

# Angel Meadow

## A Strategic Update to the NOMA Development Framework

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# Executive Summary

## Introduction

This document has been prepared to provide guidance on the future development of land adjacent to Angel Meadow and identify potential opportunities to support and enhance the existing residential neighbourhood bounded by Gould Street, Old Mount Street/ Style Street, Angel Street and Rochdale Road.

The land adjacent to Angel Meadow partly falls within the adopted NOMA masterplan; however, in view of the continued importance of establishing strong functional and physical connections through this area from the wider City Centre to the Lower Irk Valley, New Cross and Collyhurst, this document extends the NOMA masterplan area to better connect it to the further regeneration opportunities areas to the north.

Collectively, these areas represent a major opportunity to re-define Manchester's Northern Gateway, and in so doing create a series of high quality, safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people will want to live.

The principles established in this document have been developed in order to ensure a quality and form of new development adjacent to Angel Meadow that will have a positive impact on the existing residential neighbourhood and provide a catalyst for the further development and regeneration of adjoining regeneration priority areas.

There is a pressing need for new homes in the City Centre within neighbourhoods of choice that will support the future economic growth of the city. The Core Strategy identified that an additional 60,000 new homes will be required over the Plan period to 2027. Through the adoption of appropriate development and urban design principles, the Angel Meadow Framework Area,

hereafter referred to as the Study Area, has the potential to become a key contributor to the City's quality of life offer. This offer will be absolutely key to both retaining existing talent as well as attracting new talent required to fuel the City's next wave of economic growth and enhance productivity levels.

It should be noted that the purpose of this document is not to prescribe a definitive form of development as inevitably there will be varying options and combinations of development that could deliver the vision and objectives for the site. Importantly, it does however establish a series of development and urban design principles that will inform the future development of this area. In addition, this document will be actively used as a material consideration in the consideration of future planning applications by the Local Planning Authority for sites located within the Framework Area, thereby ensuring that proposals come forward in a fully integrated and carefully coordinated manner. This is essential in order to ensure that both new developments, as well as the evolution of existing developments within the Ludgate Hill neighbourhood, are founded on a set of principles that will fulfil the vision for the area and maximise its contribution to the wider regeneration of the City's Northern Gateway area.

## Economic and Market Context

Manchester is a national engine of economic growth and remains critical to the City Region economy – it is the best placed city outside of London to increase its long term growth rate and in order to do so it needs to continue to strengthen and expand its key economic growth sectors and to attract and retain the talent required to meet increasing levels of skills demand.

The national economy has now begun a new growth cycle and Manchester is in the first stages of another surge in economic growth. Between 2014 and 2024, it is forecast that Manchester will have 43,000 net new jobs (a much higher rate of growth than elsewhere in the UK) and contribute £67 billion to GVA. Aligned to this, the current and projected economic statistics demonstrate that there will be continued strong population and household growth in Manchester, with a population increase of 39,000 (from the current 514,000) by 2024.

In light of these factors, there has been a degree of increased residential development activity within the city centre core and at the edge of the city centre

(largely supported by public sector initiatives to stimulate activity). In addition, there is a strengthening supply of residential development in the pipeline. It is clear however that further residential development activity is required in order to meet housing supply targets in support of the City's economic growth trajectory.

Market intelligence indicates that the City Centre will continue to expand, including northwards and eastwards. A further dramatic increase in 20-39 year old workers has been forecast. This increase is driven by the combination of a forecast increase in the number of higher paid jobs within key employment sectors such as financial, business and professional services sector as well as cultural and creative industries, and, a desire to live close to the lifestyle offer of the City Centre.

New housing, both owner-occupied and well-managed build to rent accommodation, primarily but not exclusively comprising apartment schemes, within the city centre and maturing edge of city centre markets will be required to meet the specific needs of this growing population

## Site Analysis

The Study Area offers a remarkable opportunity to create a distinctive and sustainable residential led neighbourhood where people will want to live. This can in part be ensured by respecting and enhancing its key assets including Angel Meadow Park.

Currently, the built environment relating to the primary development opportunity sites adjoining Angel Meadow Park is poor. In this regard, remnants of Nineteenth Century Manchester unsuccessfully combine with Twentieth Century light industrial uses.

The urban grain suffers from a lack of development, with Plots 1, 2, 3 and 5 all being vacant plots (albeit Plots 2, 3 and 5 are used for surface car parking). Plot 4 is a disparate collection of buildings, again with a poor relationship to the Park.

Although an important green asset and potentially a key stepping stone in a sequence of interlinked open spaces from Noma, through to New Cross and

along the length of the Lower Irk Valley, Angel Meadow interfaces poorly with its surroundings and is not well connected into the urban grain of the local area.

The change in levels across the Core Study Area also presents difficulties in navigating and understanding the area. Lines of sight are not clear; Aspin Lane and Irk Street are effectively dead-ends; and there are no clear landmarks within the Core Area, creating a sense of unease about how best to navigate the area.

The urban grain is also affected by the monumental viaducts and railway bridges cutting across the northern edge of the site which limit opportunities for connections to the Lower Irk Valley. It is therefore essential that creative and imaginative alternative uses for the viaduct arches are found as a means of humanising the viaducts and adding character to the area. This is possible; examples already exist on Dantzic Street and elsewhere in the city centre, viaducts have been brought back into use.

The meeting of the railway lines around Irk Street - Aspin Lane - Dantzic Street – Gould Street creates an interesting, dynamic space. The industrial grandeur of the Victorian railway bridges, and original cobbling on Irk Street and Aspin Lane, give this area a strong character. Currently, this area is not well lit and has minimal surveillance. The streets appear to be relatively disused and the railway arches are unkempt, with plants growing on the walls and water stains visible. There is a real opportunity to utilise this strong character area as a gateway to the Angel Meadow Framework Area and a means of creating good linkages with the Lower Irk Valley.

Public realm enhancements at this key point of connection would provide a setting for the railway arches, allowing them to truly contribute to the character of the area. Key areas for improvement would include the landscaping and pavement between Gould Street and Irk Street; the footpath over the River Irk and its junction with Dantzic Street; the pedestrian journey across Dantzic Street, which is particularly wide at this point; and the quality of the space under the railway bridges.

The heights and density of the area relate to its land uses. The existing neighbourhood around Ludgate Hill is dominated by 3 to 6 storey buildings, whilst the Core Study area is distinct for its lack of development. Key surrounding reference points include the Green Quarter development of 13 to 17 storeys and Skyline Central at 18 storeys. The rest of the surrounding area, apart from the city centre to the west, is characterised by light industrial uses of 1 to 2 storeys, and vacant land.

The area is highly accessible by public transport, by virtue of its proximity to key public transport nodes and is highly accessible by car given its proximity to the Inner Ring Road and other key arterial routes.

Rat running has been identified as an issue through the Wider Study Area, and whilst there have clearly been attempts to restrict this and ensure a pedestrian friendly environment in the existing residential neighbourhood, the access requirements for the individual buildings prohibit the introduction of fully pedestrianised areas. At present it is considered that Ludgate Hill, Sharp Street, Old Mount Street/Style Street and Simpson Street provide the key routes through this Wider Area and are the routes that suffer most from rat running.

As part of wider development proposals there may be certain opportunities to amend the street hierarchy in the Study Area. Whilst Dantzie Street and Gould Street will remain as key movement corridors, there may be an opportunity to downgrade certain local access roads. The two key areas of opportunity defined in this document are considered to be Old Mount Street and Sharp Street.

The primary north-south pedestrian linkages into and through the area are dictated by the location of the pedestrian crossings on Miller Street and Angel Street. There are three key routes and generally movement is quite flexible, although all of the routes tend to currently terminate at the Green Quarter, the wider Study Area or surface car parks on the fringes. There is a need to continue and link the Lower Irk Valley and New Cross areas easily to the city centre.

