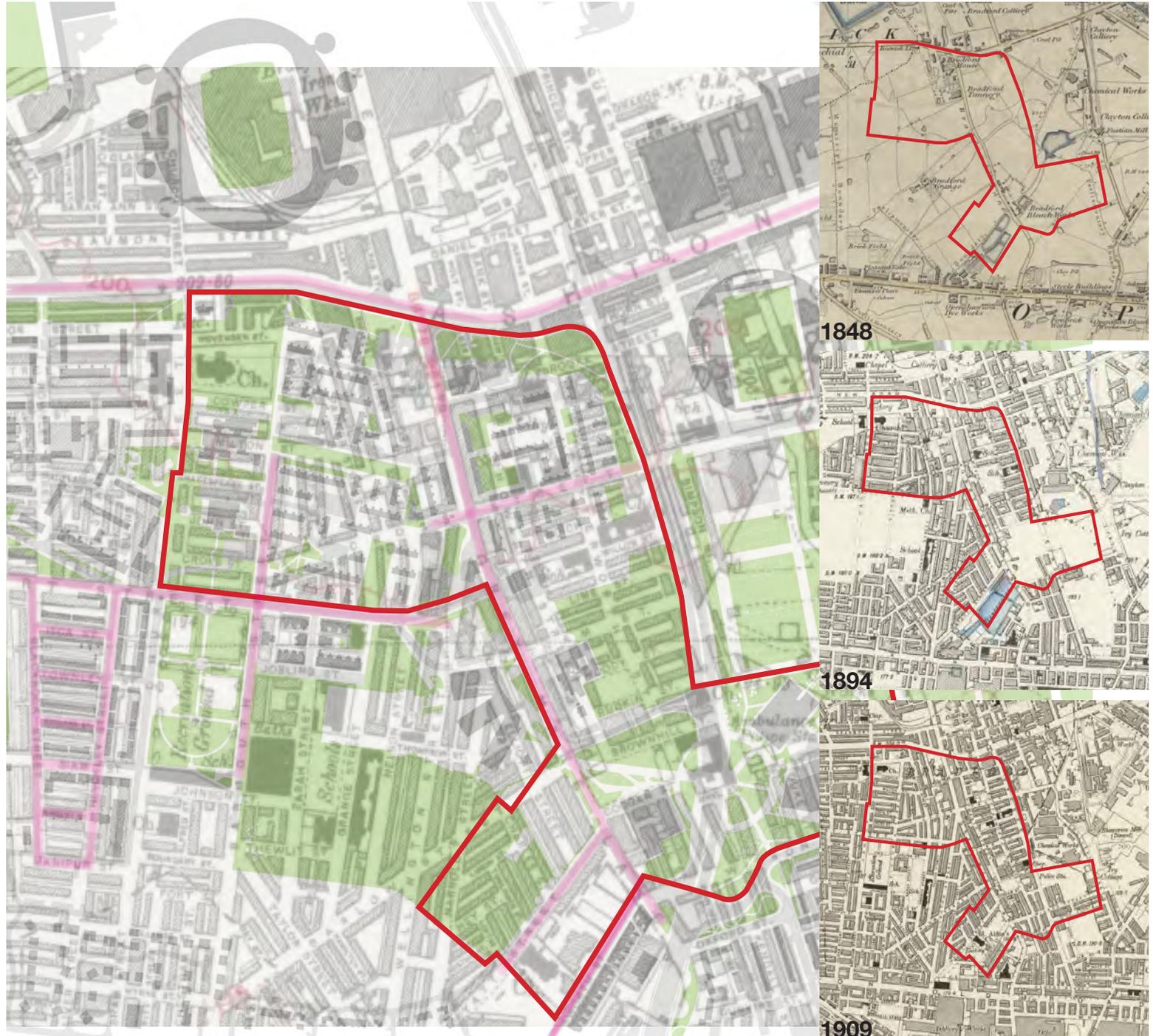
The plan opposite highlights how few historic streets remain within the estate today. Elements of Grey Mare Lane, Albert Street and Ashton New Road highlighted on the plan opposite correspond to the 1932 street grid.

The grain of the 1930's site is significantly denser than what exists today, and was anecdotally cleared due to size, quality and sanitation of living accommodation provided.

The majority of the site was made up primarily of residential streets with small scale shops, industrial uses, churches, schools, library's, recreational, and even an open air market, and an ambulance and police station.

On some of the earliest plans it is clear there is some major industry within the immediate area, coal mining to the north and mills to the south. The old police station site is shown to be used as a reservoir between the early 1800 - late 1890's.

 Historic street grain remnants



## 2.14 BELOW GROUND SERVICES //

The image opposite illustrates an overlay of utility plans across the northern portion of the site. Further detailed studies should be undertaken to confirm the current status, location and capacities within the local area.

### Conclusions & Observations

Below Ground Services may restrict some development on plots or some highway changes and will need to be focused in on a plot by plot basis.

Much of the infrastructure appears to follow the current estate road layout, with a exceptions to Raglan Close which follows an earlier street grain of 'Cross Street' now lost, Grey Mare Lane and Albert Street as major connectors to the sub network within the estate.

There are a number of service runs that follow now demolished buildings and vacant plots. It is clear that some service diversions may be required, and the detail of this should be considered on a plot by plot basis.



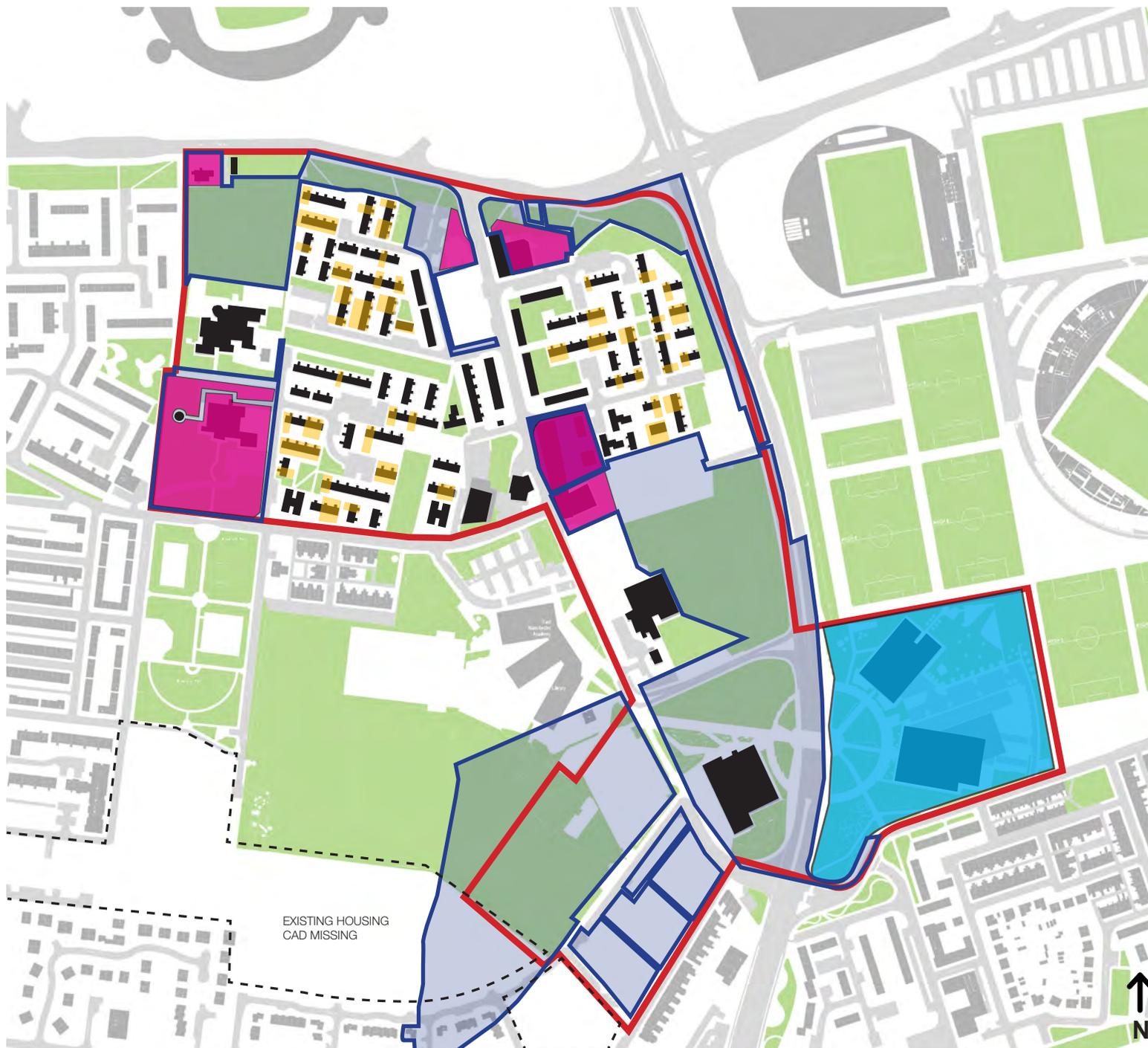
## 2.15 OWNERSHIP //

The image opposite highlights the land ownership of MCC, and includes land that is leased to others.

### Conclusions & Observations

Most of the open space within the red line boundary is owned by MCC with some plots leased out as shown.

The majority homes are managed by One Manchester however 1 in 4 of these are now owner occupied at approximately 71 homes.



- MCC Freehold
- Leased in
- Leased out
- Owner Occupied

**2.16 NEARBY NEW DEVELOPMENT //**

Current developments in planning around the site.

1. **Etihad Stadium Expansion & City Square redevelopment** - Expansion of Etihad Stadium to 60,000 capacity, 391-bed hotel, office space, a Roof Walk attraction, museum, City Store shop, and creation of new and improved public realm.
2. **Co-Op Live Arena** - 20,000 capacity entertainment arena
3. **Our League Rugby Stadium** - 900 seat ruby stadium

It is understood that the Rugby Stadium is not moving forwards, and that the Stadium has further plans for expansion to the junction of Ashton New Road. Sports use on this site is still being explored.

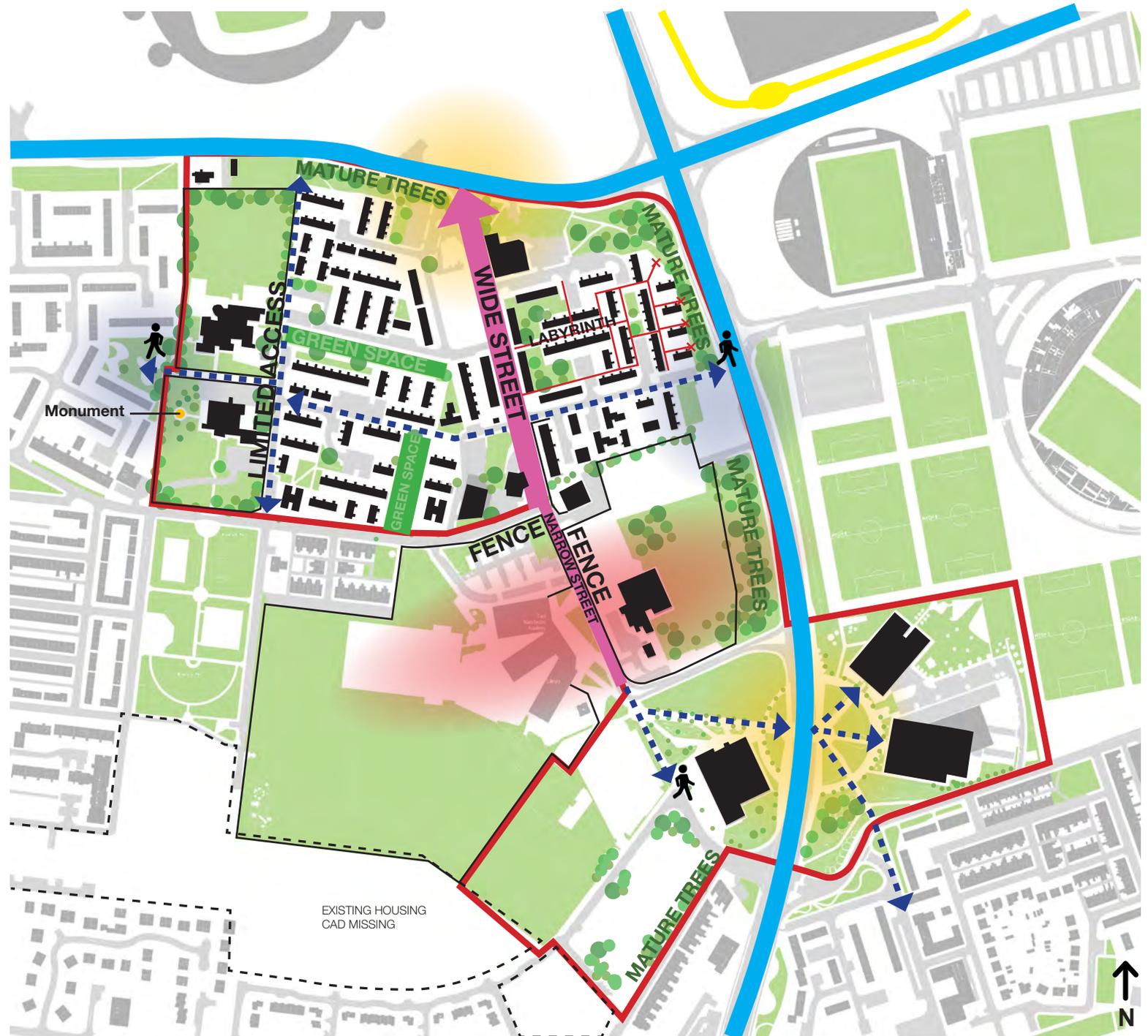


## 2.17 CONSTRAINTS //

The adjacent diagram shows a summary of the constraints identified through the earlier pages of analysis.

### Conclusions & Observations

- Grey Mare Lane feels like a major highway with its width, lack of greenery and the limited amount of front doors opening to the street.
- Grey Mare Lane provides Bus connections to the wider city.
- Parking is a key issue for the neighbourhood, and the residents parking scheme is to be increased to help provide more control. However new parking will need to consider the impact on existing residents.
- Streets and parking approach in the estate lacks clarity for users with homes and parking often feeling exposed or vulnerable.
- The edge of the estate has a strong 'green' character, whilst within the estate there is little usable green space for families.
- There is a lack of space for children with formalised play space.
- Existing access ways provide both front and rear access to properties and need to be maintained to provide ongoing access.
- The Beswick Hub is a major asset, and linked to the estate between the Academy and Primary School, but this feels inactive and unusable.
- The site is well served by Schools, and community functions. To the North public amenities feel focused on the stadium, whilst a Tesco Metro serves the centre of the site and feels isolated.
- There is a lack of connection to Grey Mare Lane and active street frontages.
- The Grange and School of the Resurrection fences continue the feeling of having a strong boundary that disconnects the area from the surrounding streets and homes with a single pedestrian link between.



## 2.18 OPPORTUNITIES //

The adjacent diagram identifies a range of opportunities within the site, looking to create both internal and external enhancements responding to the constraints identified.

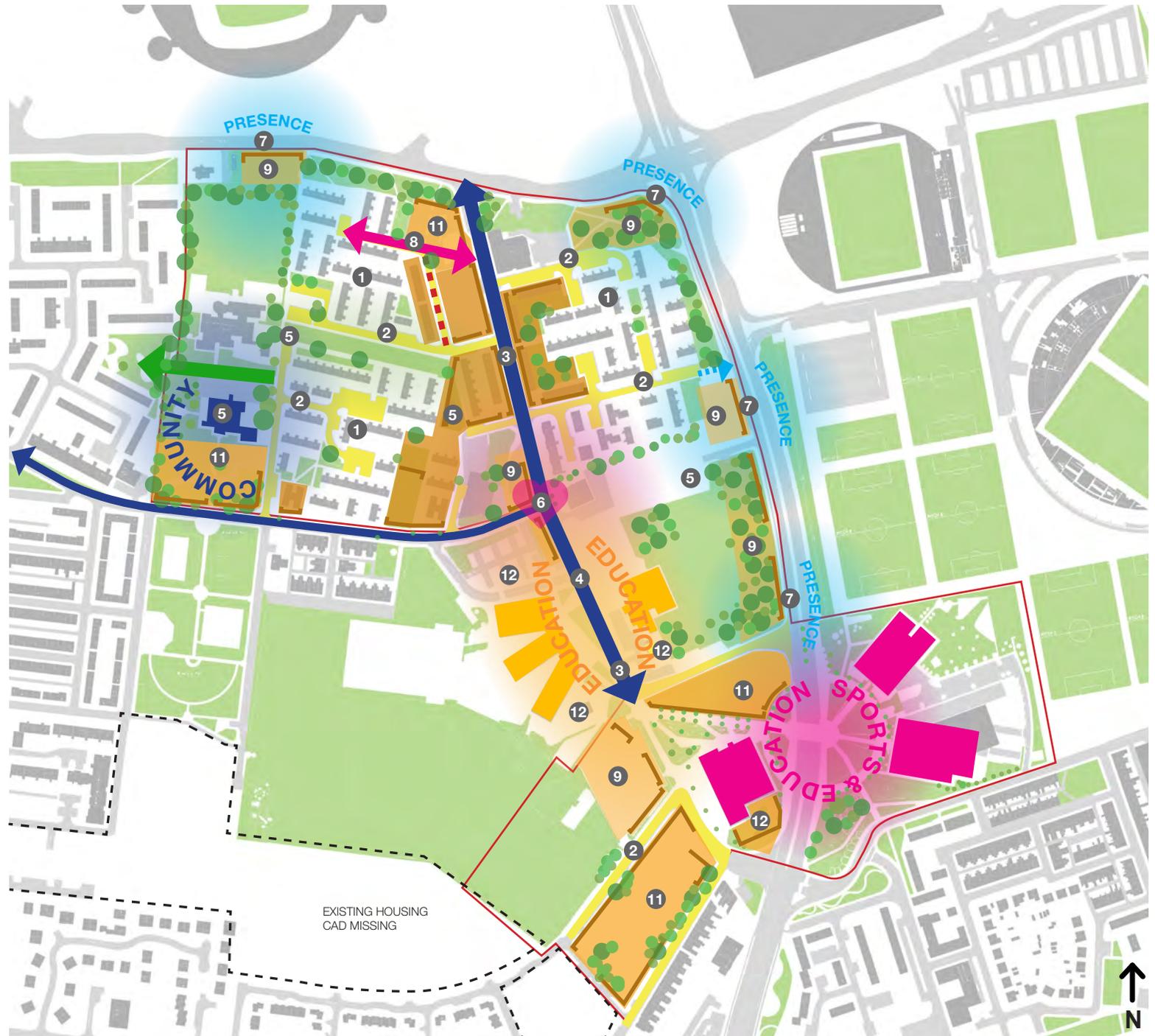
### Conclusions & Observations

- The arterial character of Grey Mare Lane road is a key issue and opportunity to change the nature and use of the street.
- The northern junction with Ashton New Road is an open and exposed aspect and an opportunity to both landmark the community of Grey Mare Lane and its relationship to the stadium and its context.
- The southern section of Grey Mare Lane road is confined by the Academy and Primary School creating a fenced alley way. There is an opportunity to change this to become more active and civic, both in use, and engagement with the buildings in place.
- Grey Mare Lane lacks a unified experience, and connecting the Beswick Hub to the estate and to the stadium to the north is a key opportunity to create a quality sense of focus for the community.
- There is an opportunity with a reconfigured road layout to improve greening, cycling routes, and opportunity for dedicated resident parking.
- The green buffer to the perimeter of the estate is both an asset and an issue with its connections to the wider setting. Introducing new permeability and visibility with some new built development could enhance this setting.
- Plots identified in orange could help to both densify the area and deliver valuable additional new affordable homes.
- The sites identified to the Beswick Hub are opportunities to reinforce this hub of activity and the connection to the base of Grey Mare Lane.
- The Grange is a community asset, but as it no longer operates as a school with a need for large external landscape, this offers an opportunity to add use on this site.