The east-west pedestrian routes are much less navigable with the Irk River, viaduct and Angel Meadow Park all presenting barriers to movement. Connectivity between the Lower Irk Valley, New Cross and Green Quarter could

be significantly enhanced by improving connections through the viaducts, traffic calming, introducing forms of development on vacant development plots that address the street and provide natural surveillance and enhancing the accessibility of the Park.

There are also opportunities to enhance existing diagonal routes across the area northeast – southwest and southeast – northwest route, between existing and emerging neighbourhoods as well as the city centre's employment, cultural and leisure facilities and public transport nodes.

A key characteristic of the Study Area is its change in levels, particularly in terms of how surrounding roads and footpaths interact with Angel Meadow Park. The Park is a point of interest along any journey, taking the pedestrian away from traffic; however, improvements could be made to make it safer, by introducing natural surveillance, and better connected to the local area. In this way it should be possible to make the Park part of the journey through this area.

The Ludgate Hill neighbourhood could also benefit from some streetscape improvements to clearly delineate pedestrian routes through the area, both east – west and north – south. The routes would be particularly beneficial in connecting the New Cross area and beyond to Angel Meadow Park and the city centre. Improvements to key pedestrian linkages would also improve footfall through the area, helping to reduce crime through natural surveillance.

The development plots, 2, 3, 4, and 5, as well as cementing the area as a residential neighbourhood of choice, have the opportunity to directly address some of the key issues. In particular pedestrian connectivity to the park; enhanced natural surveillance of the park and adjoining streets; and, the creation development forms and routes that support improved connectivity through the Study Area. Any development should build upon the distinct historic identity of the area, in particular the Park, Ragged Schools and other heritage assets in the Ludgate Hill neighbourhood.

The existing neighbourhood is dominated with residential uses, and there is a perceived lack of community facilities in the Study Area as a whole. It has a well-defined and gridded urban grain which contributes to the character of the area. Although now established, there do remain opportunities for improvement

and development including the vacant site at Plot 4. In addition, there are 4 further vacant areas of land, all of which would be suitable for some element of residential led development.

The existing neighbourhood area suffers from the lack of a holistic parking strategy. Various approaches have been adopted across the area, including on-street parking, surface lot parking, basement parking and multi-storey parking with residential above. This disjointed approach to parking and servicing has a negative impact on the street hierarchy as it requires every street to be open to traffic. It has also resulted in weak, non-active frontages. This weakens the character of the area and also makes it feel unsafe with a lack of natural surveillance on some streets.

In addition, the design of the ground floor of the new build blocks could be improved as the combination of the lack of natural surveillance, plus sheltered, inactive doorways, has resulted in reports of anti-social behaviour.

## Framework Principles

### Land Uses

New developments coming forward should accommodate a range and mix of residential accommodation in a high quality and well-managed environment that will support the function of this area as a vibrant new neighbourhood of choice.

The focus of new development in the area to date has largely been in the form of apartments and given the economic and market context, this is likely to continue. New development should adopt 'lifetime homes' or equivalent best practise principles and be well managed in order to encourage long term ownership or occupation.

Opportunities to integrate larger apartments, duplex apartments or townhouses with 3 or more bedrooms will also be encouraged. This will encourage a more varied community and will provide the basis for long term residents to stay in the area as their needs change.

Whilst regeneration will be residential led, opportunities for commercial uses within the ground floor of schemes will be sought in order to support local communities. This should take into account the needs of existing residents and the increased critical mass of high quality residential uses within this area. Any developments bringing forward an element of commercial development will require detailed analysis and a management strategy to avoid long term vacancy rates. It is envisaged that sites adjacent to the Park and on key pedestrian route will be capable of sustaining some ground floor commercial uses as this area, and adjoining areas develop and mature.

At the convergence of Dantzig Street, Gould Street / Roger Street and Aspin Lane, adjacent to Plot 4 and extending through the viaduct into the Lower Irk Valley development area, there is an opportunity to create a new public space. This would be 'urban' in character complementing green infrastructure within the remainder of the Lower Irk Valley area and provide a focal point for new development with active ground floor uses.

There is a significant opportunity to establish new south facing commercial and retail uses in the viaducts, which would create activity and vitality to support new residential and mixed use development. In addition, re-utilising the arches would form an important step in creating new connections through to the Lower Irk Valley.

### Access and Movement

The masterplan has been conceived to provide greater physical, functional and visual connections to Angel Meadow. An overarching objective is therefore to better connect Angel Meadow with Lower Irk Valley, New Cross and Collyhurst to the north and east, as well as NOMA, the Northern Quarter and the wider city centre to the south.

A key principle in relation to the masterplanning of this area is to extend Angel Meadow Park into the adjoining surface car parks and underutilised sites in order to establish new buildings arranged as a collection of forms 'within the park' activating its edge, providing natural surveillance and greater connectivity with the wider Northern Gateway area including Lower Irk Valley, New Cross, and NOMA.

In order to support this key principle, it will therefore be necessary to close the southern end of Aspin Lane extending Angel Meadow Park into to Plots 2 and 3 as well as providing extended green connections through to Dantzig Street via Mincing Street and Little Nelson Street. In addition, a section of Old Mill Street will be closed in order to connect Plot 5 to the Park in this same way.

The principal north-south and east-west vehicular connections through the area will continue to be Dantzig Street and Gould Street. Notwithstanding this function, they will also be important principal pedestrian routes forming connections between NOMA, the city centre, Lower Irk Valley and New Cross. Updating their typically standard layout and construction would therefore be beneficial in a manner that creates more residential friendly and pedestrian friendly connections. Vehicular access to the individual development sites will largely be retained as existing.

In terms of the Wider Study Area, the identification of Gould Street as the principal east – west route means that there would be some potential to downgrade Ludgate Hill, which runs in parallel (i.e. increase pavement widths and reduce carriageway width to create a more pedestrian friendly environment). The analysis has also identified Sharp Street as a key pedestrian route between Angel Meadow and the Bendix Street / Goulden Street key east-west routes, connecting with the proposed 'North Village' Square within New Cross.

The pedestrian environment along major roads such as Rochdale Road, including pedestrian crossing facilities, should also be enhanced where possible. Environmental buffer zones including tree planting should be provided to mitigate the adverse environmental conditions of these heavily trafficked routes where feasible.

The place-making strategy should also seek to maximise connectivity to the wider network of formal and informal public spaces, green spaces and natural landscapes within this area and adjoining locations.

New cycle routes should be provided through the Study Area, to connect into existing routes along Rochdale Road and Oldham Road as well as proposed cycle lanes and leisure routes proposed through the Lower Irk Valley as part of that Development Framework proposal.

On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street. Where possible and appropriate, the levels and falls across the site should be best utilised in order to avoid or reduce basement levels, ramps, etc. and to maximise the quality of the public realm.

## **Sense of Place**

The area's finest natural asset, and the key feature from which it derives its name, is Angel Meadow. There is significant scope to enhance the park with regard to its management, maintenance and security.

In addition, in considering the most appropriate means of integrating residential development into the area in a manner that celebrates and complements this important asset, a key principle of this document is to extend the Park outwards to the development plots.

The area also has other key character features, such as the Charter Street Ragged School, which should be retained and reutilised in order to maintain important connections to the history of the area, promote local distinctiveness and add to the area's sense of place. In addition, there is an opportunity to enhance the setting of this historic feature through better connecting it to the Park via enhanced public realm adjacent to the Charter Street Ragged School and the base of the Angel Meadow Steps.

New development should also be architecturally diverse in order to create a neighbourhood that is varied in character and which makes the most of the remaining assets with heritage and / or built environment value to contribute towards the creation of a neighbourhood with a high quality urban environment and a strong sense of place.

## **Sustainable and Safe Development**

Regeneration of the Study Area should promote a sustainable development, including through maximisation of its locational advantages and proximity to public transport nodes, as well as through building design.

Development should also be designed to allow accessibility for all and create a safe and secure environment using the principles of “Secure by Design.”

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

## Height and Density

The height and density strategy for the Framework area has been developed in response to detailed contextual appraisals. In this regard, the plots within the study area have different characteristics and context but are unified in that they all contribute to the extension of the park.

In urban design terms, it is considered that new development on Plot 5 should be developed to reinforce and respond to existing height in the area as well as take into account the height principles outlined in the New Cross Masterplan. This would suggest a 6 to 8 storey building across the majority of the site. In addition, there is an opportunity to increase height, providing a tall element to punctuate the termination of Sharp Street and defining what will become an important connection from New Cross.

The relationship to the park and the NOMA context suggests buildings of between 8 and 15 storeys on Plots 2 and 3. These are likely to be stepped in form to create visual interest, scale relationships with adjoining buildings, and to allow a strong aspect to the new residential accommodation in the interest of residential amenity and the environmental performance of the building. Initial sunlight and daylight testing has been undertaken in relation to a series of buildings stepping up 9, 12 and 15 storeys, from the Charter Street Ragged School to Angel Street.

Plot 4 is currently an island site at the edge of the park and presents a unique opportunity for a landmark tall building at what will become a key intersection of east – west and north – south connections adjacent to 2 principal public spaces.

The site is at the north edge of the park and will not therefore cast any shadow. By going taller and minimising footprint, there is an opportunity to maximise the footprint of the park and the quality of this space. Permeability will also be enhanced through the area as well as the sense of place and overall legibility.

It is considered that the regenerative potential of tall buildings and therefore ability to connect these areas back to the City as well as to Collyhurst is hugely significant, and would act as a major catalyst to regeneration within the Northern Gateway.

# 1 Introduction

## NOMA

1.1 In July 2009 the Manchester City Council Executive endorsed the Co-operative's Regeneration Initiative for NOMA, an area situated around The Co-operative Group's head office estate (**Error! Reference source not found.**). The Initiative set out a vision to create a commercially-led, mixed use destination at the northern gateway to the City Centre, covering an area of 20 acres. In December 2010, a Framework update report was provided to the Executive. This key report focused on the progress made to date and priorities moving forward, centred on three themes: Placemaking, Job Creation and Supporting Communities. It crucially established the platform for the new neighbourhood and set out what NOMA sought to deliver. The 2009 Initiative and 2010 Framework provide the policy foundation for NOMA.

1.2 Since 2009 much has been achieved, and the priorities and focus of NOMA have been developed to reflect its changing context. Much of the focus, as originally envisaged has been on the listed estate and area around the new head office, 1 Angel Square. The achievements to date include.

- Completion of 1 Angel Square, The Co-operative Group's new head office. A BREEAM "Outstanding", 350,000 sq. ft., award- winning building.
- Alterations to the Inner Ring Road have also been completed, reducing Miller Street to two lanes and introducing a one-way system that significantly improves traffic flow and allows NOMA to be fully connected with the rest of the City Centre.
- Completion of Phase One of the Public Realm works (Angel Square) with Phases Two and Three due for completion in 2015. The later phases include

the creation of a new public square in the heart of the listed estate and improvements to Angel Meadow Park.

- Infrastructure improvements throughout the new areas of public realm and new road network. These include relocations and enhancements of various statutory utilities and telecommunications equipment.
- Planning Permission and Listed Building Consent for a boutique style hotel, which includes the restoration of the Grade II Listed City Building and a cylindrical block to the rear. (Plot A)
- Planning Permission and Listed Building Consent in February 2013 for the refurbishment of Grade II Listed Hanover Building and E Block to create 11,000 sq. m of office space and 3,000 sq. m of retail on the ground floor and basement. Work has now started on site and the project is expected to be completed in 2017. (Plot B)
- Planning Permission in March 2015 for the development of 458 residential apartments (known as Angel Gardens) together with amenity uses and basement car parking, ground floor commercial floorspace, as well as public realm and landscaping works, at the junction of Rochdale Road and Swan Street / Miller Street. (Plot L)
- Planning Application submitted for an office-led development which will form 2 and 3 Angel Square. 2 Angel Square is a ground plus nine storey block adjacent to Angel Street and 3 Angel Square is a ground plus eleven storey block adjacent to Miller Street. The application includes ground floor commercial uses, basement car parking and hard and soft landscaping improvements. (Plots M and N)

1.3 In June 2014 The Co-operative Group formed a joint venture with Hermes Real Estate, forming NOMA (GP) Ltd to bring forward NOMA over the next 10 years. This 50/50 joint venture covers the majority of NOMA, but excludes the Angel Meadow Framework Area. The signing of this joint venture has accelerated the delivery of NOMA and has resulted in a refinement of the detailed masterplan, which will be presented to the Manchester City Council Executive.

# NOMA

## SITE PLAN

	NAME
A	City Buildings
B	Hanover
Ci	Federation
Cii	Dantzig
D	Old Bank
E	New Century House
F	Redfern
G	The Tower
H	New Build
J	97 Shudehill
K	Car Park
L	Angel Gardens
M	2 Angel Square
N	3 Angel Square
P	Ducle
Q	Hotel & MSCP
R	1 Angel Square
S	Residential
T	Residential
V	Residential
1,1(i)	Angel Square
2	New City Square



Figure 1 - NOMA

- 1.4 The City Council Executive is regularly updated on NOMA's progress and priorities, including refinement of its delivery ambitions. The most recent update was in December 2013.
- 1.5 Since 2009, the context in which NOMA is being brought forward has evolved and the area north of Angel Street, including Plots S, T and V has become even more of a pivotal, strategically important location. Not only is this area the link between strategic areas of regeneration and the city centre, as previously highlighted, but it is also an important area for residential growth on the edge of the city centre, an area of significant potential.
- 1.6 In the 2010 NOMA Framework, Plots S, T and V were earmarked for residential development with delivery expected in the later stages of the masterplan. The Framework highlighted that, due to the self-contained nature of the plots and their location, the area could be brought forward independently as market demand aligns with the strategy for delivering family homes. The point has now been reached and this report 'Angel Meadow: A Strategic Update to the NOMA Development Framework' will set the framework for bringing forward these sites and others within the Study Area for residential development. It is the next key NOMA Framework document, which will sit alongside the 2009 and 2010 documents, and 2013 update.

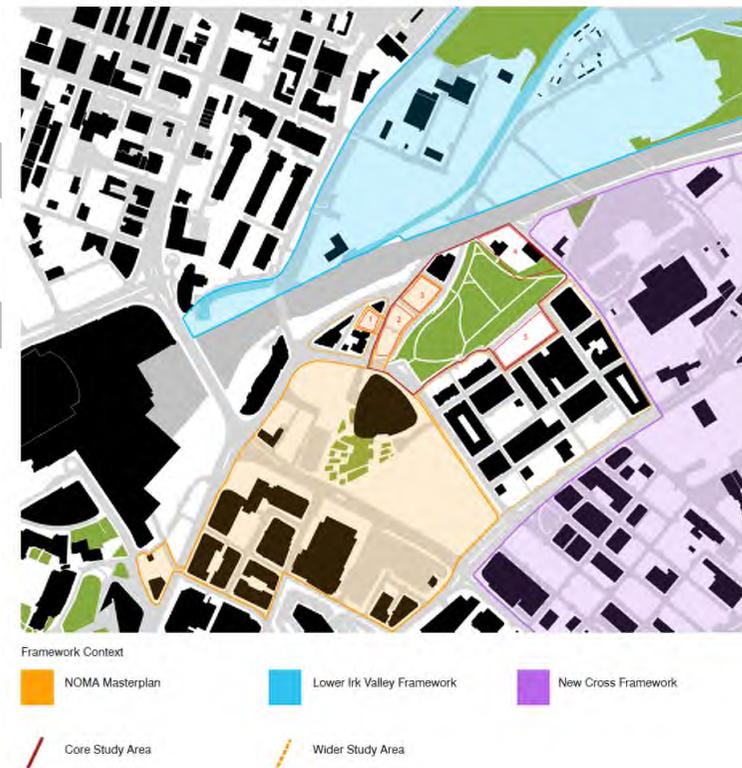
## Vision and Opportunities

- 1.7 Creating neighbourhoods of choice is essential if the City is to attract and retain the range of talent that will be essential in terms of meeting housing need and fuelling the next wave of economic growth and enhanced productivity. The Study Area, within northern fringe of the City Centre has all the attributes that mean it can act as a major focus for population growth over the next 10-15 years:

**Proximity to a thriving City Centre:** The Study Area is located immediately adjacent to the City Centre's ever expanding employment offer, its diverse range of amenities, its outstanding retail and leisure offer and its expanding cultural offer. This strong offer attracts a wide variety of

workers, residents, students and visitors. The Study Area is likely to be attractive to those who want to live within a short walk, cycle, drive or bus/tram ride from the City Centre, rather than in the heart of this activity.