## 2.19 KEY CHALLENGES //

- 1 The Radburn style estate still exists and the negative characteristics of the layout will still exist with minimal intervention possible with much of the stock to be retained.
- 2 Poor surface highways to all streets of Grey Mare Lane Estate present a poor public landscape and environment and greening and upgrading the streets will help to create a unified improved look and feel across the site
- 3 Rethinking Grey Mare Lane into a re-established and redesigned primary street to create an improved and upgraded highway infrastructure including cycleways, SUDS, green pockets and narrower road
- 4 The northern and southern ends of Grey Mare Lane feel disconnected, and finding ways to reconnect is important as well as including the schools to create a safer pedestrian friendly connection.
- 5 Integrate the Grange Community Centre into development of the site.
- 6 The heart of the scheme needs to be established and created.
- 7 Create presence along the periphery of the site where possible, however this may be limited due to the mature tree growth
- 8 Connect Newcombe Close directly onto Grey Mare Lane and close up the connection to Hopedale Close.
- 9 Identification of possible development plots not in the brief to help densify and reconnect the entire site
- 10 Increasing housing density whilst providing appropriate car parking provision is a challenge and key aspect of the masterplan
- 11 A holistic approach to the masterplan that collectively combines the identified development plots
- 12 With an increased population creating additional public amenities to support the growing population needs to be considered. Identifying potential expansion possibilities is key.



### 3. MASTERPLAN VISION & THEMES//

The following pages set out the vision and identified themes for the masterplan, and focus on the key priorities that the masterplan should deliver.

# EMERGING MASTERPLAN VISION//

## 3.1 VISION AND PRINCIPLES//

### REGENERATIVE

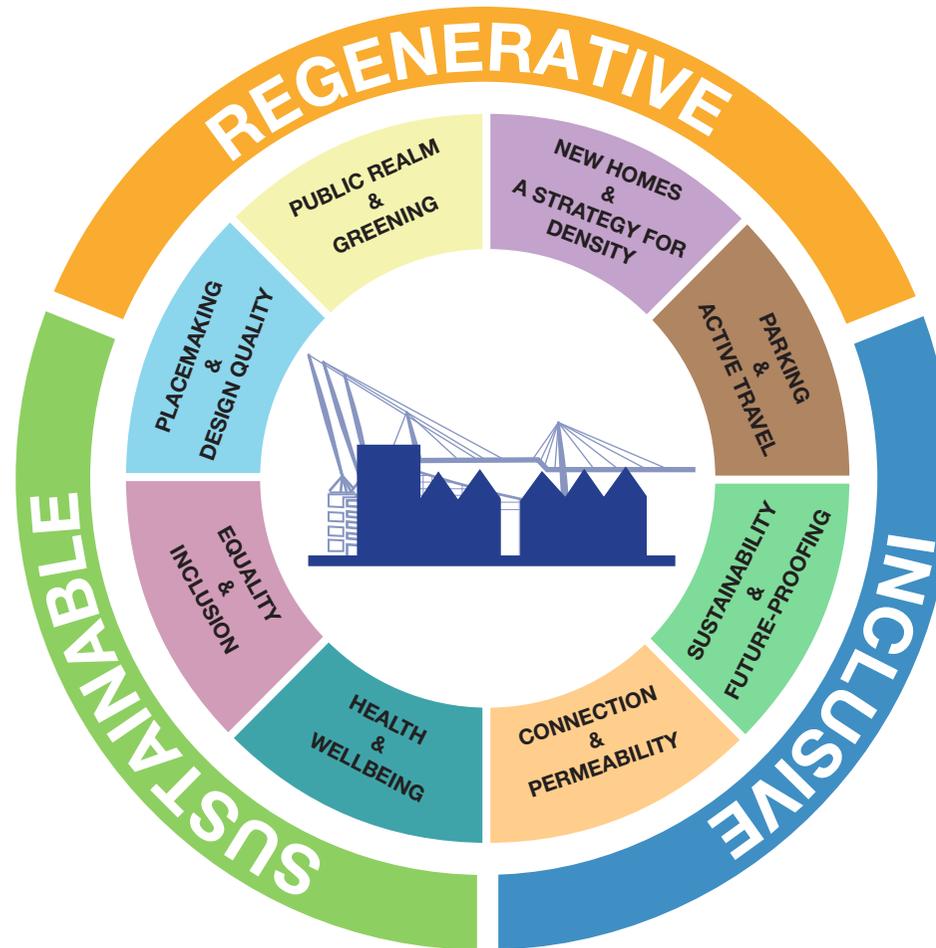
A **redefined Grey Mare Lane** that re-establishes the area with **high quality public realm, upgraded highways and city centre quality new family focused residential developments** that helps to forge a new character and identity. This can help to **improve the quality of day to day life** for residents whilst positively changing the reputation of the area.

### INCLUSIVE

A place for residents and visitors which provides **new uses and spaces, and maximises the existing amenities** within the development site. Overlaid by a harmonious upgraded public realm which helps to create a **more liveable and usable neighbourhood** for the community.

### SUSTAINABLE

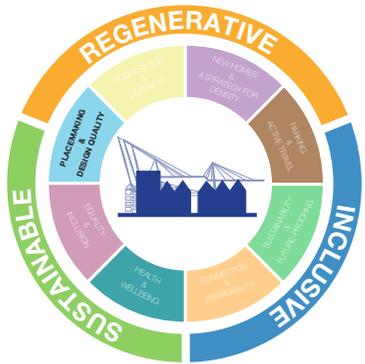
A **greener neighbourhood which combines a biodiverse and sustainably focused landscaped layer** with **new high quality sustainable new developments** that provide places for people which are **future proofed for years to come**. A place which is safer, healthier, more inclusive and an attractive place to live.



### 3.2 PLACEMAKING & DESIGN QUALITY

#### THEMES //

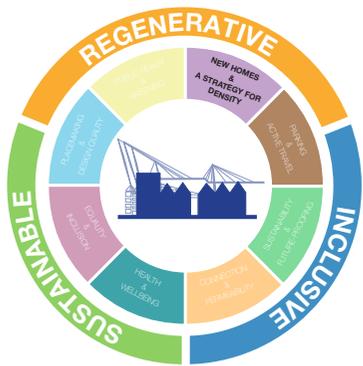
- Improving the general quality of public realm and decreasing the space for vehicles.
- Reducing the width of Grey Mare Lane to a minimum to change the character from highway to residential street.
- Greening Grey Mare Lane, creating places for new biodiverse habitats for wildlife and sustainable urban drainage.
- Creating dedicated space for cyclists to feel safe and welcome, connecting schools to homes.
- Strengthening the connection from within the estate to the Beswick Hub.
- Enhancing connections from the east and west of the estate across Grey Mare Lane, creating new spaces for crossing that feel safe and welcoming.
- Add new buildings to the streets to create strong active frontages and enhance its feeling of life, activity and safety.
- Create a sense of focus for the community with a clear heart where small scale amenity provision is focused.
- Creating enhanced user orientation where ever possible, and remove.
- All new development and infrastructure works should be of the highest quality materials, architecture and setting for the buildings (boundary treatments/landscaping etc).



### 3.3 NEW HOMES & A STRATEGY FOR DENSITY

#### THEMES //

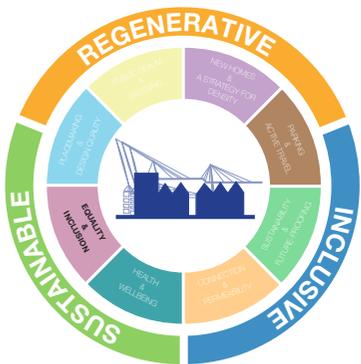
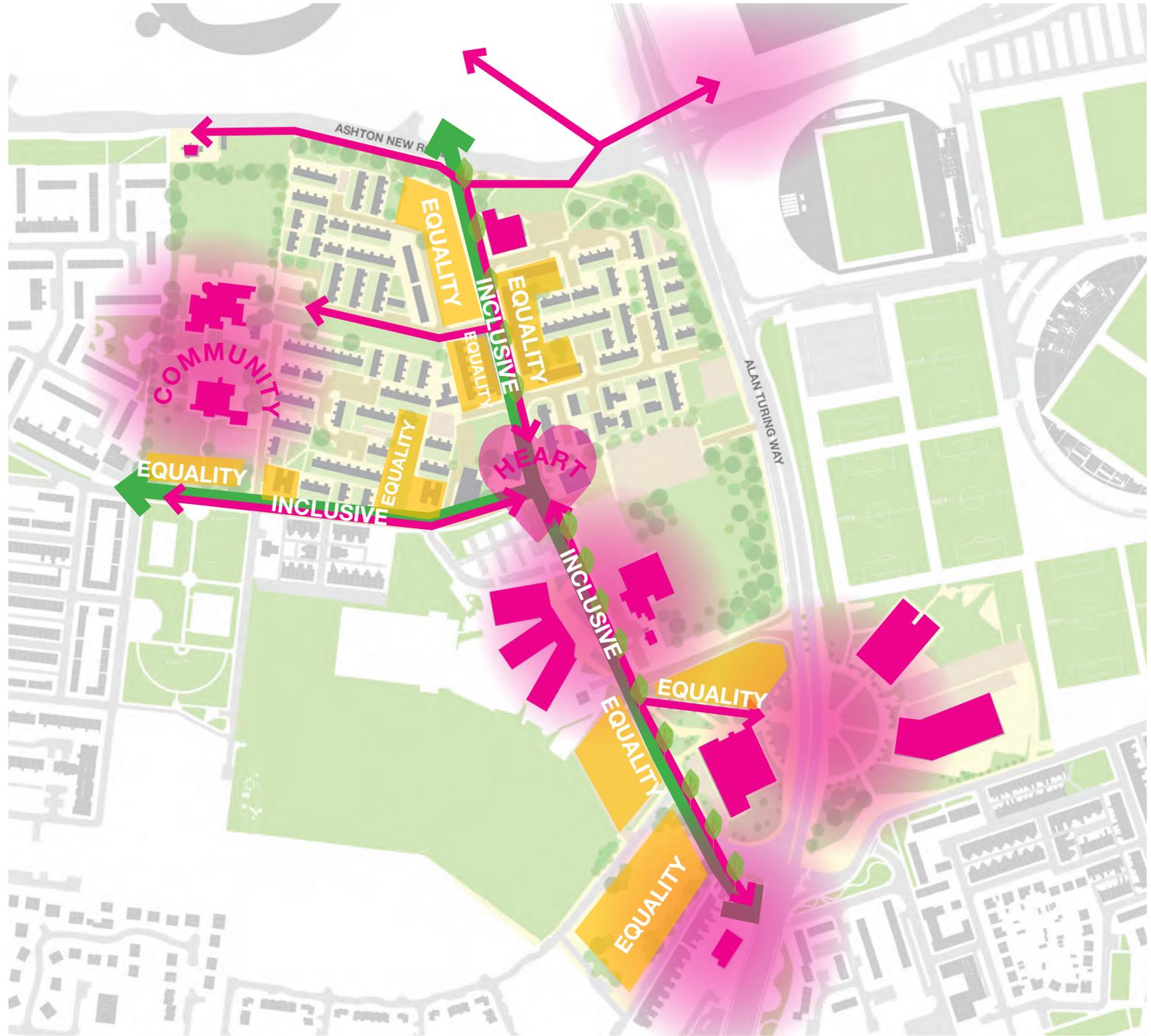
- Intensification of land use in the area
- Identification of development sites
- Careful consideration of the type of housing typology and density appropriate for each site in relation to existing neighbouring houses and buildings
- Developments of height that align to their surroundings but provide a new presence for the masterplan and align to where is primary frontage
- Developments of the highest quality materials, and exemplar in their architecture that are carefully placed into their locations



### 3.4 EQUALITY & INCLUSION

#### THEMES //

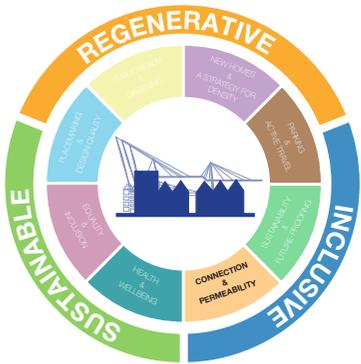
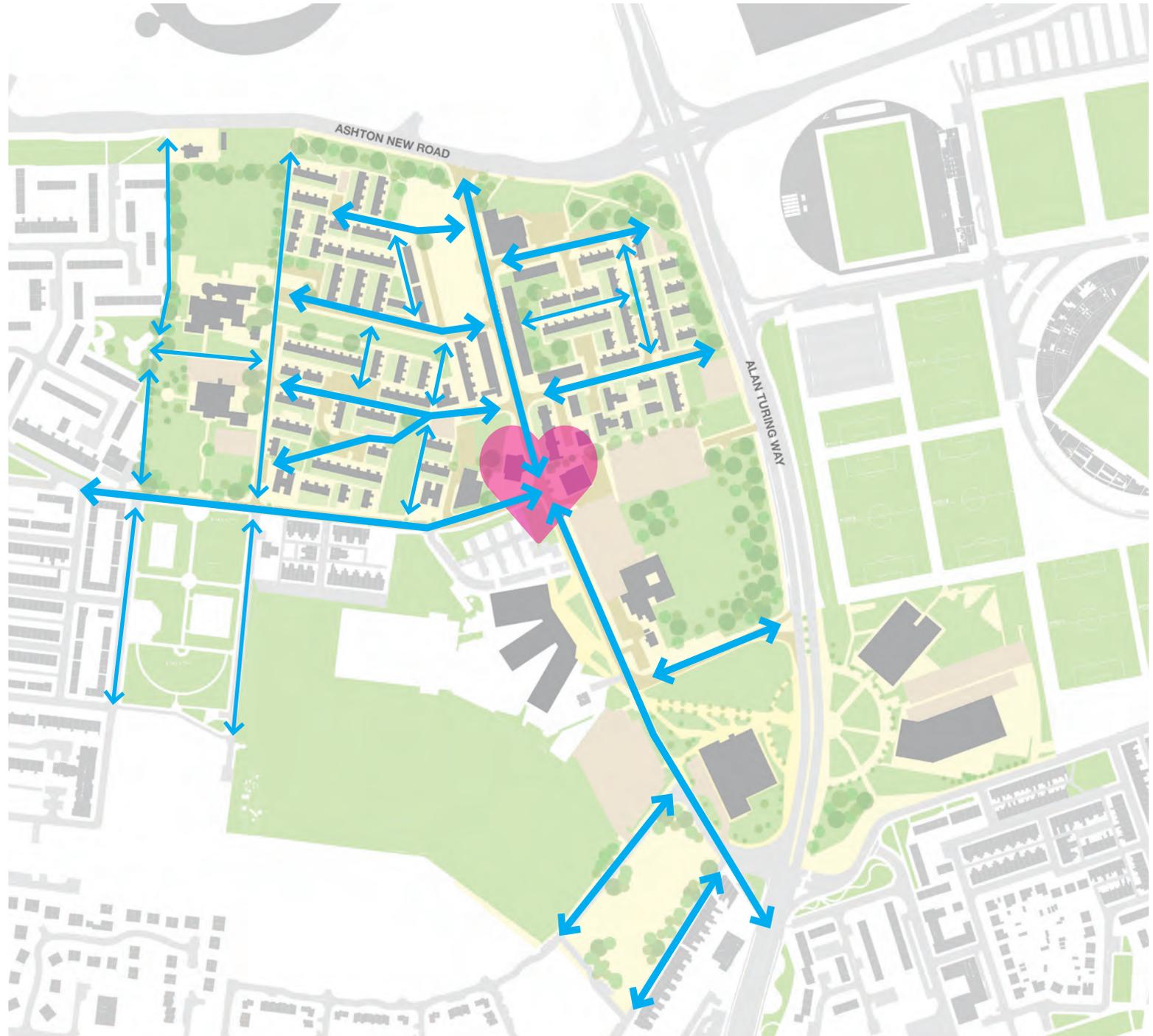
- Creating a place that brings a diverse community together in a place that encourages community interaction
- Creating places for families in a safe and welcoming environment
- Creating new homes that provide a range of accessible / adaptable needs in line with MCC policies with all new homes to be built to a minimum of Part M4(2)
- Creating homes that are equal to or above the current space standards is essential.
- Adding amenities into the area to encourage a sense of identity
- Supporting existing community assets; schools, churches, businesses, health and well-being centres
- Creating a places that feels open and welcoming for all



### 3.5 CONNECTION & PERMEABILITY

#### THEMES //

- Creating new connections that enhance the legibility of the estate and reduce anti social spaces
- Reinforce Grey Mare Lane as the primary spine to the estate and a point of wider connection to the surrounding areas.
- Breaking down the green barrier to the edge of the site to reveal the community within
- Enhancing the Beswick Hub anchor to Grey Mare Lane with new reasons to make the journey
- Utilising Albert Street as a green connector to the wider city
- The area is well provided for with primary and secondary schools, but identifying how these can be better utilised by the community as assets is key to the cohesion of the overall area

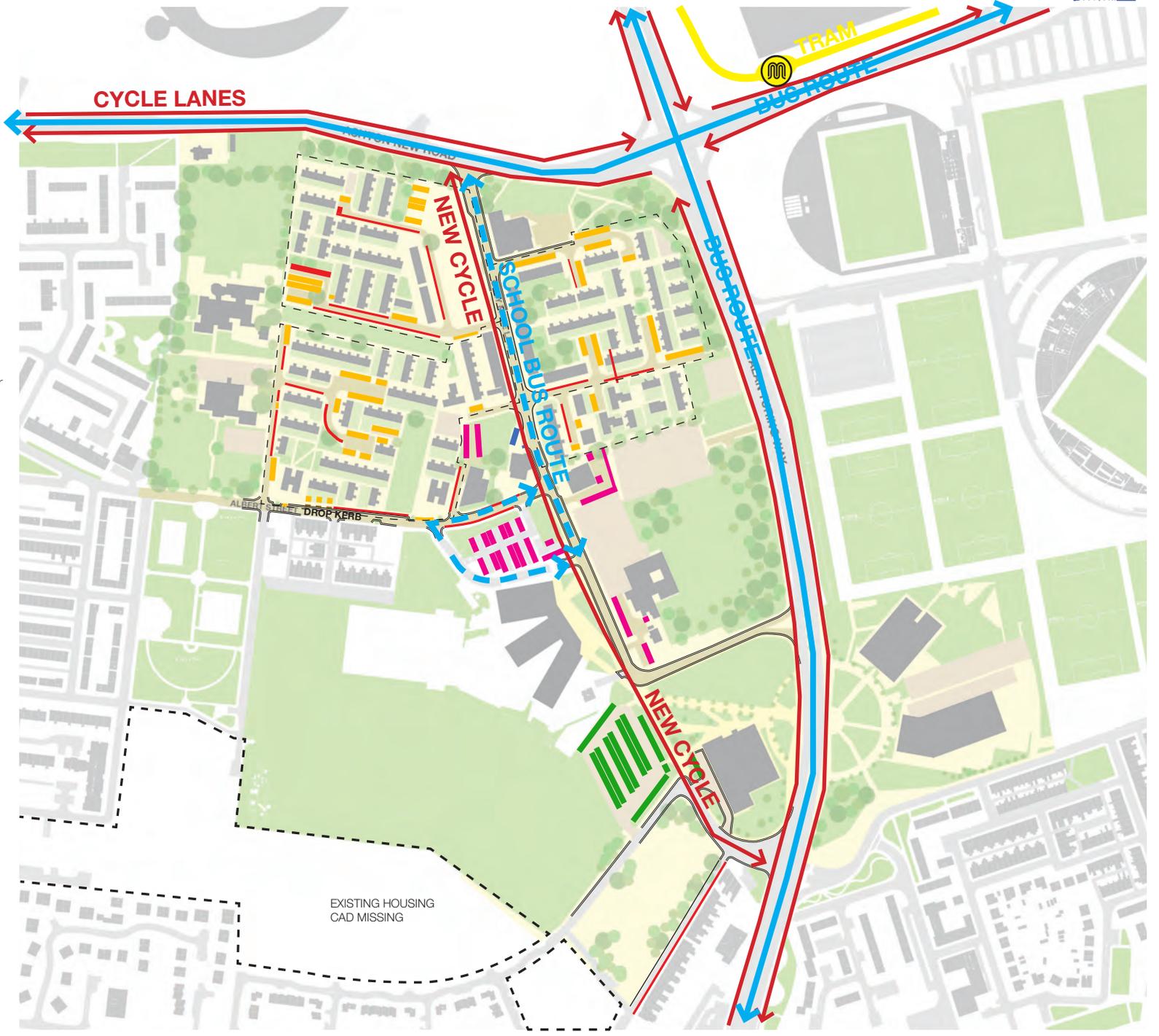
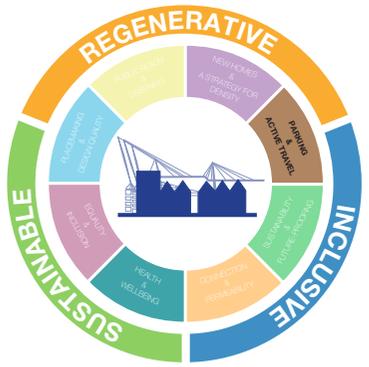


### 3.6 ACTIVE TRAVEL & PARKING

#### THEMES //

- Bring new cycleways into the heart of the masterplan to promote health and wellbeing
- Connect the site into the existing wider network of cycle and active travel routes including the bus and tram links
- Address parking issues within the estate to discourage fly parking for match days and events
- Formalise parking for dwellings within the estate and reduce the demand on overlooked parking courtyards
- New development should provide in curtilage car parking with associated EV charging points.
- Identify where existing streets could be redesigned to accommodate on street parking or areas for more parking
- Improve the overall pedestrian network of footways across the site to enhance the pedestrian experience

-  Parking (Designated)
-  Parking (Undesignated/on street)
-  Private Parking
-  Parking (Leisure Centre)
-  Parking (Tesco Express)
-  Double Yellow Lines
-  Single Yellow Lines

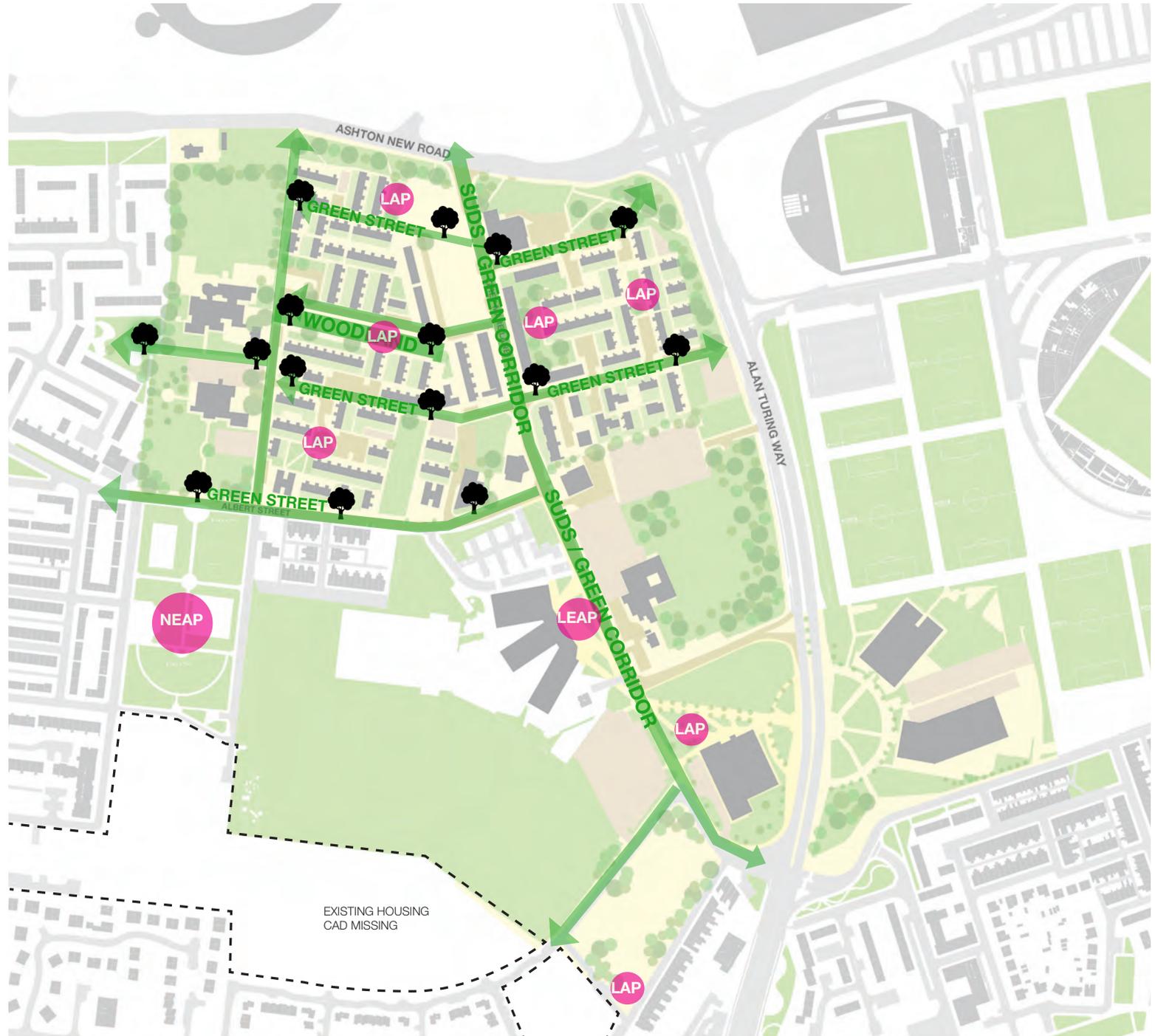
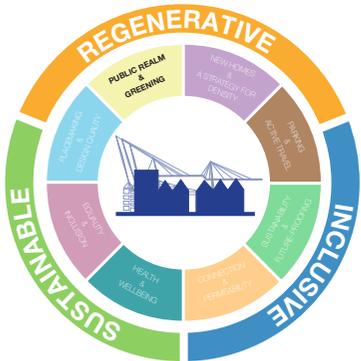


### 3.7 PUBLIC REALM & GREENING OF STREETS

#### THEMES //

- General improvement of the streetscape within the estate including; public realm, lighting, trees and planting of the highest quality
- Greening of existing streets and spaces to improve the overall look and feel of the site
- Improving the quality of existing green spaces and play zones for the use of residents and expressing the family nature of the estate
- Enhancing the biodiversity and sustainability of the landscape and public realm
- Breaking the green buffer to the edge of the site and using this to draw people into the estate
- Enhancing the space for playspace for children

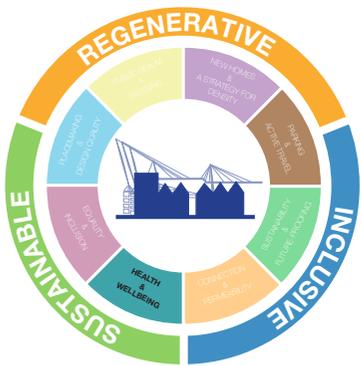
-  LAP (Local Area for Play) - intended for very young children to play close to where they live
-  LEAP (Local Equipment Area for Play) - intended for children who are beginning to go out and play independently close to where they live
-  NEAP (Neighbourhood Equipped Area for Play) - intended for older children but equipped with ply for younger children as well



### 3.8 HEALTH & WELLBEING

#### THEMES //

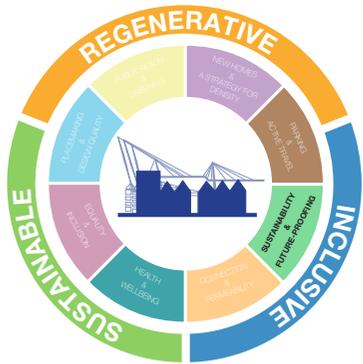
- Promoting health and wellbeing with public transport routes, walking and cycle lanes being high quality first choice modes of transport
- Enhancing the existing health and wellbeing offer to the Beswick Hub with future potential for expansion
- Providing access for residents to quality external landscape that is rich and diverse to improve mental wellbeing
- Enhancing existing external public open space



### 3.9 SUSTAINABILITY & FUTURE PROOFING

#### THEMES //

- Creating a community that is low carbon, with retro-fit and new build approaches used to achieve long term sustainability and to help meet Manchester City Council's target for net zero by 2038.
- All new development and infrastructure works should be of the highest quality materials, architecture and setting for the buildings (boundary treatments/landscaping etc to ensure longevity of new development.
- Where streets are part of a sustainable urban drainage network that promotes new wildlife habitats and ecosystems
- Creating places for new development, with space for residents to be self sufficient, with places to grow their own food
- Explore opportunities for using zero carbon technology including sustainable drainage options, heat pumps, EV Chargers and PV Panels



## 4. KEY DEVELOPMENT INFRASTRUCTURE //

The following pages look to analyse Grey Mare Lane with initial ideas and principles for improvement explored, which focuses on highway improvements and high level designs on how this could be implemented.

#### 4.1 DEVELOPMENT INFRASTRUCTURE //

Grey Mare Lane is both the identity of the estate, but also the spine that serves to connect the wider area.

Three key development infrastructure projects have been identified;

1. Grey Mare Lane (North); Reduction in the width of Grey Mare Lane to the north, creation of cycle lanes, new pedestrian connections and SuDS / street greening
2. Grey Mare Lane (Middle); Create a greater connection between the Academy and Primary School, and a focus for family play space
3. Grey Mare Lane (South); Reconfiguration of the Alan Turing Way junction to allow future potential expansion of the leisure centre

The following pages set out the potential implications of each project identified.

All highway improvements detailed within this section of the document are subject to funding which has not yet been secured.



#### 4.2 GREY MARE LANE NORTH //

The existing Grey Mare Lane now serves a different purpose to the wider road network since the completion of Alan Turing Way acting as a bypass to the estate.

The masterplan has considered a number of movement strategies that could influence to what extent the road network could be reduced in width.

A key consideration is the bus route that utilises Grey Mare Lane and Albert Street. This is identified as a key asset to the estate and something to be preserved. As such this has set a minimum width of carriage way of 6.5m in-line with TFGM guidance, and the need to maintain two way vehicle movements from Ashton New Road, to Grey Mare Lane, and onto Albert Street.

The bus access between the two schools to Alan Turing Way has been identified as something that could be amended as long as the schools have maintained access to bus stops.

The illustration opposite presents 4 strategies that have been investigated. Strategy 2 and 4 have been ruled out due to the one way traffic scenario as noted above.

Alongside the traffic movement, the inclusion of green space, cycle routes and the location of a space that could be considered to be a central 'heart' has been considered and the responding impact on the highway arrangement.

The following page illustrates the preferred strategy identified and the reasons that have led to this conclusion.