- 1.8 **Key projects on the doorstep:** The Study Area is in an ideal location to capitalise on some of the most exciting projects in Manchester, both in the short and the long term. It is the link between delivered, committed and planned investment within NOMA and the strategically important regeneration areas of New Cross, the Lower Irk Valley and Collyhurst (



- 1.9 Figure 2. Framework Context). As set out in the 2010 Framework, NOMA will be a catalyst for wider regeneration, and the benefits will flow to communities throughout the city. The Angel Meadow Strategic Framework Update will assist NOMA in delivering on this commitment.

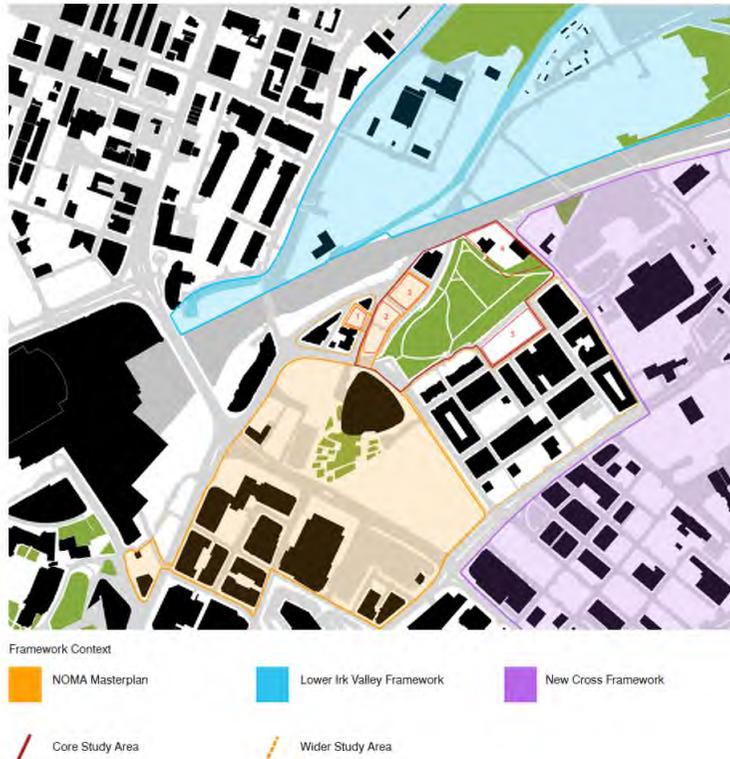


Figure 2. Framework Context

Collyhurst to the north is the subject of a comprehensive Masterplan endorsed by Manchester City Council's Executive Committee in October 2014. Collyhurst, which is home to some of the most deprived communities in Manchester, has been identified as one of the 13 key priorities for Manchester Place, and will form an early phase of this project. The Masterplan provides for the delivery of new homes and a district centre, as well as refurbishment of existing dwellings.

The New Cross Neighbourhood Development Framework was endorsed by the City Council Executive on 29 July 2015 and was prepared to guide the future development of New Cross in order to ensure a quality of new development and supporting public realm, highways and other community

infrastructure that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

The Lower Irk Valley Framework is currently being developed. From the beginning NOMA has envisaged the Angel Meadow area as a key link to the Lower Irk Valley, stating in the 2009 Initiative that it is strategically very important as it binds the existing residential to the north to the proposed new residential development in NOMA. This statement is still true but the Angel Meadow area is now even more strategically important, as development activity and opportunities gather momentum in the current phase of the economic cycle.

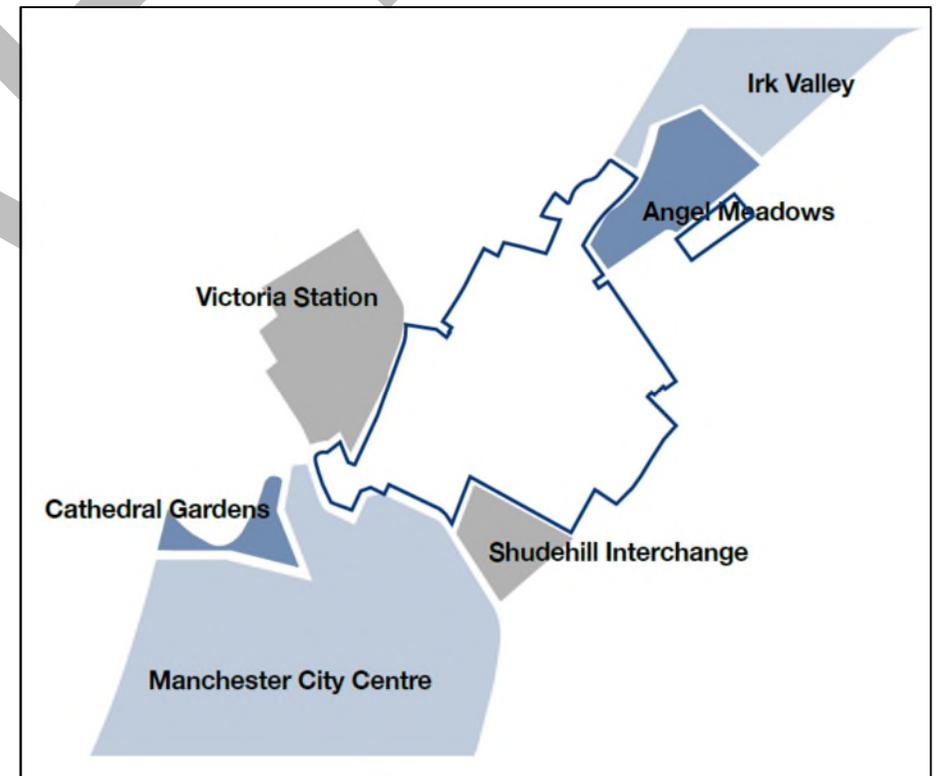


Figure 3. Extract from 'The Co-operative Group's Strategic Regeneration Initiative, 2009' (Graphic courtesy of Arup)

It is of absolute importance that the Lowey Irk Valley, Collyhurst and New Cross have strong linkages and connectivity to the city centre, enabling access to jobs and leisure, ensuring that economic growth is spread outwards from the city centre, transforming deprived areas.

**Exceptional Transport Connections:** As long distance commuting continues to become more costly and time consuming, central locations such as the Study Area will become increasingly attractive destinations due to their ease of access to employment opportunities and also to public transport. The Study Area is extensively served by good transport links and high quality existing infrastructure.

The nearby Victoria Station is the subject of significant public investment in the form of the Northern Hub. One of the major elements of the Northern Hub investment is the delivery of the Ordsall Chord, which by winter 2016 will provide a direct linkage between Victoria, Oxford Road and Piccadilly Rail Stations, further enhancing the strength of public transport connections across the City.

The Study Area has easy access to the Shudehill Interchange, which provides access to both Metrolink and bus services serving destinations across Greater Manchester. Rochdale Road, which borders the Study Area, forms part of the Cross City Bus Package, a £54.5m investment package that will significantly improve bus travel into, and across, Manchester.

In addition, the Study Area has excellent access to the City's Inner Ring Road and important arterial routes heading out to the M60 and the wider motorway network.

**Natural Environment:** the Study Area benefits from having a key green space within its boundaries, Angel Meadow Park, as well as being located in close proximity to the Lower Irk Valley, which provides future opportunities for enhanced leisure and recreational activities. A range of natural green spaces are also easily accessible from the Framework Area, including Cotton Fields Park in New Islington, as well as the green network running through the Irk Valley, which provides a connection between the

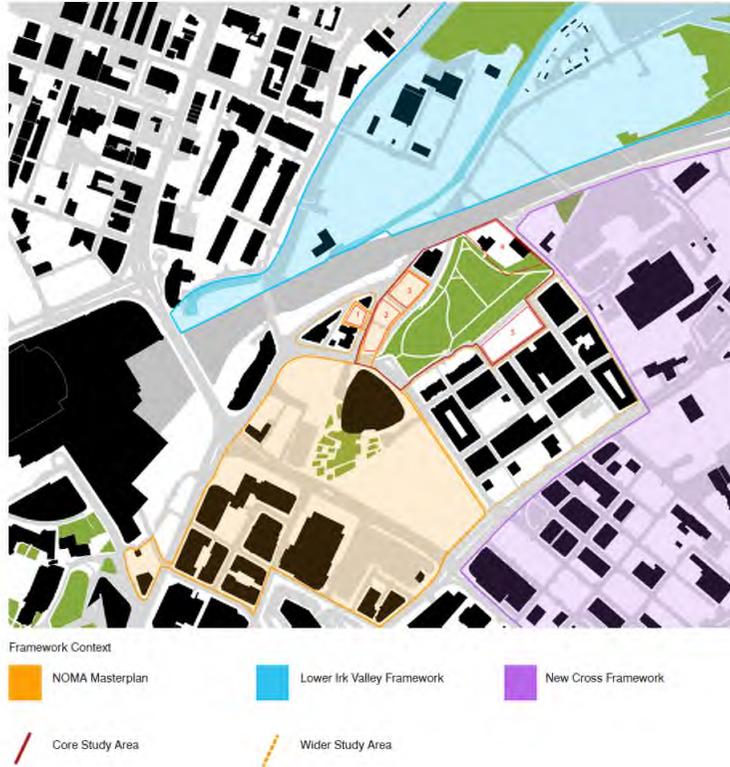
city centre and suburbs, and includes Queens Park, Blackley Forest and Heaton Park.

**Supportive Planning Policy Framework:** The Framework Area is within the 'Inner Core' of the North Manchester Strategic Regeneration Framework, which identified North Manchester as exceptionally well positioned to contribute toward the significant number of new homes needed over the next 20 years, to accommodate the forecasted population and employment growth. The Framework Area can make a significant contribution to delivering these required housing numbers in an important Edge of City Centre location.

## The Study Area

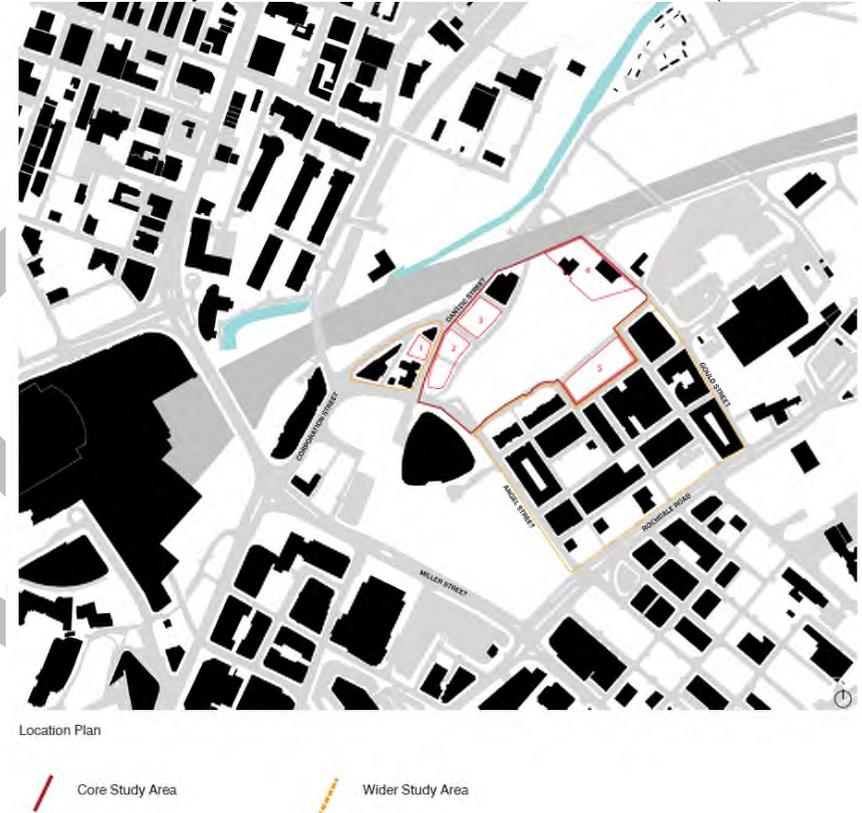
- 1.10 The key development plots within the Study Area are owned by Manchester City Council and The Co-operative Group. Both landowners recognise the strategic importance of this area and are therefore working in partnership to assemble and comprehensively plan this area. An important first step is the adoption of a Development Framework to ensure development is brought forward in a comprehensive and complementary manner.

1.11 The Framework boundaries (



1.12 Figure 2. Framework Context) have been drawn based on existing surrounding Framework boundaries, ownership and the acknowledgement that the area pivotal is in linking regeneration areas to each other, and to the city centre. The area is a natural extension to the NOMA masterplan, with some of the area covered already, and this is therefore a natural starting point for the key principles.

1.13 Within this Study Area there is a Core Area and Wider Area (



1.14

1.15 Figure 4. Location Plan). The Core Area focuses on Angel Meadow Park, the five identified plots surrounding the Park, and the Charter Street Ragged School. The Core Area includes Plots 1, 2 and 3 which were part of the original NOMA Masterplan (2009) (Plots S, T and V). Plots 4 and 5 are natural extensions to this masterplan boundary due to their ownership (The Co-operative Group and Manchester City Council) and development potential, with the Charter Street Ragged School and Park becoming the other key elements and character features within this drawn boundary. The Framework focusses on the Core Area as this is the area of greatest

development opportunity and is therefore in greatest need of detailed analysis and masterplanning.

- 1.16 The Wider Area covers two elements. The area to the south, bounded by Style Street – Old Mount Street, Gould Street, Rochdale Road and Angel Street, is an established residential area, with residential development (new build and refurbishment) occurring over the past fifteen years. This area contains 3 vacant plots (identified on Plan XX) and is a key link to the New Cross area. It is therefore logical for this to be included within the Framework Study Area, but with less focus than the Core Area, due to its already established nature. For the purposes of this Framework this area will be referred to as the Ludgate Hill neighbourhood.
- 1.17 The second element of the Wider Study Area covers the small area surrounding Plot 1. This is bounded by the viaduct, Dantzig Street and Angel Street. It has existing buildings on site and currently has limited development potential; however, it is an absolutely logical inclusion due to its position adjacent to the Lower Irk Valley area.