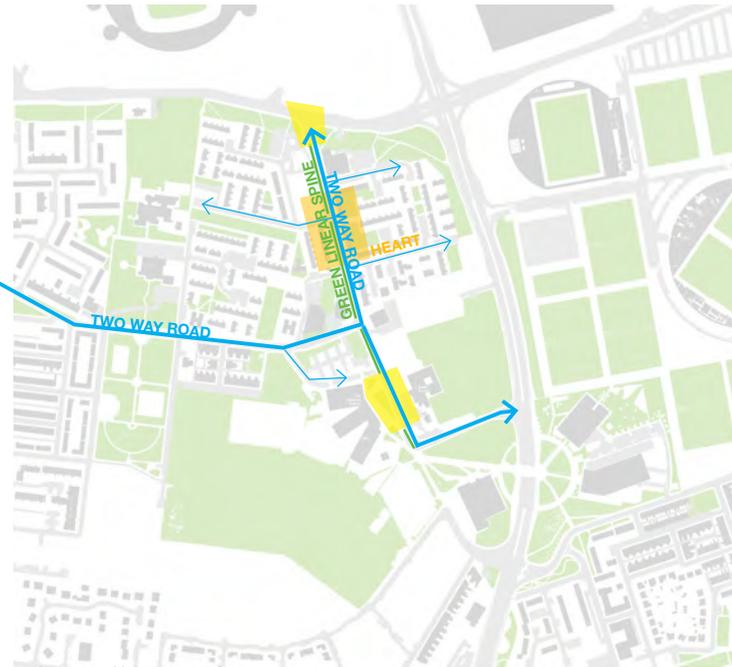


FIG 4.2.1 // STRATEGY 1

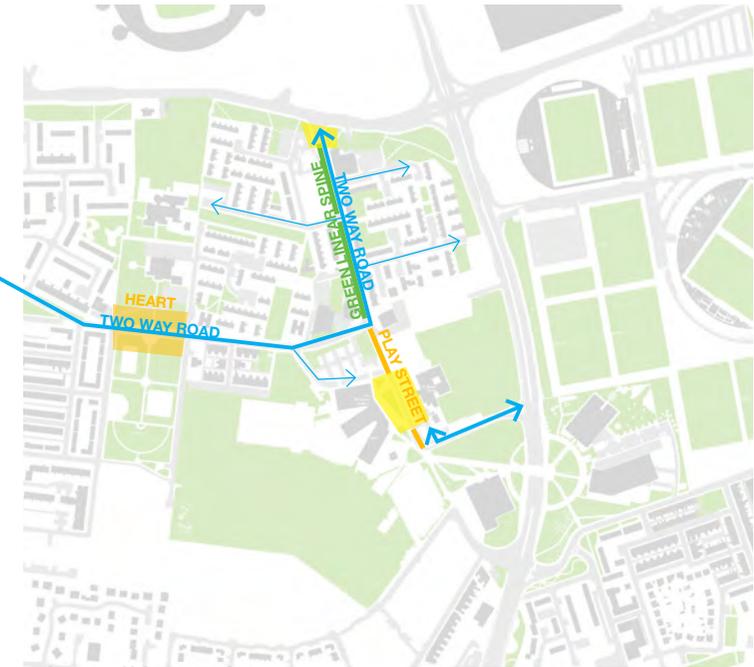


FIG 4.2.3 // STRATEGY 3



FIG 4.2.2 // STRATEGY 2

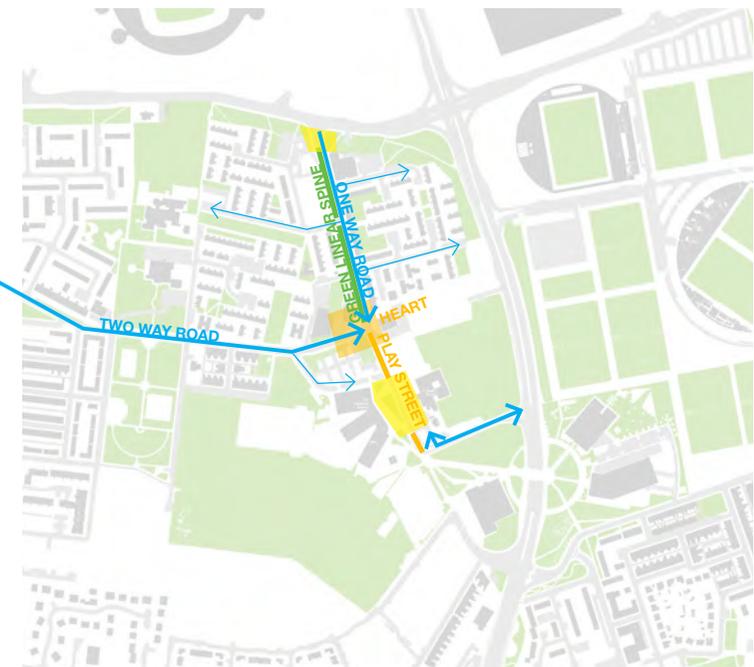


FIG 4.2.4 // STRATEGY 4

### 4.3 PREFERRED HIGHWAYS STRATEGY //

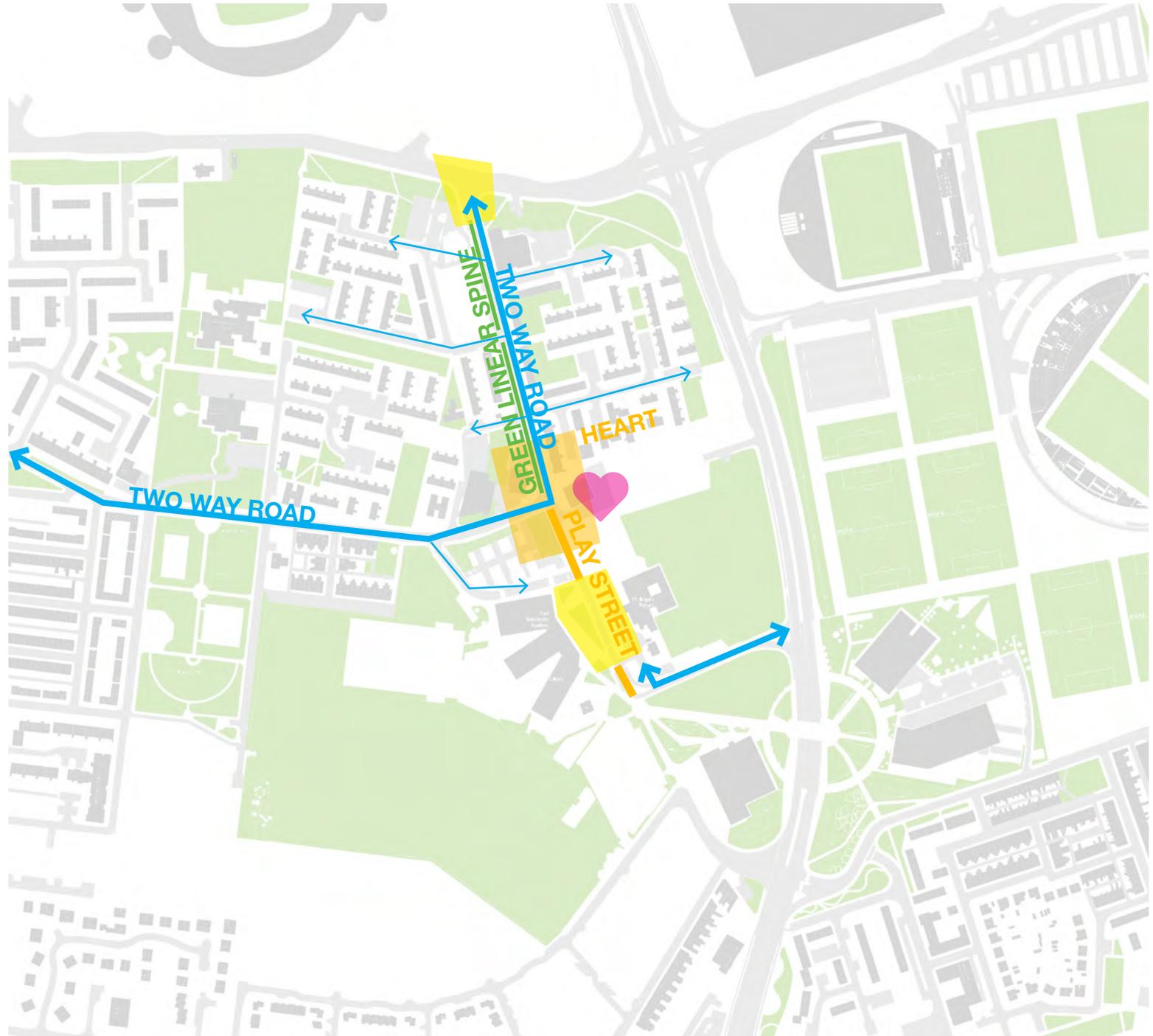
Two way traffic movement is maintained to both Grey Mare Lane and Albert Street.

Grey Mare Lane can be reduced to 6.5m in width to suit TFGM guidance on two way bus movements.

A new green spine can be introduced to Grey Mare Lane with dedicated cycle lanes, SuDS features and allow the potential for buildings to be brought closer together to create a more domestic quieter feeling street.

The heart of the community is identified to be located to the junction of Albert Street and Grey Mare Lane, this is in support of the existing community assets to this location, and a point of wider connection to both the Beswick Hub, and the wider community to the west.

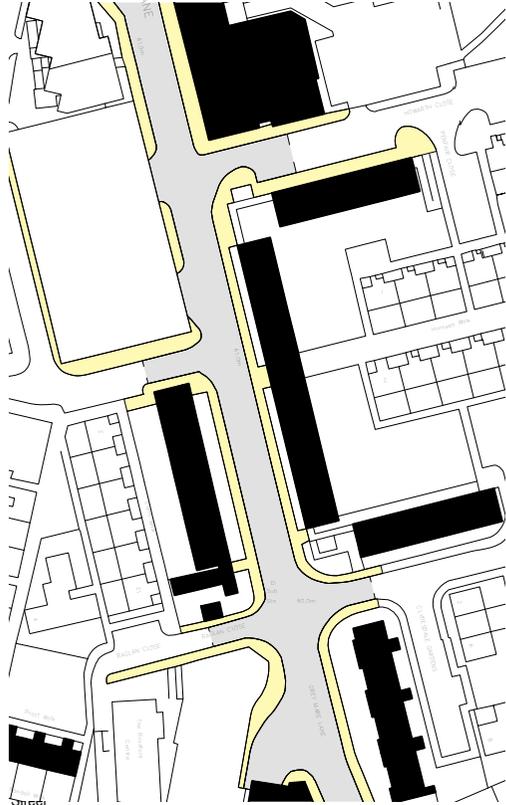
The space between the Academy and Primary School is identified as a 'play street', and is thought to provide the potential for a unique space for the community to use with a family focus. This is described in greater detail in the following pages.



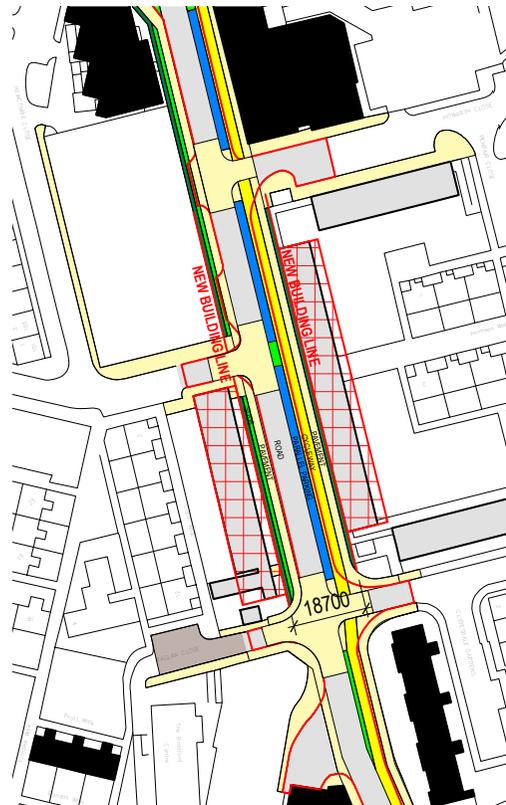
#### 4.4 SLOWING TRAFFIC AND PLACEMAKING //

The studies below explore how the highways of Grey Mare Lane can be changed to accommodate street features such as cycleways, SuDS and upgraded road to reduce the street width and improve the overall street scene. They are underpinned by reference to the Global Street Design Guide and Greater Manchester Streets For All Design Guide.

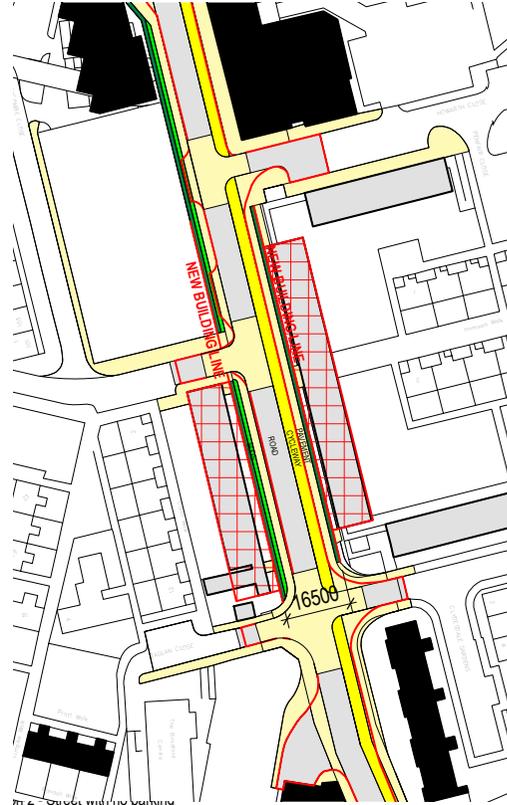
EXISTING STREET



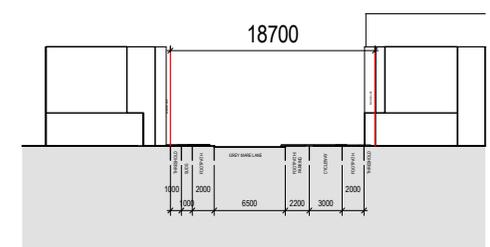
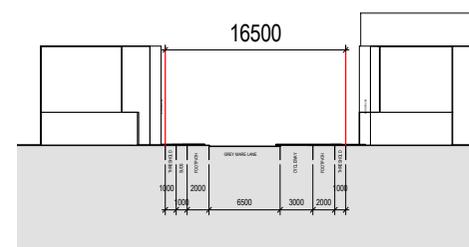
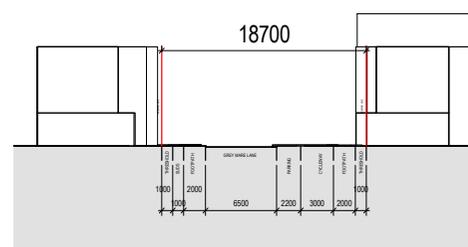
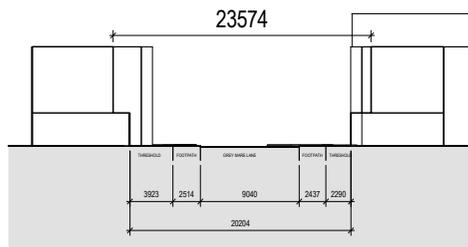
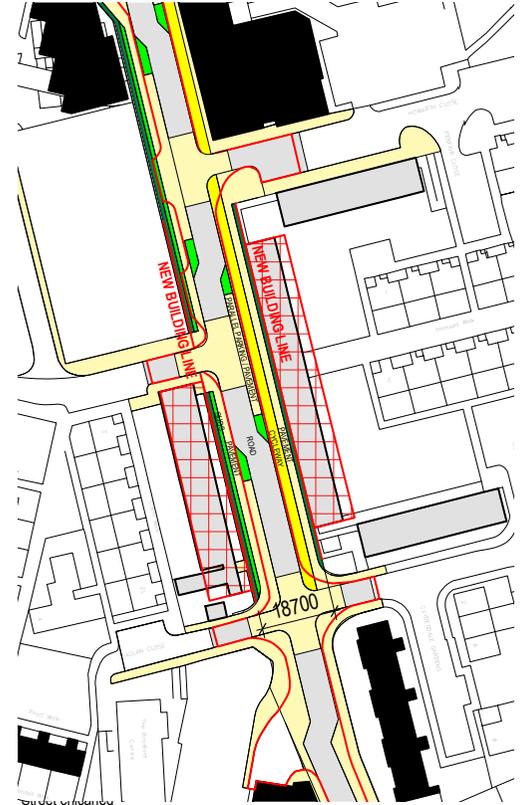
STREET PARKING



NO STREET PARKING



TRAFFIC CALMED ROAD



The studies below explore how implementing the identified street features of cycleways, SuDS and upgraded road can change the overall look and feel of Grey Mare Lane, and benefit the sense of ownership of the community.

EXISTING STREET



STREET PARKING



NO STREET PARKING



TRAFFIC CALMED ROAD



#### 4.5 GREY MARE LANE PREFERRED HIGHWAYS APPROACH //

A preferred reconfigured road scenario is set out on these pages, which introduces a new defined road, with 'Traffic Calmed' format to slow traffic, and create the potential for parking to be added to the street in the form of parallel bays, improve pedestrian connections, and add street greening / SuDS and cycle corridors.

Dedicated cycle lanes, pavements, and SuDS corridors are proposed alongside zones for block street greening allow the potential for Grey Mare Lane to be transformed from highway to domestic road.

Alongside this reconfiguration, it is proposed that a series of tables are introduced to junctions with the main Grey Mare Lane spine, this is to encourage further slowing of traffic, but also promote strong pedestrian connections from the east and west of the estate.

Identified within this plan is the potential for buildings to be relocated to the identified plots closer together, providing both enhanced active frontages, but also a scale of street that aligns to the National Model Design Code guidance.

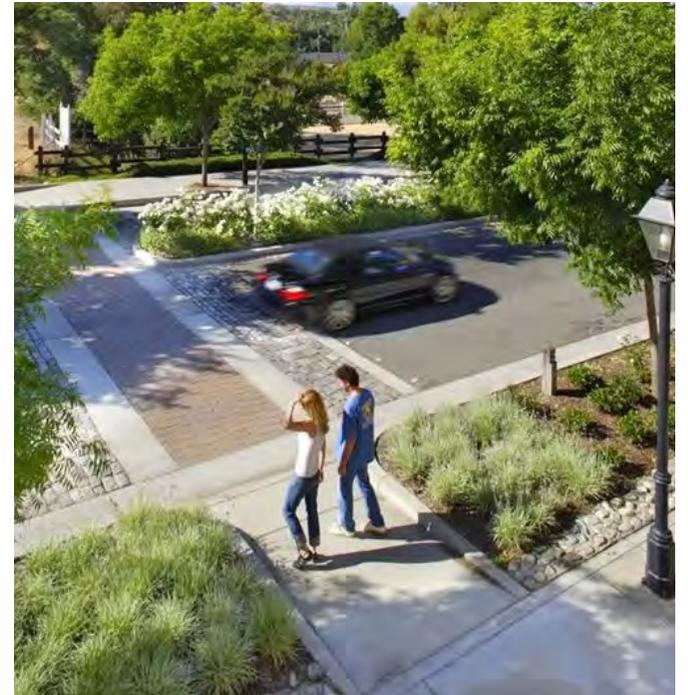


green buffer\_1m  
 pavement\_2m  
 cycleway\_3m  
 street greening / parking\_2.2m  
 road\_6.5m  
 pavement\_2m  
 SUDS\_1m  
 green buffer\_1m



	Town centres	Urban neighbourhoods	Suburbs
<b>Primary streets:</b> Designed to take through traffic and public transport See P1.1 Primary Streets	Enclosure Ratio: 1.2 Active Frontage: 30%	Enclosure Ratio: 1.2 Active Frontage: 10%	Enclosure Ratio: 1.5 Active Frontage: 10%
<b>High streets:</b> The focus for local shopping centres, often with traffic but sometimes traffic free See P1.1 Primary Streets	Enclosure Ratio: 1.1 Active Frontage: 40%	Enclosure Ratio: 1.1 Active Frontage: 20%	Enclosure Ratio: 1.3 Active Frontage: 60%
<b>Secondary streets:</b> Taking local traffic into neighbourhoods and often the location of shopping parades and local services such as shops See P1.1 Local and Secondary Streets	Enclosure Ratio: 1.1 Active Frontage: 50%	Enclosure Ratio: 1.1 Active Frontage: 30%	Enclosure Ratio: 1.3 Active Frontage: 20%
<b>Local streets:</b> Providing vehicle access only to the properties on the street but with through pedestrian and cycle traffic See P1.1 Local and Secondary Streets	Enclosure Ratio: 1.1 Active Frontage: 30%	Enclosure Ratio: 1.1 Active Frontage: 0%	Enclosure Ratio: 1.2.5 Active Frontage: 0%

#### NATIONAL MODEL DESIGN CODE



#### 4.6 GREY MARE LANE - THE MIDDLE PLAY STREET //

Currently, 'the middle' section of Grey Mare Lane serves merely as a thoroughfare, lacking any meaningful contribution to the streetscape. This section is enclosed by fences on both sides, and acts to funnel cars and pedestrians through this space with little engagement with the buildings or uses within.

Whilst the Academy houses the community Library it does not feel open and welcoming in this fenced environment and limits its ability to act as a community anchor.

This is seen as a key opportunity to change how this space functions, and the potential is could hold to become a unique public space contributing to the lives of the local residents and both schools, and library as a community hub.

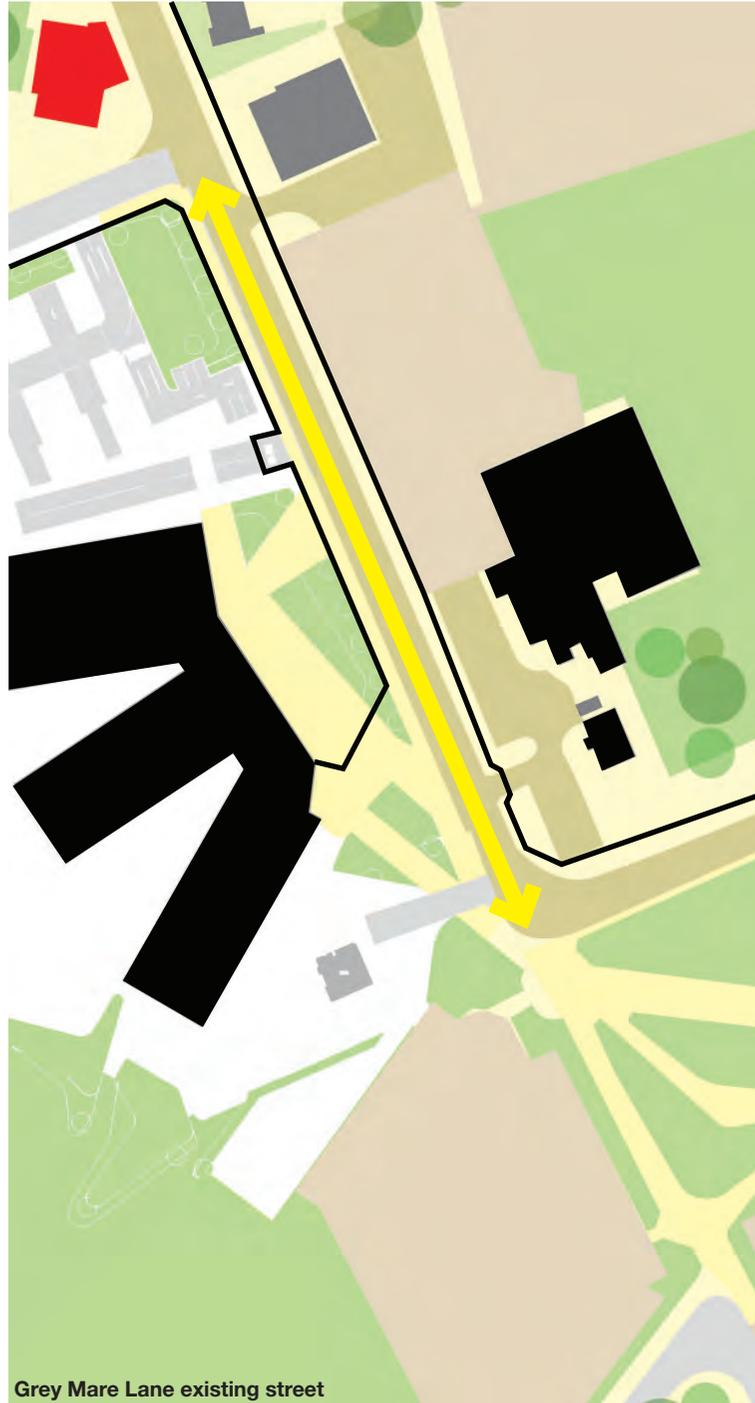
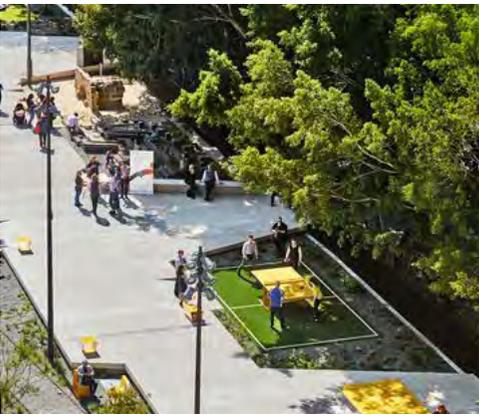
Two scenarios have been considered as part of the masterplan process;