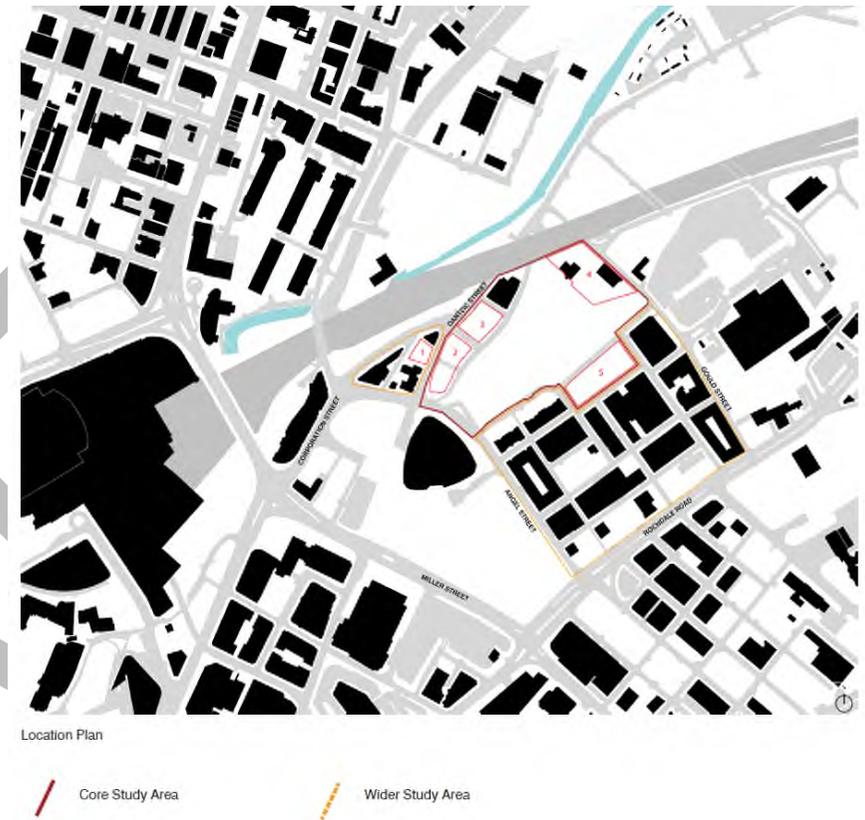


Figure 4. Location Plan

## Report Structure

1.18 The remainder of this document is organised as follows:

- Section 2 describes key aspects of the economic and market context today which demonstrate that the future investment in and regeneration of the Study Area is deliverable and can successfully contribute towards these important strategy priorities. It also identifies the strategic

planning and regeneration context against which the framework proposals have been considered.

- Section 3 provides a detailed site analysis – considering the Study Area’s opportunities, constraints and key issues, as well as its site specific planning and development context.
- Section 4 identifies a range of important development and urban design principles for the Study Area.

## Planning Status

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

## Report Contributors and Acknowledgements

- 1.20 This document has been prepared by Deloitte Real Estate on behalf of Manchester City Council with masterplanning input from HAUS, transport and traffic input from Curtins, and historical research from Oxford Archaeology.

# 2 Strategic Context

## Introduction

- 2.1 This Framework update has been prepared to ensure that the opportunity presented by the site's locational attributes and growth potential is maximised to deliver a range of strategic policy priorities for Manchester City Centre and the City Region as a whole.
- 2.2 This section describes key aspects of the economic and market context today, which demonstrate that the future investment in, and regeneration of, the Study Area is deliverable and can successfully contribute towards these important strategic priorities.

## Economic and Market Context

- 2.3 Manchester is a national engine of economic growth with a population of nearly 514,400<sup>1</sup>, sitting at the heart of a conurbation of 3 million people in the north of England. The City's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK.
- 2.4 The March 2015 update to the New Economy Greater Manchester Key Facts highlights the key sectors of the Greater Manchester economy and their contribution towards the annual Greater Manchester GVA of £56 billion:

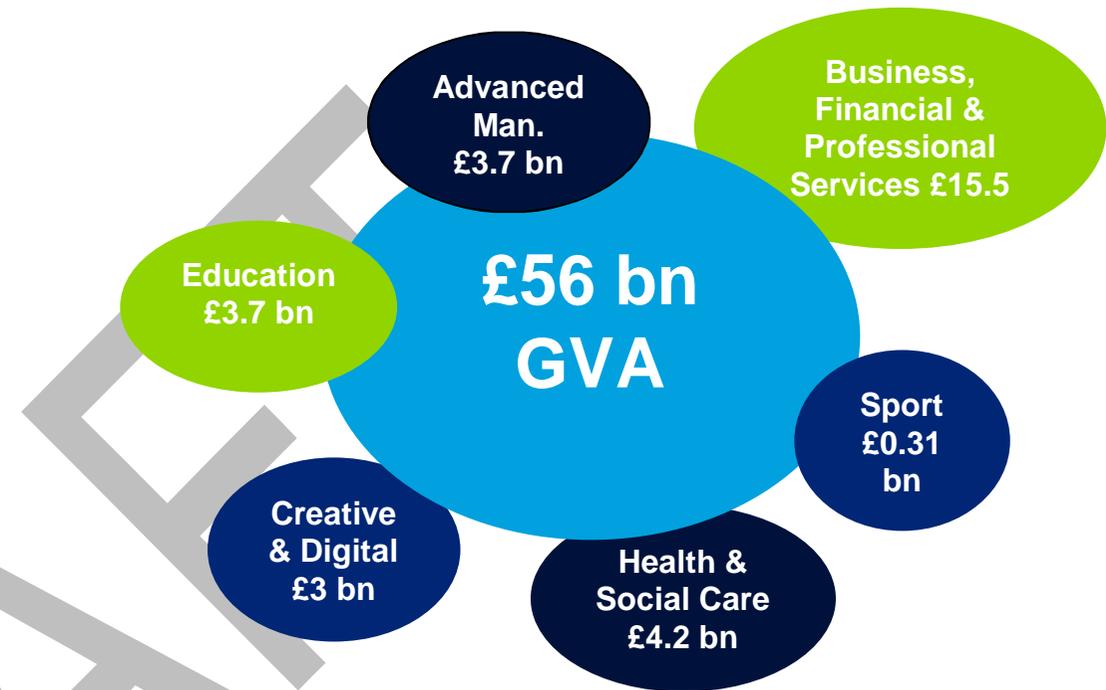


Figure 5. Greater Manchester Economic Outputs (Source: GM Key Facts, March 2015)

- 2.5 Manchester itself continues to account for a significant proportion of Greater Manchester jobs and GVA, with 27.7% (up from 26.6% in 2013) and 29.3% (up from 28.7% in 2013) respectively. Business and public services continue to dominate the Greater Manchester labour market, representing 26% and 25% of employment respectively.<sup>2</sup>

## Population Growth

- 2.6 Reflecting this phase of economic growth, Manchester's population growth increased by nearly 18% (+77,700) between 2003 and 2013<sup>3</sup>, which is more than double the UK average over the same period. This is a higher level than Greater London (14%) and Inner / Central London (17%) and reflects Manchester's transformation over the last 20 years into a vibrant European City. Indeed, Manchester is recognised as the fastest-growing metropolitan authority in England. This reflects the fact that Manchester is

<sup>1</sup> Manchester Population is 514,400, Source Greater Manchester Key Facts, March 2015

<sup>2</sup> Source: Annual Population Survey, Oxford Economics

<sup>3</sup> Source: ONS, Census 2011

seen as a desirable place to live and that it is creating the economic opportunities to attract and retain people.

- 2.7 The largest increases are also being witnessed in the age bands that are typically considered to fuel economic growth, i.e. those at University-leaving age and above. Across Greater Manchester, the largest age band growth identified in the 2011 Census was in the 20-24 age band, which increased by 41,400 (25%). The 25-29 age band also witnessed a significant increase of just fewer than 30,000. This sector of the population creates demand for new lifestyle choices that offer access to City Centre employment and amenities, transport networks in well-managed accommodation built for that purpose. In addition, Manchester has a higher than Greater Manchester average of working-age resident population (classified as 20-64): 65% compared to 58-60%<sup>4</sup>.

## Economic Growth

- 2.8 The national economy has begun a new growth cycle. While Manchester, because of its diversified and expanding business base, has been relatively resilient over these last few years during the economic downturn, the City is at the beginning of another surge of economic and population growth.
- 2.9 The Greater Manchester Forecasting Model (GMFM) provides a summary outlook for Greater Manchester between 2014 and 2034 of growth in the order of:
- 128,000 more people;
  - 109,000 net new jobs; and,
  - £17 billion more GVA.
- 2.10 Whilst population forecasts vary, the latest GMFM projects a population increase in Manchester of 39,000 by 2024. This, together with well documented trends and changes in household formation, will fuel an increase in demand for accommodation. An additional 60,000 new homes

to 2027 (more than 3,000 per annum) are expected to be required and need to be planned for (as established in the adopted Manchester Core Strategy Policy H1 Overall Housing Provision).

- 2.11 Recent market intelligence has indicated that the City Centre and edge will continue to expand northwards and eastwards and:
- There will be a further dramatic increase in the 20-39 year old economically active population.
  - The 43,000 additional jobs forecast by 2024 will provide another surge in the growth of the City's economy.
  - The increase in higher paid business and professional services employment, which supported the growth of the young professional group in the City, will be sustained over the next ten years.
- 2.12 Market demand for new housing to meet the specific needs of a growing population and changing demographics, means that there is a requirement for a mixed portfolio of both owner occupier and rented housing.

## Manchester City Centre and Edge of City Residential Market

### Supply

- 2.13 Whilst residential development is at its highest level in five years, with 1,426 units under construction, this total is still lower than 2002-2012 annual average and significantly lower than the 2006 peak, when over 4,000 units were delivered. This would suggest that there is further scope in the development pipeline for an increase in residential development activity moving towards housing supply targets in support of the City's economic growth trajectory.

<sup>4</sup> Source: *New Economy, Census 2011 – First Release: Age Band Analysis*

### Manchester: residential development pipeline

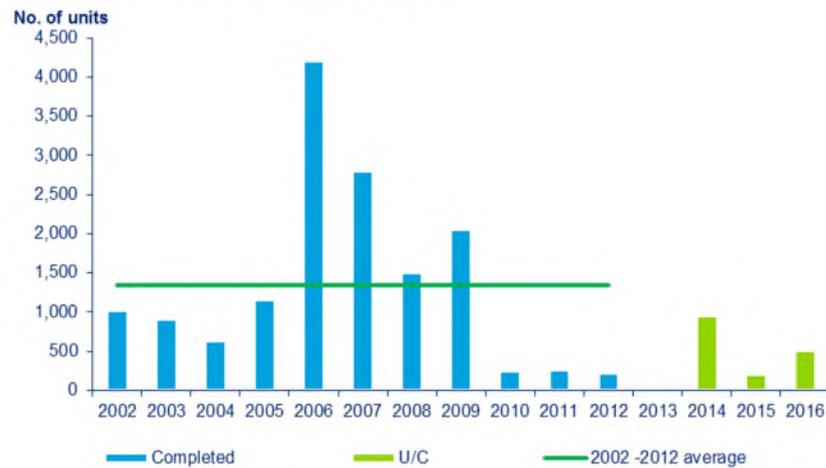


Figure 6 - Manchester Residential Development Pipeline, Source, Deloitte Manchester Crane Survey 2014

2.14 Development activity in Manchester City Centre and around its edge, as well as central Salford, has been predominantly supported by the Government's Get Britain Building (GBB) and Build to Rent (BTR) funds. Privately funded, speculative development has only recently starting to show signs of recovery. Stalled sites at the edge of the city centre have particularly benefitted from Government funding.

2.15 The market area at the edge of the city centre has seen remarkable change over recent years as a result of both market-led growth and regeneration initiatives. The rapid expansion in apartments has led to an increase in the number of people living and working within its boundaries and this growth has resulted a continuous and on-going expansion of the 'City Centre' market into the edge of the city, for example at Green Quarter, Ancoats and New Islington, Sharp Street and Central Salford.

### Pipeline Supply

2.16 Despite the relative lack of newly started projects during 2014, the planned development pipeline is an encouraging indicator of projected future growth. Planning application activity gives an indication of potential future

construction activity. Not since the peak of 2006/7 has the volume of applications for residential units been so high. In the first nine months of 2014, Planning Permission was sought for over 3,000 units in the Manchester City Centre and edge, as well as Salford fringe areas.

2.17 Research suggests that there are currently 18 projects throughout the City Centre and its immediate edge with extant Planning Permissions or live residential applications, which could come forward over the next few years and deliver over 4,500 units.

2.18 The scale of projects in the planning pipeline is significant. They are focused on medium to high density schemes. Many are billed as being for the Private Rented Sector (PRS), which is seen as a key focus for delivery of a significant proportion of the stated 55,000 new homes that the city requires. The rental sector has already seen a boost in investment from the HCA's BTR initiative, for which Manchester was allocated funding for 2,329 of the 9,955 dwellings nationwide in the second round of funding – the highest of any city outside of London. The BTR market is expected to remain resilient.

2.19 Given the extensive land assets available, the existence of a number of development-ready sites in close proximity to the City Centre and key transport nodes, and the potential of positively affecting North and East Manchester Communities through the development of these areas, the northern edge of the city is set to play a significant part in satisfying the identified pent up demand for new dwellings in quality neighbourhoods, which is required in order to support population and economic growth.

2.20 In the context of the economic rationale provided in the above paragraphs it is clear that the site truly has the potential to be a residential development. The Study Area can provide residential accommodation that is required to support Manchester's future growth. Its location on the edge of the City Centre ensures that it is ideally located to be an attractive proposition for a developer.

2.21 In order to sustain growth within Manchester the city needs to ensure that adequate accommodation is available for businesses to grow into and for

future workers to live in. Residential accommodation in particular has to be located in the most suitable areas that allow the best connections to the major employment sites in the City Centre as well as access to the integrated transport system that connects Greater Manchester.

- 2.22 The site is located at Manchester City Centre's Northern edge which has been identified within the Draft Residential Growth Prospectus as a key area to focus housing growth. It is also located within close proximity to a number of key transport facilities that allow widespread connectivity throughout the region including Manchester Victoria Station which provides mainline rail connections across the North, and also with the Metrolink system providing access to much of Greater Manchester. Both of these key transport links are currently receiving investment, of £26 million and £165 million respectively.
- 2.23 Other comparable sites within the northern edge of the city are already the subject of residential growth or have policy in place that encourages residential development. Examples of this would include the adoption of the Ancoats and New Islington Strategic Regeneration Framework in October 2014, the adoption of the New Cross Neighbourhood Development Framework July 2015, and the application for Planning Permission which was granted in March 2015 for 458 residential units within 'Plot L' development in NOMA.
- 2.24 The Study Area has the same key benefits that other sites in the northern edge of the city centre enjoy: strong connections to the City Centre, good transport links and an availability of land.

### Strategic Policy Context

- 2.25 Angel Meadow is within the North Manchester Strategic Regeneration Framework (SRF) area and features in the refreshed SRF, approved by Manchester City Council's Executive Committee in October 2012. The SRF identifies Angel Meadow as part of the northern edge of the city and a key strategic location for accommodating growth in the City Centre economy and driving investment northwards into Central North Manchester and the district's Northern Suburbs.

- 2.26 The Study Area previously formed part of the Collyhurst Local Plan area, meeting the border of the Lower Rochdale Road Neighbourhood. A number of neighbourhoods located within Manchester's city centre edge have been the focus of significant regeneration activity and public sector investment over the last decade, and strategic planning and regeneration policy guidance is increasingly being developed to address the area's specific opportunities and challenges, including the Ancoats and New Islington Strategic Regeneration Framework in 2014 and the New Cross Neighbourhood Development Framework in 2015.

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

- 2.28 Through the adoption of appropriate development and urban design principles for the area, Angel Meadow has the potential to become a key part of the City's quality of life offer. This is an offer that can become a key differentiator in relation to both retaining existing talent as well as attracting the new talent that is required to fuel the City's next wave of economic growth and enhanced productivity levels.