- Full Closure of this section of road
- Closure at key times of day / open for bus / drop off times only

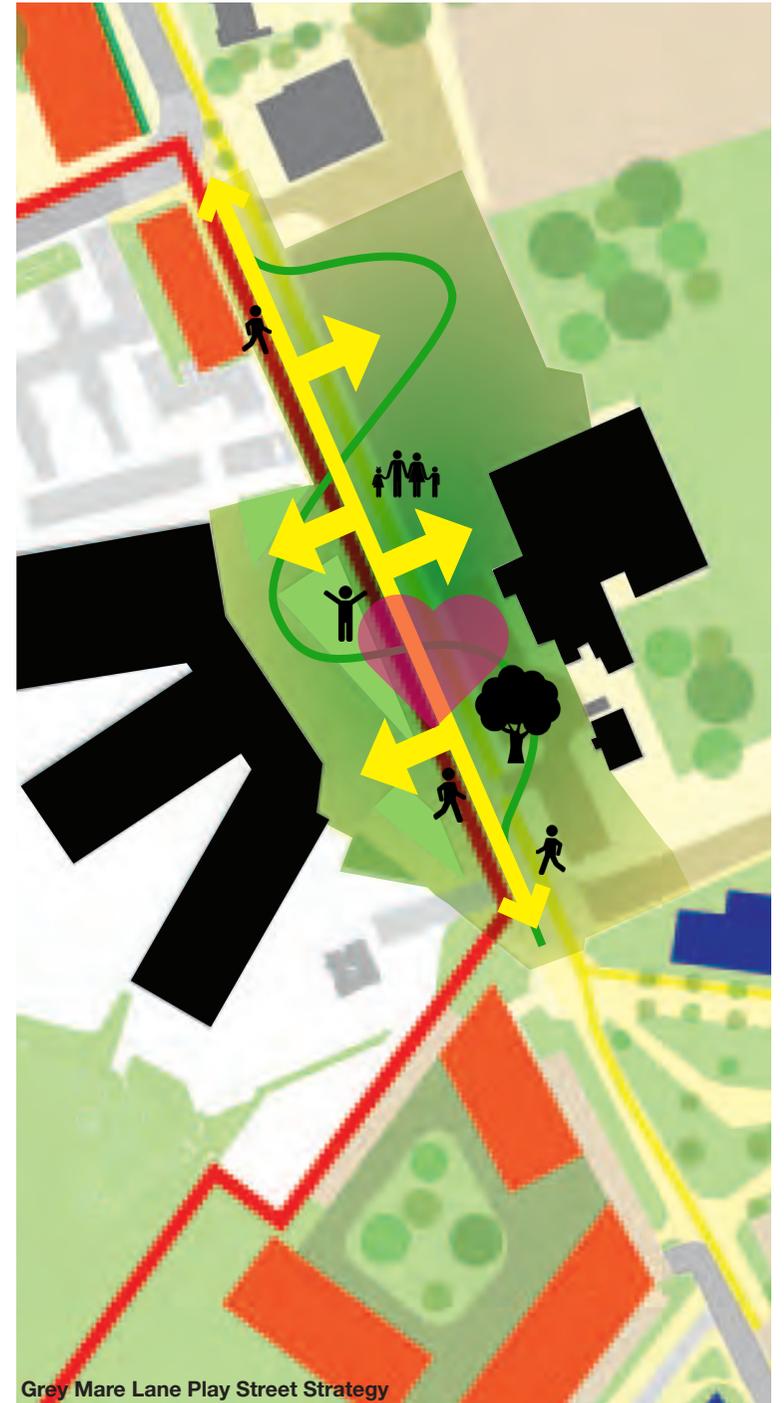
Both scenarios have considered an underpinning approach to be the creation of a 'play street'.

The play street offers diverse possibilities, acting as an educational asset for the schools or an extension of their playgrounds. Furthermore, it can serve as a unique communal space for residents along Grey Mare Lane, establishing itself as a unique gathering point. A new heart to Grey Mare Lane.





Grey Mare Lane existing street



Grey Mare Lane Play Street Strategy

#### 4.7 SCHOOL STREET INITIATIVE //

MCC are working on a wider roll out of 'school streets' initiative. These were first introduced in 2015 in the UK to help improve the safety, congestion, air quality, and quality of environment surrounding schools.

TFGM are soon to launch the Streets for All Design Guide which will be a key reference in developing Grey Mare Lane to a Greater Manchester level and in-line with the cities aspirations for high quality street design.

#### BENEFITS OF SCHOOL STREETS //

School Streets offers many benefits, including:

- **Improved Road Safety:** One of the primary benefits of School Streets is the improvement in road safety for children. By reducing traffic around schools, the risk of accidents, particularly those involving children, is significantly reduced.
- **Healthier and Active Lifestyles:** School Streets encourage more children to walk or cycle to school, which promotes physical activity and helps combat childhood obesity. This also contributes to a reduction in air pollution, which can have long-term health benefits.
- **Reduced Air Pollution:** School Streets help reduce air pollution in the immediate vicinity of schools. This cleaner air benefits both children and adults, as exposure to air pollution has been linked to various health problems, including respiratory issues and cardiovascular disease.
- **Community Engagement:** School Streets can foster a sense of community by creating a safe space for social interaction and allowing parents and children to engage with one another and with their surroundings.
- **Less Traffic Congestion:** By encouraging active modes of transportation, School Streets can reduce traffic congestion in the area around schools, making it easier for everyone to navigate and reducing stress for parents dropping off or picking up their children.
- **Promotion of Sustainable Transport:** School Streets align with broader efforts to promote sustainable transportation options like walking, cycling, and public transit. This helps reduce the carbon footprint associated with school travel.
- **Improved Mental Well-being:** The calmer and safer environment created by School Streets can lead to improved mental well-being for both children and parents, reducing stress and anxiety associated with traffic and safety concerns.
- **Educational Opportunities:** School Streets can be used as an educational tool to teach children about road safety, active transportation, and the environmental benefits of reducing car use.
- **Support for Local Businesses:** While School Streets restrict motorised traffic, they often promote local businesses by encouraging more people to walk or cycle through the area. This can benefit the local economy.
- **Reduced Traffic Noise:** School Streets can lead to reduced traffic noise, creating a more peaceful environment for residents living near schools.





#### 4.6 GREY MARE LANE - SOUTH //

The southern end of Grey Mare Lane connects to Alan Turing Way, and presents a large highways junction up to 5 lanes wide.

As part of the masterplan it has been identified that this junction could be reduced to create a more domestic arrival point, and create additional public landscape, and the potential for expansion space for the Leisure Centre if required in the future to respond to an increased population in the immediate area.

##### Grey Mare Lane Upgrade

Currently, the South end of Grey Mare Lane which connects onto Alan Turing way is very wide. From Bell Crescent the road is a typical 2 way road, but widens to over 5 lanes at the junction point which creates a very dominant highways entrance point to Grey Mare Lane.

By reducing the width at the junction to 2/3 lanes, this could provide more opportunity for improved public realm at the junction of Grey Mare Lane and Alan Turing Way. This could allow for a more pedestrian focussed, greener welcoming entrance.

This of course will need detailed tracking and highways design and as such this is simply a concept to illustrate the potential opportunity to gain back land for active use.

##### Relocation of surface car park entrance

Currently the leisure centre car park is accessed off Bell Crescent rather than Grey Mare Lane, which creates extended movement on the highways.

The masterplan has identified the potential to relocate the entrance to be accessed directly off Grey Mare Lane, which would allow a change in character of Bell Crescent to a more domestic street. A one way system has been investigated here to avoid 'rat-run' use of this street.

##### Increased public realm

The increase to land next to the leisure centre not only opens up this end of GML, but also provides space for the possibly expansion of the leisure centre if required.





Grey Mare Lane existing street



Grey Mare Lane proposed street

## 5. DEVELOPMENT PLOTS //

The following section explores the identification of potential development plots, and their high level potential capacity to help inform the masterplan approach.

**5.1 HOUSING DEVELOPMENT PLOTS //**

This image illustrates the development plots as identified in the initial brief, and aligned to the original masterplan issued by MCC as part of the masterplan process.

The plan identifies the previous masterplan plots, demolitions, and proposed capacities with development partners noted.

 Extra development sites (One Manchester)



**5.2 DEVELOPMENT PLOTS TO BE CONSIDERED BY MASTERPLAN //**

This image illustrates the 4 key plots to be considered as part of the masterplan brief.

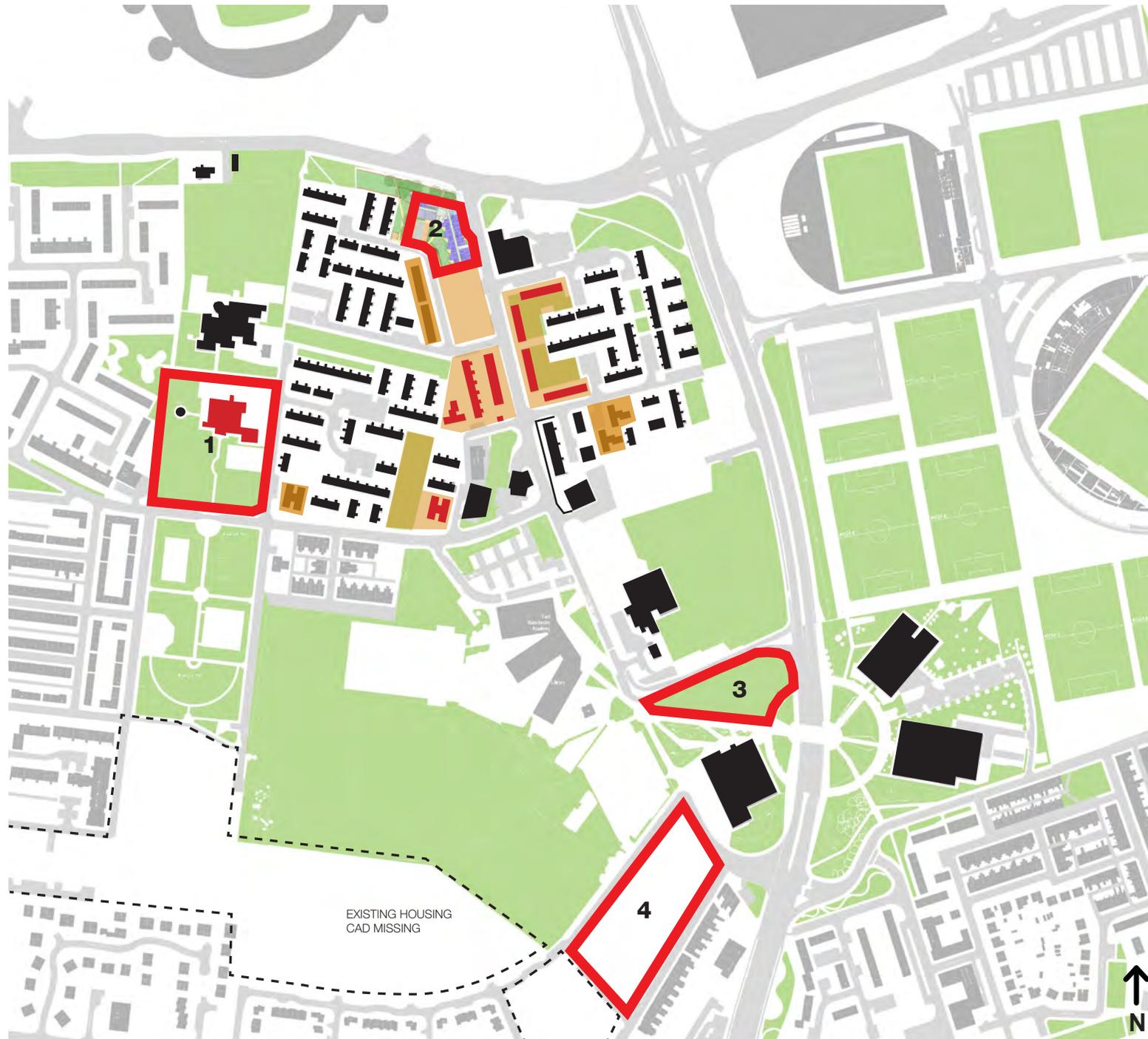
The below represents high level analysis of development site areas, compared against the brief identified site capacities, and varying dwellings per hectare standards in order to identify additional capacity.

1. The Grange - circa 60 townhouses  
 Site area - 0.98 hectares  
 50dph - 51 dwellings  
**61dph - 60 dwellings (from brief)**  
 60dph - 59 dwellings  
 70dph - 69 dwellings  
 100dph - 98 dwellings
2. Plot A (Great Places) - circa 60 apartments  
 Site area - 0.22 hectares  
 150dph - 33 dwellings  
**272dph - 60 dwellings (from brief)**
3. Teardrop Site (Great Places) - circa 142 apartments  
 Site area - 0.41 hectares  
 150dph - 61 dwellings  
 200dph - 82 dwellings  
**346dph - 142 dwellings (from brief)**
4. Former Police Station Site (This City) - circa 181 apartments & townhouses?  
 Site area - 0.82 hectares  
 100dph - 82 dwellings  
 150dph - 123 dwellings  
**220dph - 181 dwellings (from brief)**

The brief capacities illustrate a range from 60 - 350 dwellings per hectare (dph).

The National Model Design Code identifies Town / City Centre typologies with over 120 dph with a strong mix of uses, and urban neighbourhoods with a net housing density of 60 - 120 dph.

Grey Mare Lane has the potential to sit within both area types identified within the National Model Design Code, with localised sites bringing apartment type developments forwards expected to exceed these numbers.



### 5.3 OTHER POSSIBLE DEVELOPMENT PLOTS

//

Alongside the core development sites previously identified through the earlier masterplan, this study has broadened the scope to identify the following sites with the intention to create a clear understanding of potential, and where no development should be proposed. These are identified as:

1. Brownfield land next to Maine Road Chippy  
Site Area - 1360sqm (0.136 hectares)
2. Land with Tesco Express  
Site Area - 2400sqm (0.24 hectares)
3. Surface Car Park and brownfield land along Alan Turing Way  
Site Area - 2310sqm (0.231 hectares)
4. Corner Green Space of Alan Turing Way / Ashton New Road  
Site Area - 3055sqm (0.305 hectares)
5. Land on Academy  
Site Area - 870sqm (0.087 hectares)
6. Green space adjacent to Primary School  
Site Area - 3050sqm (0.305 hectares)
7. Leisure Centre Car Park  
Site Area - 4480sqm (0.45 hectares)
8. Academy surface car park  
Site Area - 1200sqm (0.12 hectares)

This is intended to be comprehensive in its review, and not viewed as providing intention to develop any of the sites identified.



- Potential Development Sites (non MCC ownership)
- Potential Development Sites (MCC ownership)

## 6. DEVELOPMENT PLOT PRINCIPALS //

The following section sets out the development plot principals for parcels identified with previous development agreement.

The plans present high level context analysis that has informed the masterplan approach. Key observations are captured which should influence how detailed proposals are brought forwards.

**6.1 CORE DEVELOPMENT PLOT //**

This plan identifies the development plots that are being considered as part of the Masterplan process. These are not intended to be prescriptive as to their need to come forwards, but illustrative of which sites are felt to offer the potential to support the masterplan objectives.

The green sites (plots 1 - 11) are those that have been identified for redevelopment and with partners agreed (excluding The Grange site):

Plot No.	Location	Partner	Area (ha)
1	The Grange	N/A	0.98
2	Ashton New Road	GP	0.22
3	Grey Mare Lane	OM	0.2
4	Newcombe Close	OM	0.093
5	Grey Mare Lane and Raglan Close	OM	0.26
6	Grey Mare Lane and Sledmere Close	OM	0.39
7	Albert Street and Pilgrim Dr	OM	0.063
8	Albert Street and Rouse Close	OM	0.26
9	Sledmere Close	OM	0.15
10	Teardrop Site - Sunny Lowry Road	GP	0.41
11	Former Police Station Site - Bell Crescent	TC	0.82

The orange plots are identified on the following page as plots of wider identification.

 Proposed Demolition



### 6.2 WIDER PLOT IDENTIFICATION //

The orange sites (plots 12 - 20) are those that have been identified as additional capacity to be explored through the masterplan process, and as noted above those that are felt to offer strategic potential to deliver the masterplan objectives:

Plot No.	Location	Part-ner	Area (ha)			
12	Ashton New Road adj to Maine Rd Chippy	N/A	0.136			
13	Grey Mare Lane and Albert Street junction	N/A	0.24			
14	Albert Street Academy Car park	N/A	0.12			
15	Grey Mare Lane Academy Car park	N/A	0.087			
16	Leisure Centre car park	N/A	0.45			
17	Alan Turing Way junction with Grey Mare Lane	N/A	0.16			
18	Alan Turing Way	N/A	0.305			
19	Alan Turing Way junction with Willow Street	N/A </tr <tr> <td>20</td> <td>Alan Turing Way and Ashton New Rd junction</td> <td>N/A</td> <td>0.305</td> </tr>	20	Alan Turing Way and Ashton New Rd junction	N/A	0.305
20	Alan Turing Way and Ashton New Rd junction	N/A	0.305			

The following pages set out development plot principals for the green plots identified, plots: 1 - 11



Proposed Demolition

### 6.3 PLOT 01 - SITE LAYOUT //

**Response to existing buildings:** The Grange is a key community asset. This had been previously identified to be demolished, but this facility provides a good community hub as is proposed to be retained.

A monument to a deceased child is located within the Grange grounds, and is identified to be retained.

The Townley pub is located to the western boundary - noise should be considered, to the rear are residential houses with back gardens - a traditional off set is identified here to provide residential visual privacy.

To the northern boundary is the School of the Resurrection. This has a pedestrian route serving the school and wider connections and is to be maintained. Adding overlooking here would benefit the feeling of safety to this route.

To the eastern boundary are a number of family homes fronting Pilgrim Drive. There is little active frontages to this street.

To the south is Bradford Park, which has little passive surveillance from surrounding buildings. It is seen as a key potential for this site to add overlooking to the park to improve the feeling of safety.

**Active frontages:** Albert Street and Pilgrim Drive present good opportunity to add active frontages in the form of ground floor residential use, small scale commercial or amenity space. The existing zebra crossing may restrict the potential for houses with parking on drives in such location.

**Land-use:** Residential uses with amenity at ground floor if required including supported housing

**Scale:** The immediate area is a mix of 1 and 2 storey buildings. As such buildings up to 4 storey would be considered appropriate.

**Access:** Vehicle access to the Grange is provided in two locations, one from Albert Street which cuts across the site, and another from Pilgrim Drive. The Albert Street access would be proposed to be removed, with primary access provided by Pilgrim Drive.

**Trees:** There are a number of existing mature trees on the site, and opening up of Albert Street should be considered with appropriate compensatory provision proposed for any loss.



## 6.4 PLOT 02 - SITE LAYOUT //

**Response to existing buildings:** This is a key gateway corner to the Grey Mare Lane Estate, and the Etihad Stadium opposite the site.

To the east is Tony's Stadium Chippy and Mary D's Beamish Bar. These are visually all part of one large two storey building. They are linked to the use of the stadium and provide an outward facing element of the estate connecting to match and event days.

To the south is a cleared development plot, and a run of walk up flats on Newcombe Close that are potentially earmarked for demolition.

To the West are two blocks of family homes both separated from the site by mature trees. Both blocks present front doors towards the site.

**Active frontages:** The junction of Ashton New Road and Grey Mare Lane is a key arrival space, and commercial (small scale retail, cafe) or amenity space for residential would be preferred but this is subject to viability.

**Land-use:** Residential uses with amenity at ground, and a public facing use such as a cafe, library, community space fronting to the central hub space.

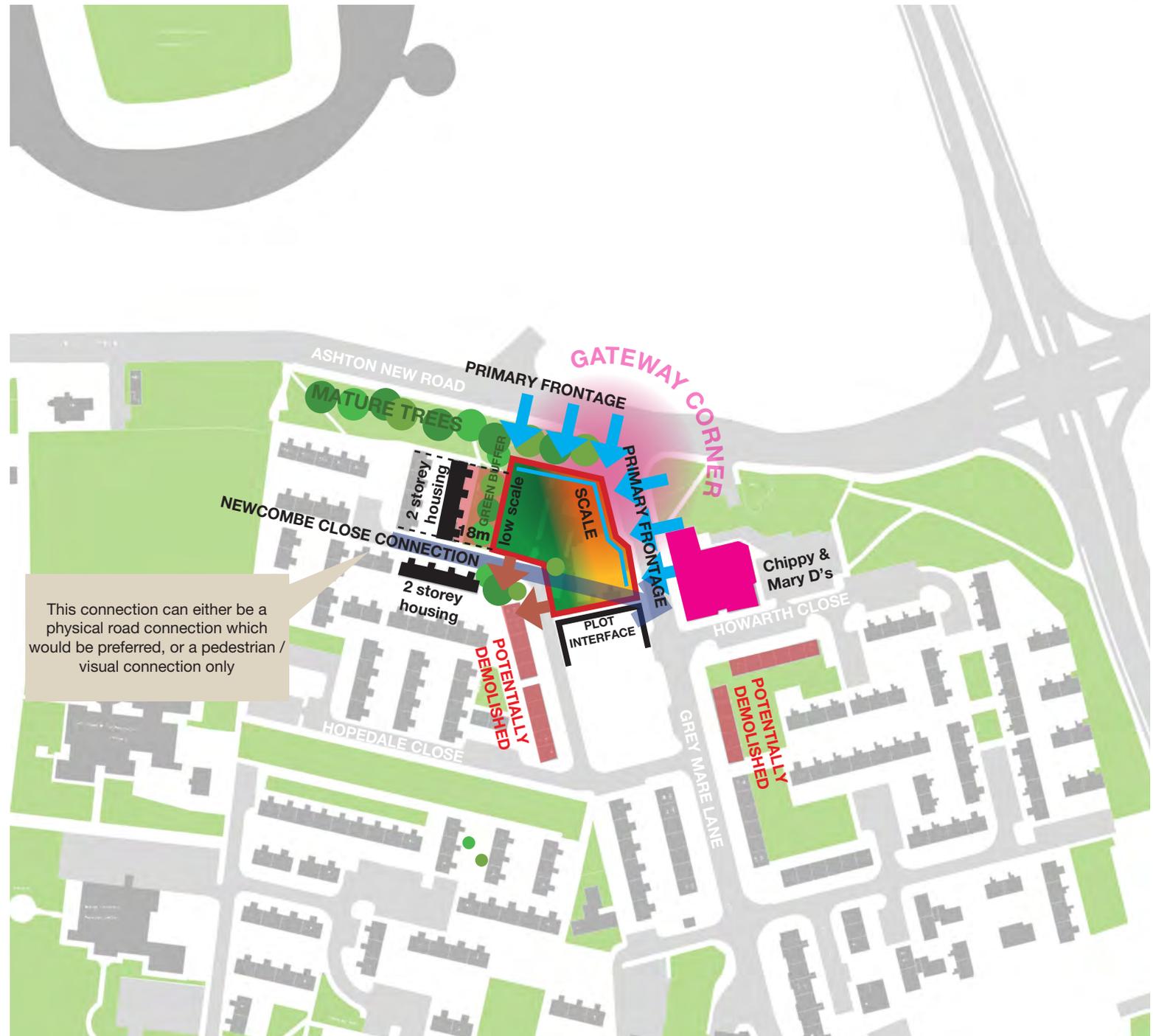
**Scale:** The immediate area is a mix of 2 / 3 storey family dwellings to the west, 2 storey commercial buildings to the east, no immediate buildings to the south, and the Etihad stadium to the north.

As a gateway site an increased scale to the corner would be favoured but with a need to step down to suit the existing family dwelling context adjacent.

**Access:** Newcombe Close is proposed to be realigned to connect directly to Grey Mare Lane to simplify vehicle movement within the estate. Vehicle access should be provided from Newcombe close.

Pedestrian access should be provided from both any surface car parking, and Grey Mare Lane to provide active frontage to the street.

**Trees:** There are a number of existing trees to the perimeter of the site which should be retained where ever possible. Any removals should be re-provided in-line with MCC policy.



## 6.5 PLOTS 03 - 09 - SITE LAYOUT //

**Response to existing buildings:** Plots 03 to 09 are set within the main context of the estate, with a mixture of two storey houses and three storey walk up flats.

Grey Mare Lane and Albert Street are the primary routes through the estate, with Grey Mare Lane being of greater significance. Historically the central section of Grey Mare Lane has had 3 storey walk up flats fronting the street, and buildings of increased scale here would be favoured to help define the significance of the street. Apartments would be favoured to this frontage, in part to avoid any need for driveway access onto this highway.

Within the main body of the estate it would be expected that buildings are responsive to their immediate neighbours and respectful of existing residential amenity.

**Active frontages:** The existing estate suffers from a lack of clarity of clear active frontage lines, and where development is being proposed to be brought forwards this should help resolve and define clear frontages where ever possible. It is expected that active frontages will be achieved by both residential own front doors / ground floor residential use, and localised central amenity spaces for apartment uses.

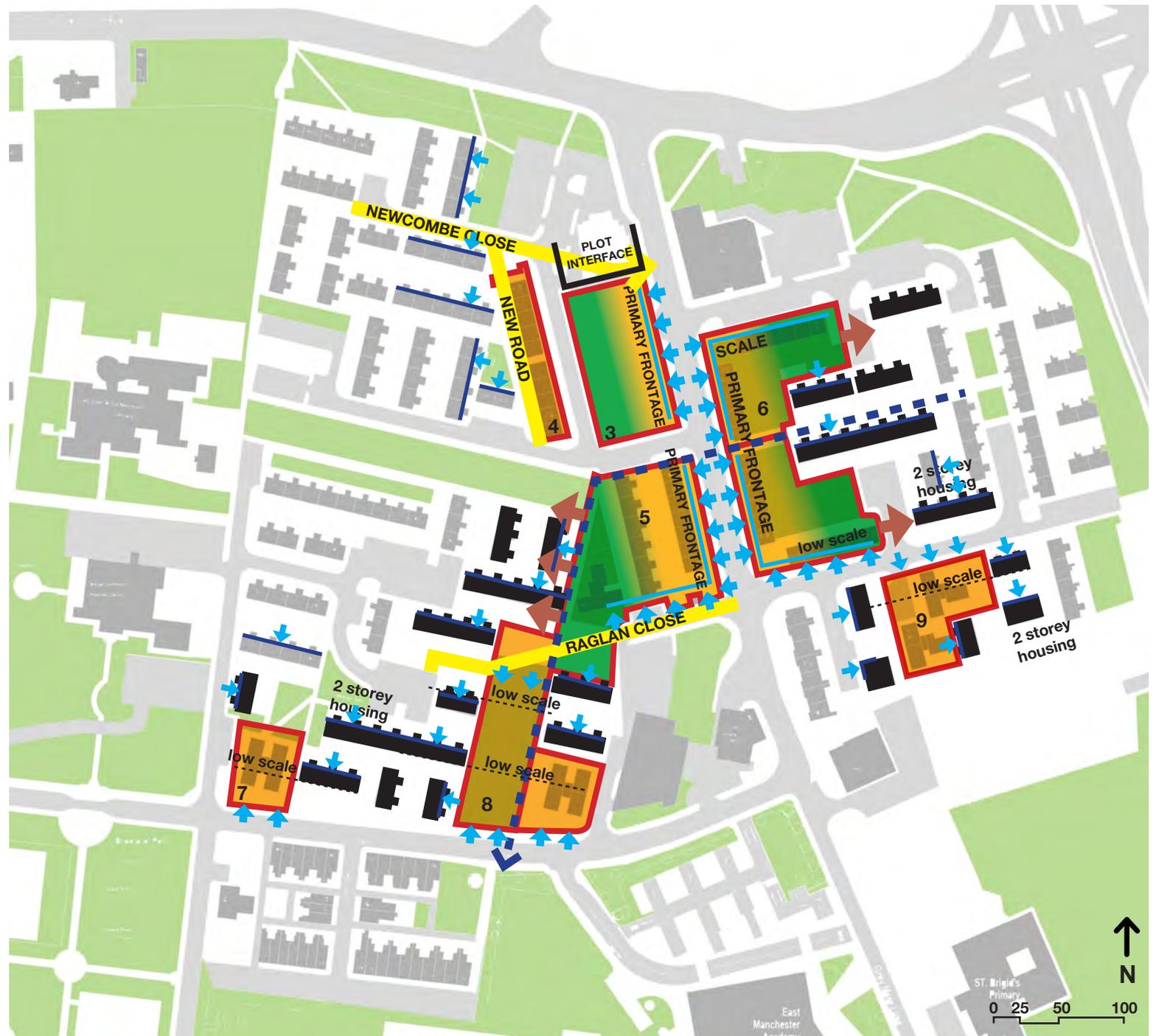
**Land-use:** Residential uses with amenity at ground would be expected within this context.

**Scale:** Grey Mare Lane frontage could allow for buildings up to four / five storeys stepping up towards the Etihad Stadium - subject to detail design. All other buildings would be expected to be two to three storeys to be in context with the surrounding residential homes.

**Access:** Two new access points are proposed to be formed with the extension of Newcombe and Raglan Close. This is to simplify traffic movements and reduce movement down residential streets where ever possible reinforcing the primary roads of Grey Mare Lane and Albert Street.

Houses would be expected to provide on cartilage parking or managed parallel bays to suit the identified demand. Apartments would be expected to have a smaller provision of parking allocated and provision for use of sustainable transport and car club access. Appropriate parking provision will need to be agreed with MCC officers through the planning process.

**Trees:** There are a small number of existing trees across the central area of the estate, and mature trees should be protected where possible. Any removal will need to be in-line with MCC policy requirements.



## 6.6 PLOT 10 - SITE LAYOUT //

**Response to existing buildings:** To the south, and east is the East Manchester Leisure Centre, Connell Co-Op College, and Manchester Institute of Sport. These three buildings form three elements of the Beswick Hub quadrants. This site is the final element and will play an important role in completing the design approach established with the public realm and building alignments around a central circular space.

To the rear of the site to Grey Mare Lane is the East Manchester Academy (incorporating the library), and St Brigid's Primary School with a small building occupied by a charity organisation. It is important that views are directed away from the primary school play grounds.

**Active frontages:** All buildings to the hub present an active frontage, and it is important that this final building continue this design approach. A use with public access would be favoured to this key frontage, whilst other edges should present a more residential active frontage with own front door apartments / duplex townhouses with apartments over.

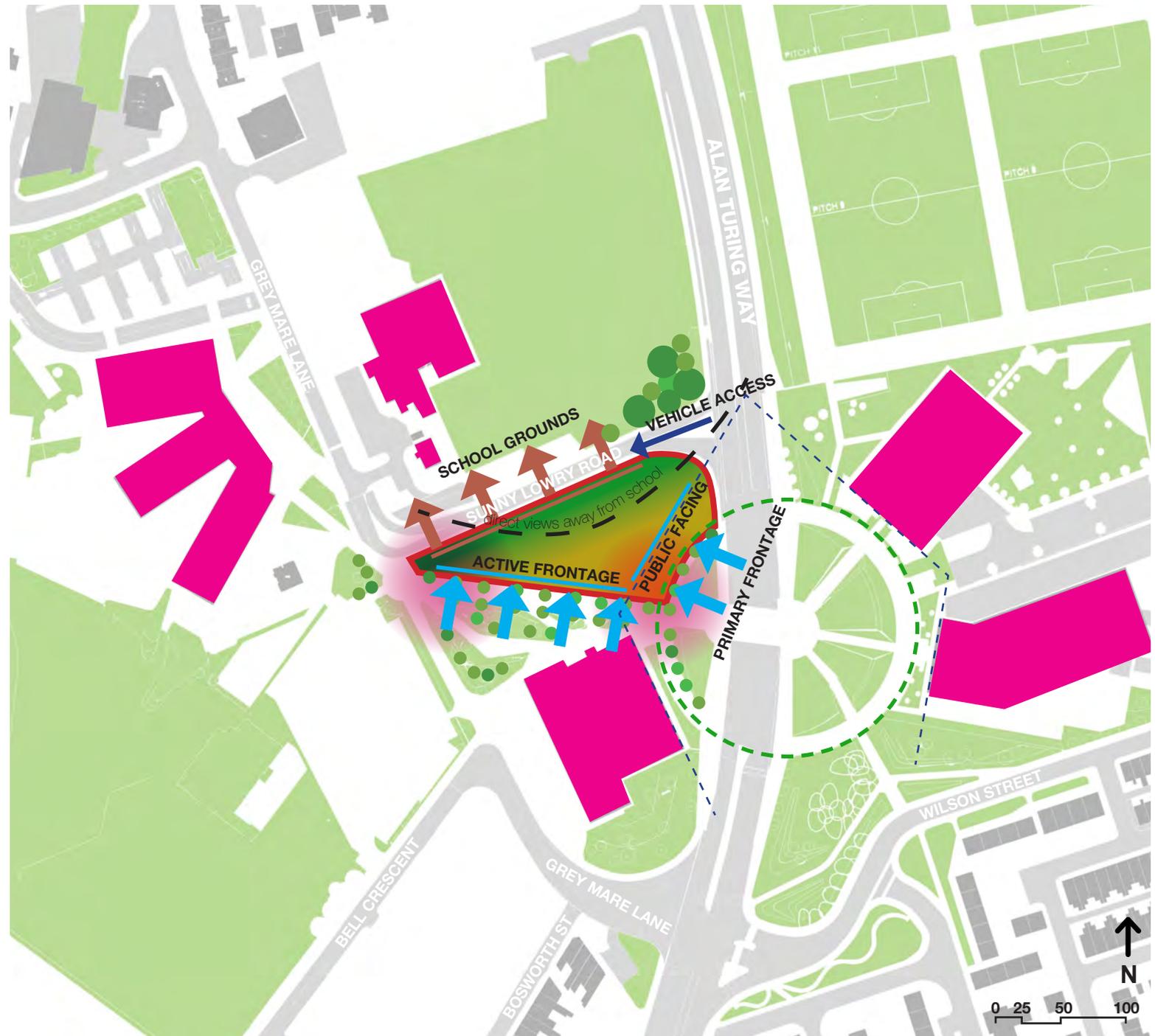
**Land-use:** Residential uses with amenity at ground, and a public facing use such as a health, cafe, community space fronting to the central hub space.

**Scale:** The immediate area is a mix of 3 storey large floor to floor buildings to the Hub, 4 storey Academy to the rear, and a single storey primary school. As such buildings between 4 - 6 storeys would be considered appropriate.

**Access:** Vehicle access to the site should be provided by Sunny Lowry Rd.

Pedestrian access to central circulation space for apartments should be provided from the hub / public space to the leisure centre entrance, and garden / parking space from Sunny Lowry Road.

**Trees:** A number of trees were planted as part of the Beswick Hub project to the boundary of the site. These should be retained.



## 6.7 PLOT 11 - SITE LAYOUT //

**Response to existing buildings:** The former police station site, is located at the southern end of Grey Mare Lane.

To the north is East Manchester Leisure Centre, and its surface car park. Whilst at an upper level the gym looks out onto the road, the lower levels are more service in nature and the street lacks activation.

To the south is a run of Victorian terraces to Bosworth Street with a mature line of trees subdividing the site from the houses.

To the west is a new build residential development of two storey semi-detached homes with frontages onto Walshaw Street.

**Active frontages:** Grey Mare Lane is a key frontage to activate with long sight-line potential from the north and south. Activating this frontage should look to provide positive overlooking to the rear of the leisure centre, and visibility from Alan Turing Way and the long views from Grey Mare Lane.

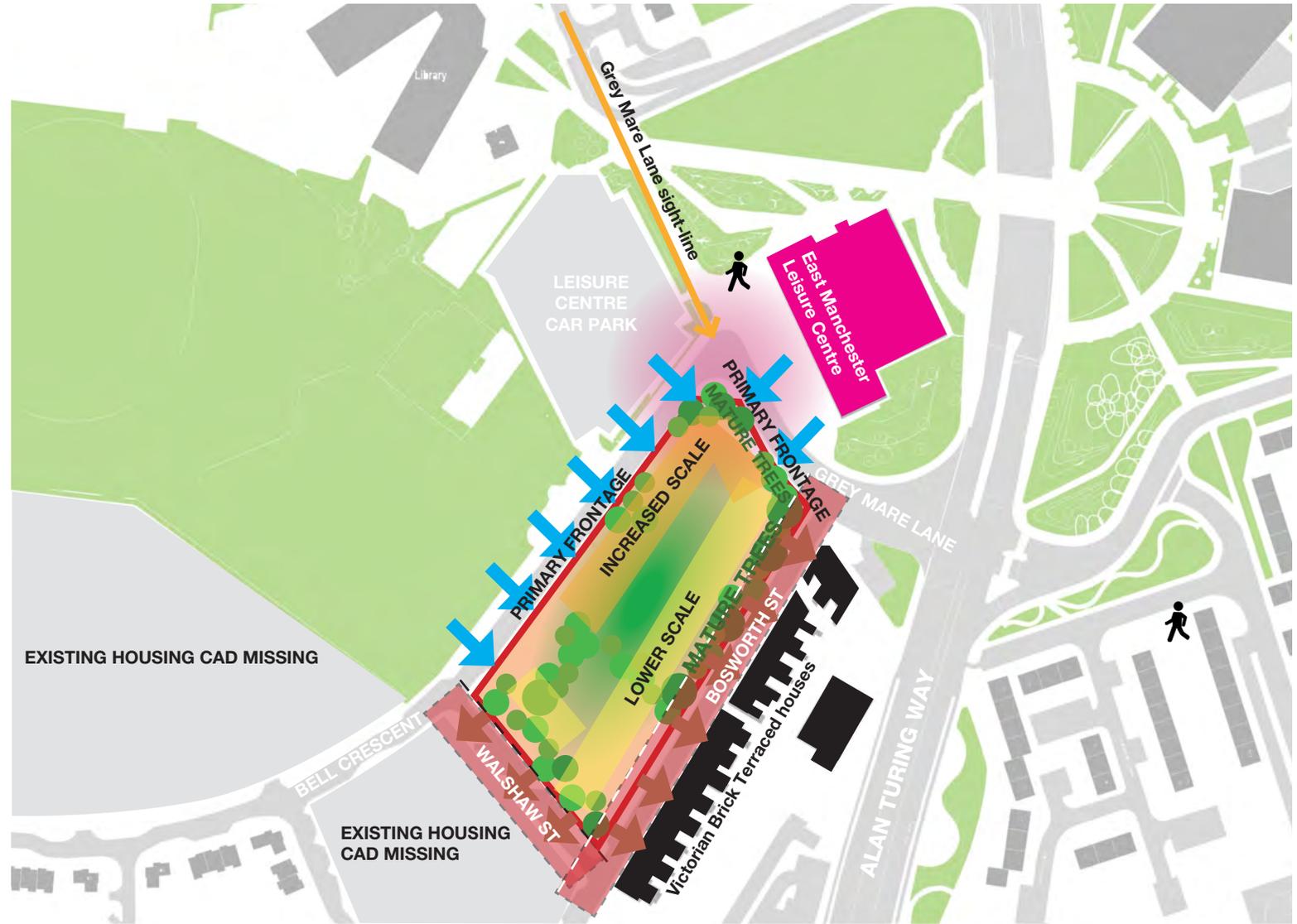
Bosworth Street is recognised to have more limited ability to provide active frontages due to a mature line of trees.

**Land-use:** Residential uses with amenity at ground level to key corner to provide additional street activation.

**Scale:** The former police station was a 5 storey building. It would be anticipated that any scale introduced could present this to the junction of Grey Mare Lane and Bell Crescent, whilst stepping down to Bosworth and Walshaw Street.

**Access:** Primary vehicle access should be located to Bell Crescent, with private vehicle access possible to Bosworth and Walshaw Street subject to trees.

**Trees:** There are a number of existing trees to the perimeter of the site. Removal of trees would be favoured to Grey Mare Lane, but suitable justification and compensation will be required in line with MCC policy requirements. Removal should be assessed in the context of the wider benefits to the site and potential benefits this will have to the development as a case for removal.



## 7. THE EMERGING MASTERPLAN//

## 7.1 EMERGING MASTERPLAN //

The following pages present the emerging masterplan based on analysis of the context, review of the previous masterplan, early engagement with highways, planning and key development stakeholders; One Manchester, Great Places and This City, and an initial Community Steering Group where the site and considerations were discussed.

This is a point in the evolution of the approach to the Grey Mare Lane Masterplan, and will evolve to understand in greater detail the constraints, development areas, approach to scale, further consultation with key stakeholders, community and developers within the area.

All site proposals and development detailed within this section of the document are subject to funding which has not yet been secured (except from Great Places, One Manchester and This City's plots).



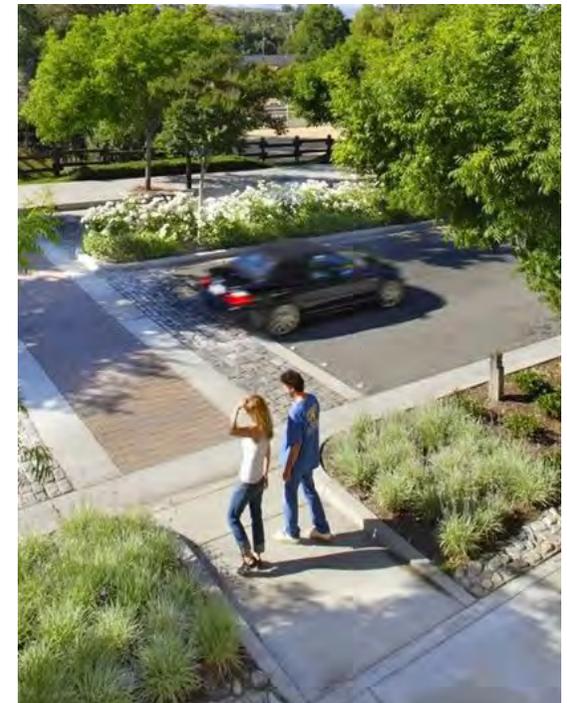
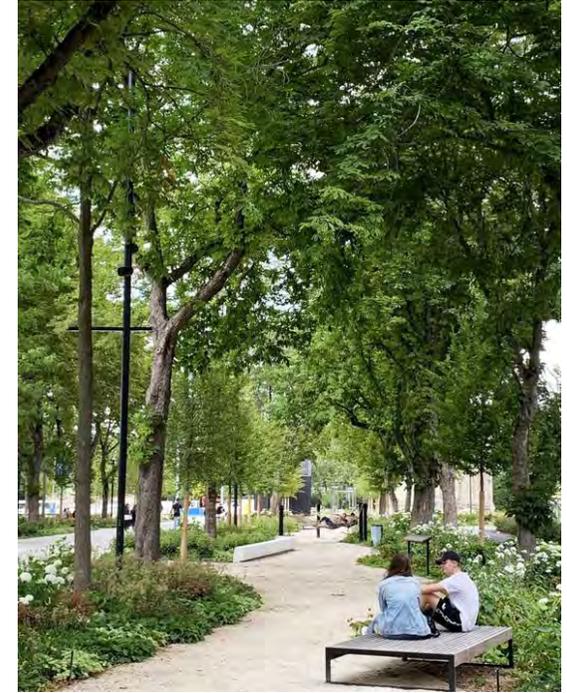
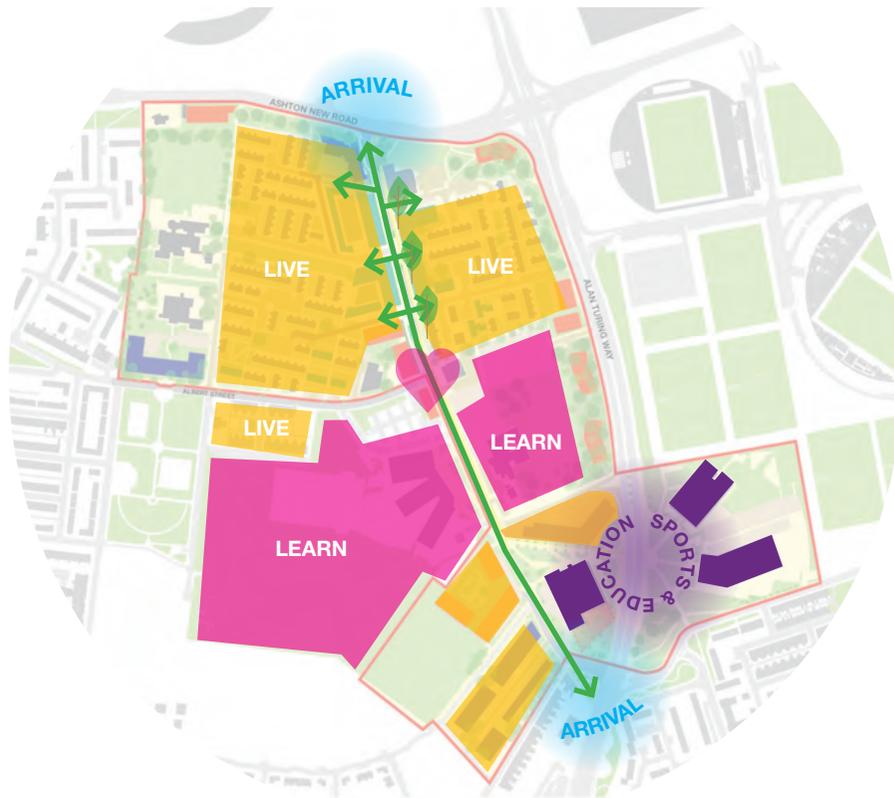


- Existing Building
- Development Plots
- Potential Additional Development Plots - subject to detailed review
- One Manchester Development

## 7.2 A NEW GREY MARE LANE //

Today Grey Mare Lane feels like a major highway, the street is wide and lacks life, with a number of vacant plots and poor public realm. We will look to transform this into a new green street by:

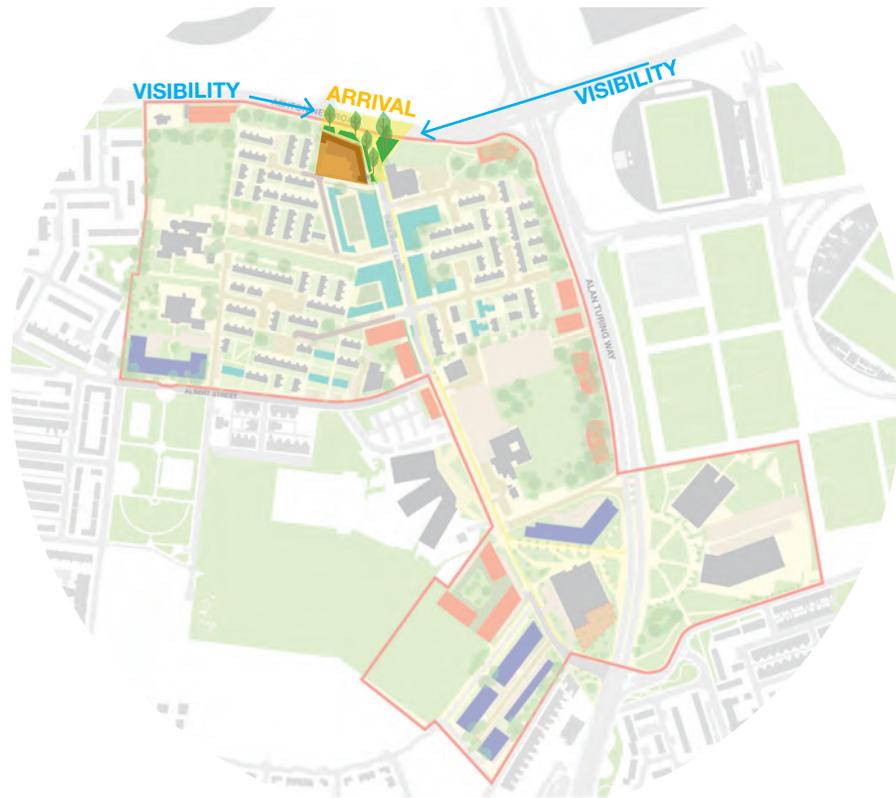
- Reducing the carriage way width of Grey Mare Lane
- Introducing new cycleways and quality footpaths with high quality and robust materials
- Adding new Sustainable Urban Drainage systems, and places for biodiversity to thrive
- Greening the street, with trees and planting and creating spaces that feel loved and residential
- Slowing the movement of traffic with strong pedestrian crossings



### 7.3 ASHTON NEW ROAD SENSE OF ARRIVAL //

Today Grey Mare Lane Estate is open and exposed to the North, our vision is to create a great new first impression for the community that feels active and engaged, but residential in focus. We will look to achieve this by:

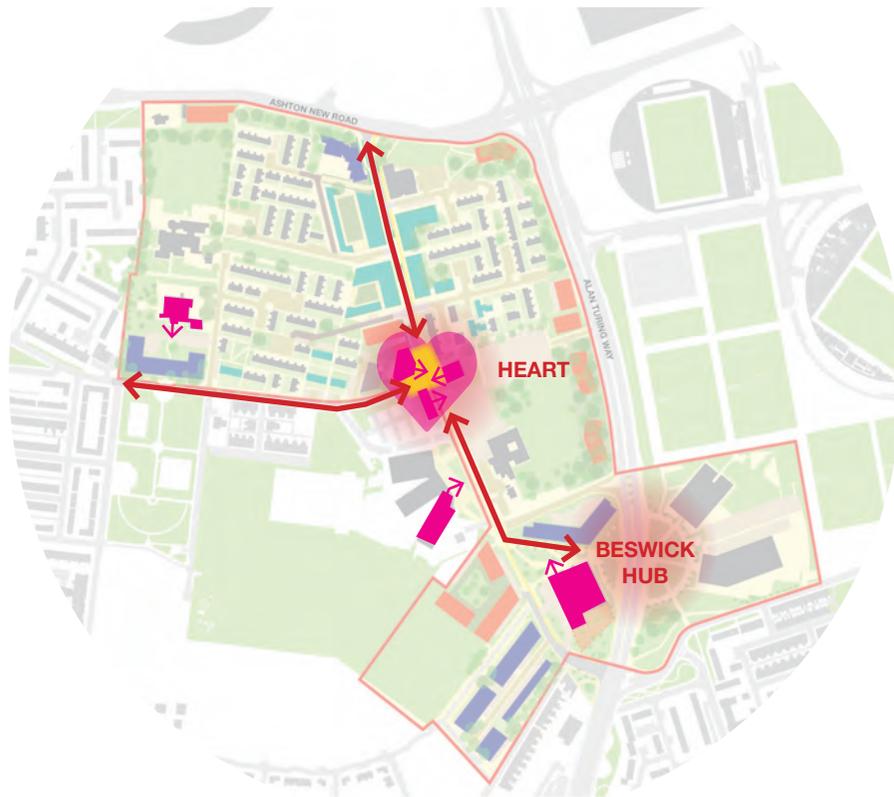
- Reducing the width of the carriageway entrance to Grey Mare Lane
- Introducing new cycle lane connections
- Add new pedestrian crossing and devices to slow traffic
- Adding new high quality public realm
- Adding new development that creates active frontages to the street that is of high quality materials and architecture



## 7.4 CREATING A STRONG SENSE OF HEART //

Today Grey Mare Lane Estate lacks a feeling of having a focus to the community. Whilst a bar and chippy are located to the north, this feels focused on the ground rather than the estate. The Grange provides community outreach with churches around the junction of Grey Mare Lane and Albert Street, whilst a single Tesco Express provides the core local amenity. We will look to create a clear sense of focus by reinforcing the junction with Albert St as this space by:

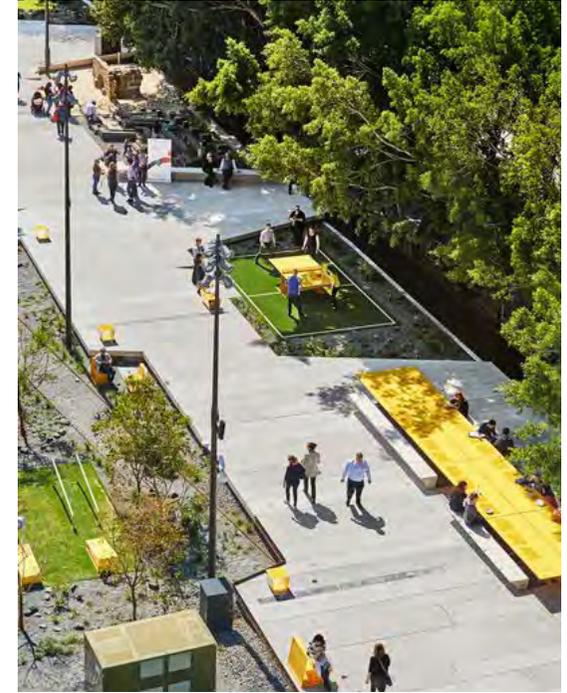
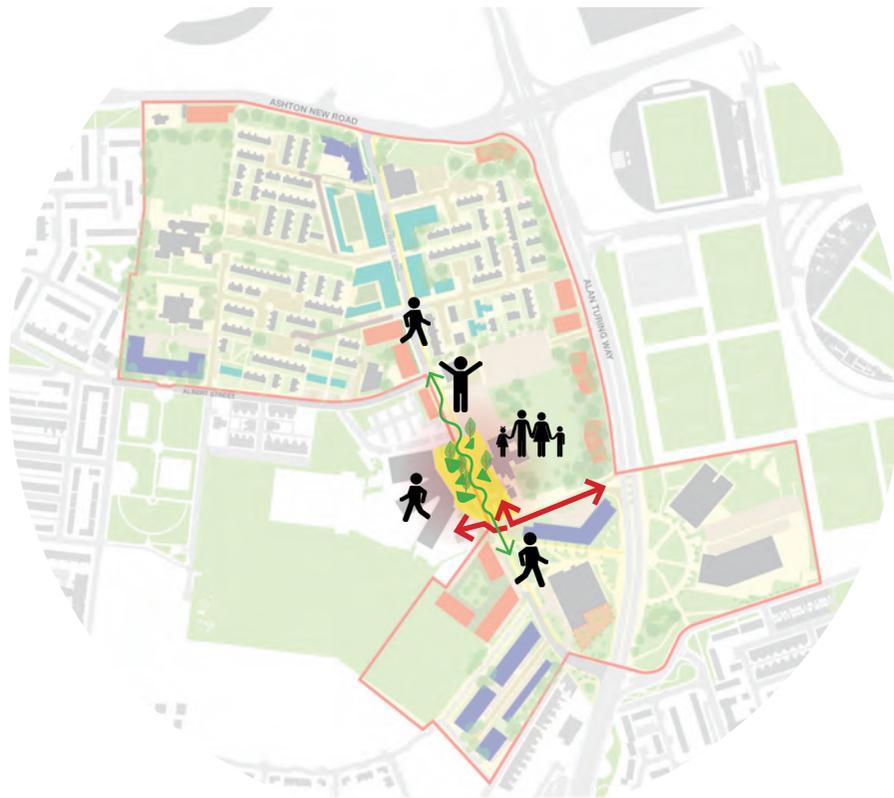
- Creating a new public space to focus identity in this location and link to the schools and library to the south that is of high quality and robust materials
- Add new development to this location to create a space that feels well overlooked, safe and welcoming
- Link to the new play street concept
- Ensure public transport and cycle infrastructure support this location
- Provide some critical mass with additional potential development of this space



### 7.5 PLAY STREET //

The space between the Academy / Library and Primary School is dominated by fences, with limited pedestrian access points and vehicle access points. It's a place that lacks purpose, and it is proposed that this should be a vibrant space for the community focused on families and formalised play. This will be achieved by;

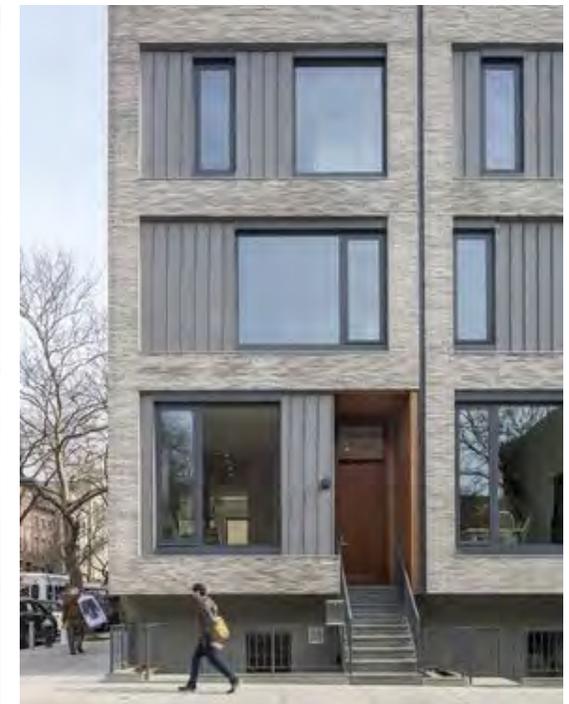
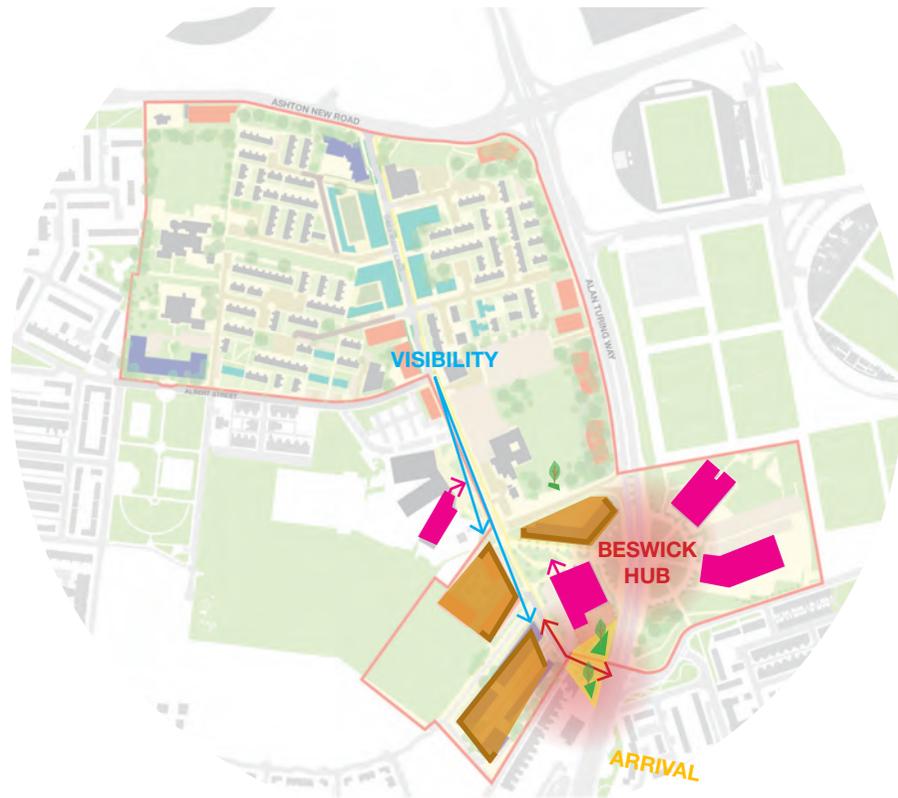
- Permanent or temporary closure a section of Grey Mare Lane
- Maintaining access to the Academy bin store, and creating new access to Primary School via Sunny Lowry Road. Add in new 2 way vehicle access to Alan Turing Way
- Reconfiguring access / exit point to the Academy car park to remove the turn around, and locate a new bus drop to Albert Street
- Adding play equipment and biodiversity habitats
- Creation of new piece of public space between schools



## 7.6 COMPLETING THE HUB //

The Hub is lacking its final piece, and the arrival to the southern section of Grey Mare Lane from Alan Turing Way is dominated by space given over to the vehicle. The vision is to drive additional development to draw this new development connecting to the heart of the estate. This is proposed to be achieved by:

- Delivering the final building to the Hub, that is of high quality in its materials and architecture with active ground floors creating footfall to the public realm
- Add development to the police station site that can landmark this space from distant views and direct pedestrians to the Hub that is of high quality materials and distinct exemplar architecture
- Explore the potential to develop over the leisure centre car park to add further anchor points and provide additional activity to the street and arrival space
- Reconfigure the junction to Alan Turing Way, and alter the entrance into the car park to minimise vehicle movements
- Add new high quality public realm to the Leisure Centre and provide space to allow for future expansion for a growing community



### 7.7 OPENING UP GREY MARE LANE //

Much of Grey Mare Lane Estate is hidden from view which is both a positive with green aspect, but also a negative of lacking connection to the surrounding streets and places. A new identity is proposed;

- Selective new build development to the outer edges of the estate, with a focus on Ashton New Road, and Alan Turing Way.
- New development to the edge of the former Grange Primary site providing new passive surveillance to the street, and the park
- Promoting a new identity with high quality architecture of the highest materials



### 7.8 CORE DEVELOPMENT POTENTIAL //

Opposite in the two shades of blue are the core development plots, and illustrated below is the capacity calculated through both site density analysis and design studies:

Plot No.	Location	Part-ner	Area (ha)	Unit No's
1	The Grange	N/A	0.98	69
2	Ashton New Road	GP	0.22	66
3	Grey Mare Lane	OM	0.2	55
4	Newcombe Close	OM	0.093	11
5	Grey Mare Lane and Raglan Close	OM	0.26	55
6	Grey Mare Lane and Sledmere Close	OM	0.39	95
7	Albert Street and Pilgrim Dr	OM	0.063	4
8	Albert Street and Rouse Close	OM	0.26	11
9	Sledmere Close	OM	0.15	12 existing flats)
10	Teardrop Site - Sunny Lowry Road	GP	0.41	105
11	Former Police Station Site - Bell Crescent	TC	0.82	150



The total quantum for **the core development sites are 633 homes**. This delivers the brief minimum requirements identified for the estate. The following page illustrates the potential additional capacity that could be delivered within the estate and bring wider benefit through their redevelopment.

Please note unit numbers are indicative at this stage.

**7.8 WIDER DEVELOPMENT POTENTIAL //**

Opposite in orange are the wider potential development sites identified through the masterplan.

Plot No.	Location	Part-ner	Area (ha)	Unit No's
12	Ashton New Road adj to Maine Rd Chippy	N/A	0.136	40
13	Grey Mare Lane and Albert Street junction	N/A	0.24	63
14	Albert Street Academy Car park	N/A	0.12	0
15	Grey Mare Lane Academy Car park	N/A	0.087	0
16	Leisure Centre car park	N/A	0.45	118
17	Alan Turing Way junction with Grey Mare Lane	N/A	0.16	0
18	Alan Turing Way	N/A	0.305	86
19	Alan Turing Way junction with Willow Street	N/A	0.231	49
20	Alan Turing Way and Ashton New Rd junction	OM	0.305	55

The capacity identified **within the wider estate could deliver up to an additional 411 homes** on top of the identified potential within the core development areas of 633 homes.

**In total the Masterplan area illustrates the potential additional residential capacity of 1044 additional homes being added into the estate.**

Please note unit numbers are indicative at this stage.



### 7.9 OTHER SUPPORTING USES //

It is important as part of a holistic masterplan approach to acknowledge with additional homes being introduced into the estate, additional support facilities may be required.

As part of the masterplan process a number of supporting uses have been identified to support the masterplan approach of integrating the existing community into the wider context and supporting the existing community to grow and help define a unique identity in the context of the stadium, arena and Beswick Hub.

The plan opposite identifies the locations for supporting uses and the potential function of these additions which are intended to help support the masterplan objectives.

Plot No.	Location	Use	Purpose
10	Teardrop Site - Sunny Lowry Road	Cafe, Doctors, Dentists, Community	Civic outreach
12	Ashton New Road adj to Maine Rd Chippy	Food and Drink, Hotel	Supporting use
13	Grey Mare Lane and Albert Street junction	Local Centre Uses - small scale supermarket, hairdressers, butchers, etc. shared workspace	Create Local Centre for Community
15	Grey Mare Lane Academy Car park	Education expansion, car park	Expansion for Academy
16	Leisure Centre car park	Health, Community	Leisure centre support
17	Alan Turing Way junction with Grey Mare Lane	Leisure Centre expansion, Health	Expansion capability for leisure centre + potential to link in health related uses



## 8. APPROACH TO PHASING//

### 8.1 PHASING //

The following pages set out a delivery strategy for the regeneration of the Estate.

Plots 02 - 11 have development partners identified with designs in various stages of progress. These plots represent the earliest phases of built development, and new homes being introduced into the community.

However, the masterplan has also identified a range of infrastructure projects to enable a holistic development approach and wider benefits to be unlocked.

The works set out are illustrative only, to be developed with partners and the community through detailed Planning and Highways Applications and are subject to funding which has not yet been secured (except from Great Places, One Manchester and This City's plots).



## 8.2 DEVELOPMENT INFRASTRUCTURE //

The diagram opposite represents a potential phased approach of development infrastructure delivery.

These identified works have been split into 7 sub phases of delivery to enable a sequenced approach to suit maintaining resident access, construction sequencing and managing disruption.

These Phases are:

- Phase 01 - New Streets and Connections
- Phase 02 - GML North
- Phase 03 - Albert Street
- Phase 04 - GML Play Street
- Phase 05 - GML South
- Phase 06 - Bell Crescent
- Phase 07 - Existing Street Upgrades

These proposed works are described on the following pages.



### 8.3 PHASE 01 // New Streets and Connections

#### 1. New section of Newcombe Close.

- **Scope;** New vehicle street created between Newcombe Close and Hopedale Close, with carriage way and pavements.
- **Benefit;** provide existing homes to Mountfield Walk with active frontages, and create larger plot to Grey Mare Lane allowing improved layout potential, and addition of future houses opening to this new street. Future street to provide access for residents parking and pedestrian connections. Small green triangle can be improved to create a small play space.
- **Sequence;** Once this work is complete this will allow the following works to maintain resident access.

#### 2. Newcombe Close extended

- **Scope;** New visual / pedestrian connection created directly onto Grey Mare Lane.
- **Benefit;** Visual pedestrian connection allowing more direct access to existing homes and to Grey Mare Lane
- **Sequence;** Once this new connection / item 1 above is completed, the existing newcombe close can be removed to facilitate the larger plot creation. The existing services below the redundant street to be assessed to understand if these can be retained in place or if diversions will be required.

#### 3. Raglan Close extended

- **Scope;** Highway extension of Raglan Close running east west connecting onto Redfield Close.
- **Benefits;** provide new street connection to Grey Mare Lane and improve movement to an area of estate that lacks passive surveillance, and create additional street frontage potential for new development sites identified. Potential to stop connection to the parking court from Redfield Close to not create cut through route, and the creation of a new Local Area play space. This will also reduce movement around The School of the Resurrection helping to ease congestion.
- **Sequence;** forming of new road connection, then followed by potential disconnection to Redfield Close to maintain resident access.



#### 8.4 PHASE 02 - GML NORTH //

##### 1. Upgrades to northern portion of Grey Mare Lane from Ashton New Road to Albert Street.

- Scope;** Works will include narrowing of street to 6.5m, new table top junctions to connections with side roads to form super crossing points and slowing of traffic measures, new public footpaths, new cycle two way cycle routes, new sustainable urban drainage / rain gardens, possible parallel bay parking and green landscape zones with street trees and planting, new lighting and street furniture to encourage resident use. Potential for public art. No proposed changes to level identified, other than areas of table top being formed as traffic calming measures.
- Benefits;** The works are intended to create an attractive residential street setting, slowing the movement of traffic, introducing street greening, sustainable drainage helping the sustainability of the estate and introducing new biodiversity and habitats improving the quality of environment for residents. Reduction in the width of road may facilitate the increase in size of adjacent development plots, and allow buildings to be brought closer to the street creating additional passive surveillance to the street.
- Sequence;** As an active bus route and primary access to a number of existing residential streets, works will be required to be sequenced to allow for access to be maintained at all times. This will lengthen the construction process and create a series of sub phases and sectional completion. Services to the street may require diversion as the road is realigned - this will require detailed survey work to determine the scope required.



### 8.5 PHASE 03 - ALBERT STREET //

#### 1. Upgrades to Albert Street

- **Scope;** Street resurfacing, creation of new parallel parking bays to add additional resident parking capacity and addressing issues of pavement parking to this edge, additional street planting, improved street lighting. Creation of new space to junction with Grey Mare Lane.
- **Benefit;** Creation of additional parking capacity for homes immediately adjacent, and removing issues of pavement parking and associated safety and congestion issues. New space to the junction with Grey Mare Lane will reinforce the central area of amenity for the community. Street greening and lighting will create cohesion with re-profiled Grey Mare Lane and improve cohesion as a community.
- **Sequencing;** as with Grey Mare Lane as an active bus route and with a number of homes / School access works will need to be sub phased to maintain access at all stages.



## 8.6 PHASE 04 - GML PLAY STREET //

### 1. Grey Mare Lane Play Street

- Scope;** Close permanent vehicle access to Grey Mare Lane through this central section to create a 'play street', however still allow for occasional use for bus, servicing, emergency vehicles - one way access would be proposed for this to allow reduction in carriageway width. Creation of new landscaped road with raised planters / resurfacing works to create a new public space. Introduction of new play equipment. Removal of fencing lines between two schools and forming of new public space, and reconfiguring of entrance into Academy Servicing area, and Primary School car park. Drop off area may need to be incorporated into Sunny Lowry Road to facilitate dead end condition created.
- Benefit;** Improved safety of children, reduction in traffic environmental issues adjacent to schools, creation of central area of focus for family play and creating a stronger link to education and the Beswick Hub.
- Sequencing;** Access to the Primary School, community building, Academy and Library will need to be maintained, junction reconfiguration work required to be phased to suit this access provision.



## 8.7 PHASE 05 - GML SOUTH //

### 1. Southern end of Grey Mare Lane.

- **Scope;** Works will include reduction and tightening up of the highways junction to Alan Turing Way, with the creation of a new plot of land, but for use as meanwhile landscaping. New car park access from Grey Mare Lane into Leisure Centre surface car park to be repositioned.
- **Benefit;** Creation of new development plot for future potential expansion of the leisure centre / associated uses. Smaller more attractive junction to a new residential setting with the redevelopment of the old police station site.
- **Sequencing;** Access will need to be maintained and a phased delivery of the works will be required. Below ground utilities may require diversion to the old road position, and survey work will be required to determine this projects viability.



## 8.8 PHASE 06 - BELL CRESCENT //

### 1. Upgrades to Bell Crescent

- **Scope;** removal of old leisure centre car park access, and making good of pavement and landscaping buffer zone. Introduction of a one-way exit onto Grey Mare Lane, and formalised parallel parking bays with trees introduced to the street to break bays. Upgrade of street lighting.
- **Benefit;** reducing vehicle movements from what could become a residential street, and creating on street car parking capacity.
- **Sequencing;** works will need to follow access being re-provided to the leisure centre car park.



### 8.9 PHASE 07 - EXISTING STREETS //

- **General estate streets and public spaces.**
- **Scope;** resurfacing work, street lighting upgrades, pavement resurfacing, enhancement of open green space, provision of small Local Area Play space for young children, new gates to some areas of alleyways where possible to suit back to back situations created with new housing introduced to Albert Street.
- **Benefits;** Improved overall quality of placemaking, improved safety with lighting and one area of securing back alley ways, improved parking provision.
- **Sequencing;** phased delivery required to maintain access for residents.



### 8.10 DEVELOPMENT PHASING APPROACH //

Development plots have been categorised based on current understanding of the time-scale / level of progress partners have progressed individual plots.

These have been categorised into short, medium and long term. The numbers on the plan opposite indicated the sequence of potential delivery:

#### SHORT TERM

- The Grange - Plot 01
- Great Places - Plot 02
- One Manchester - Plots 05 & 06
- Teardrop Site - Plot 09

#### MEDIUM TERM

- Old Police Station site - Plot 10
- One Manchester - Plots 03, 04, 07, 08 & 09

#### LONG TERM

- Tesco Metro, and Academy - Plot 12 & 14
- Leisure Centre surface car park - Plot 15
- Plots along Alan Turing Way - Plots 17 & 18
- Corner plot to Ashton New Road / Alan Turing Way - Plot 19
- Ashton New Road - Plot 11



## 9. NEXT STEPS & CONCLUSIONS //

## 9.1 NEXT STEPS //

- Key Stakeholder and Public Consultation on the Masterplan proposals.
- Further detailed survey / investigation / design work on the development proposals;
  - Landscape involvement to design the highway upgrades and public realm to Grey Mare Lane as a key piece of enabling infrastructure.
  - Continue to review partner proposals and help shape the masterplan vision for the estate.
  - Review of the traffic survey to assess viability of proposals, and detailed parking analysis / advice on appropriate provisions within the existing and proposed estate.
  - Detailed highway proposals alongside topographic and below ground survey information.
  - Review statutory information to understand any below ground constraints or power requirements for expansion of the community. Potentially identify locations for any primary infrastructure upgrades required.
  - Review each of the proposed potential additional development sites and agree which is relevant to develop further or omit.
  - Refine cost plan and funding options appraisals for infrastructure projects.
- Engage with the wider stakeholder group to help refine the masterplan approach.

## 9.2 CONCLUSIONS //

The Masterplan sets out a clear strategy for delivery of additional homes within the Grey Mare Lane Estate, and development infrastructure that can help shape a more

1. The Grey Mare Lane Estate masterplan published in November 2021 has been reviewed and a number of opportunities identified within the wider red line to align to MCC's ambition with the Housing Strategy objectives
2. The roles of partners – including One Manchester, Great Places and This City have been clearly identified on the plans produced and ambitions set with typology, quantum, and design approach.
3. A stakeholder consultation and engagement plan has been developed with MCC building on the work undertaken to date.
4. A new masterplan document has been created which answers the following questions relating to how best to achieve the ambitions for Grey Mare Lane including:
  - A strategy for locating new homes, active frontages, and supporting uses
  - A Plan illustrating an overview of available utility information.
  - Identification of constraints, opportunity and challenges within the estate.
  - A Phasing strategy illustrating a potential approach to phasing
  - Setting zero carbon targets that include potential to go beyond Part L Building Regulations (2022).



**GREY MARE LANE**

**REGENERATION MASTERPLAN**