### Northern Powerhouse (December 2014)

- 2.29 In the 2014 Autumn Statement, the Coalition Government re-iterated a commitment made during August 2014 to help lay the foundations of a Northern Powerhouse to rival the economic strength of London. Following on from the City Deal of 2011 and the announcement in November 2014 that Greater Manchester will have a directly elected Mayor by 2017, with responsibility for a £300m housing investment fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers. An additional £7 billion of investment was announced to build the Northern Powerhouse.
- 2.30 The Autumn Statement set out a number of key aims for the budget. These were to better connect the core cities of the North by investing £6 billion on

road and rail infrastructure, including delivery of HS3, and doubling the number of northern cities to benefit from the Government's superfast broadband programme. Funding will also be targeted at the North's strengths in science, with major new science investments, including the new Sir Henry Royce Materials Research Institute based in Manchester. A £78 million funding commitment was also made to The Factory Manchester, which will provide a permanent home for the Manchester International Festival.

2.31 The Budget was announced by the Chancellor in July 2015 which had a number of implications for the Northern Powerhouse. These included the establishment of 'Transport for the North' as a statutory body with duties underpinned by £30 million of additional funding over the next three years. Transport for the North is a unique partnership between the Northern city region authorities, Government and the national transport agencies harnessing the power of city regions, and the wider North, to drive economic growth in the industries of the future. The Budget also reconfirmed the Government's commitment to the Northern Powerhouse project in general announcing further devolution deals with the Sheffield City Region, the Liverpool City Region and Leeds, West Yorkshire and partner authorities.

2.32 More recently it was announced in July 2015 that the Sir Henry Royce Research Institute for Advanced Materials will be located within the University of Manchester Campus where it will be placed close to the National Graphene Institute for optimal operational conditions. Similarly, Manchester City Council discussed the Factory at Executive in July with a commitment to produce a detailed business case to take the project forward. Both projects demonstrate a commitment to delivering the Northern Powerhouse.

### **Stronger Together: Greater Manchester Strategy (2013)**

2.33 The Greater Manchester Strategy was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). It identified priorities to enable the Manchester City Region to pioneer a new

model for sustainable economic growth based around a more connected, talented and greener City Region.

2.34 The Association of Greater Manchester Authorities (AGMA) approved an update entitled Stronger Together: Greater Manchester Strategy 2013-2020 (GMS 2013-2020) in November 2013, which reviews and refreshes the strategic approach to growth in the Manchester City Region taking into account the current global, national and local economic challenges. Stronger Together is the sustainable community strategy for the Greater Manchester City Region.

2.35 The vision and objectives for the Study Area have been driven by, and will clearly support and align with, the overarching programmes being promoted by the City Region via GMS 2013-2020. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

2.36 There is an opportunity to provide strengthened, high quality connections between the City Centre and the Study Area and the surrounding regeneration areas including some of the more deprived communities of North Manchester.

### **Manchester Core Strategy (2012)**

2.37 The adopted Manchester Core Strategy sets out the City Council's Vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that Vision. It provides a spatial strategy for growth, which supports the key priorities as identified in the GMS 2013-2020, identifying that Manchester will be the driver of the City Region economy due to the location of key assets in Manchester City Centre and the Regional Centre.

2.38 The Study Area falls within the defined Regional Centre as set out in Policy EC3.

2.39 The Study Area has the potential to contribute strongly to a wide range of Manchester's strategic policy objectives as summarised below:

2.40 **Policy SP1 Spatial Principles:** there is an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas. It is noted that the River Valleys, including the Irk, and the City Parks, are particularly important; access to these resources will be improved.

**Policy EC3 The Regional Centre:** employment generating uses will be promoted within the Regional Centre. New housing to complement the development of mixed use employment areas will 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.

**Policy H3 North Manchester:** over the lifetime of the Core Strategy North Manchester will accommodate around 20% of new residential development, equating to approximately 11,840 residential units. 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 or adjacent to the parts of North Manchester that fall within the Regional Centre as part of mixed use schemes as well as along high frequency public transport routes.

**Policy EN1 Design Principles and Strategic Character Areas:** the Study Area forms part of the City Centre Character Area, which should be considered in bringing forward development. Developers will be expected

to considered the City's heritage and continue the rich pattern of activity; utilise opportunities to create landmark buildings; and enhance existing areas of meaningful open space.

## Draft Residential Growth Prospectus

2.41 Recognising the critical relationship between housing and economic growth, Manchester City Council is in the process of preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point is the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looks to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.

2.42 Six principles inform the Housing Prospectus:

- Building more new homes.
- Creating pathways to home ownership.
- Developing a quality private rented sector (PRS).
- Bringing empty homes back into use.
- Ensuring that the Council's planning framework and policies provide the appropriate support for residential growth.
- Developing a strong sense of place and high quality neighbourhoods.

2.43 A key aspect of the Council's supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

2.44 Locations at the edge of the city centre have been put forward as strong and appropriate locations for future resident growth where the conditions are right for development to come forward promptly.

## Regeneration Context

- 2.45 The Study Area is in a key location that is influenced by a number of Frameworks. The Frameworks are considered in this section to ensure the Angel Meadow Residential Framework principles complement the other Frameworks in the area.
- 2.46 This is particularly important as the Study Area has the opportunity to improve connectivity from the city centre and NOMA to communities further north such as the Lower Irk Valley, Collyhurst and New Cross, through improved pedestrian connections, high quality new development, and investment in the public realm.
- 2.47 Pedestrian linkages, greenspace and public realm are therefore key urban design principles that need to be addressed to improve connectivity through all areas.

### **North Manchester Strategic Regeneration Framework (2004, 2012)**

- 2.48 The North Manchester Strategic Regeneration Framework was originally adopted by Manchester City Council in 2004 following extensive consultation with local communities and provided a framework for six Wards to the north of Manchester City Centre, including Blackley, Charlestown, Moston, Crumpsall, Cheetham, Harpurhey and Collyhurst. Under this Framework, the Study Area falls within Collyhurst, which is identified as the 'Inner Core' within the Framework.
- 2.49 The 2004 Framework identified that North Manchester's location, on the doorstep of the City Centre, which was itself undergoing a dramatic renaissance with new employment, retail, leisure, cultural, sporting and infrastructure facilities being delivered, and in close proximity to good and improving public transport connections, meant that it could play a critical role in the drive to create a highly competitive economy through the delivery of high quality urban living. Equally, the on-going success of the City Region would bring benefits to the communities of North Manchester through the generation of easily accessible employment opportunities.

- 2.50 The 2004 Framework and 2012 update established a series of key principles and objectives for the North Manchester framework area. Of particular relevance to the Study Area are:
- Improve the quality of housing and neighbourhoods, promote housing growth and create sustainable urban neighbourhoods.
  - Connect North Manchester residents to opportunities throughout Greater Manchester and beyond.
  - Create vibrant District and Local Centres that provide accessible services and a strong sense of place.
  - Ensure that North Manchester communities are safe and welcoming.
- 2.51 At the edge of the city centre development should contribute to the growth of Manchester City Centre. A mix of uses, including commercial, employment, leisure and residential, is encouraged, together with complementary services such as retail and healthcare.
- 2.52 Whilst Cheetham Hill and City Centre North will be the focus for local commercial development, a new Local Centre will be created in Collyhurst and further commercial uses (in particular shops) should be provided close to housing areas provided that they do not become so large that they attract visitors from beyond the local area or create amenity issues.
- 2.53 The role of the valuable green spaces and corridors in North Manchester will be protected and enhanced. The 2012 Framework recognises that this is one of North Manchester's greatest assets and to continue improving there will be a focus on: realising the full potential of Heaton Park; maximising the impact of the River Irk through enhancement of walking and cycling routes and river frontage; and, maximising links between individual neighbourhoods through the range of amenity spaces.

### **Planning and Development Framework for Collyhurst and the Lower Irk Valley (2012)**

- 2.54 The Framework guides the future regeneration and development of the Collyhurst and Lower Irk Valley areas of North Manchester, building on the Core Strategy and the North Manchester SRF.

2.55 Within this Framework, the Study Area sits within the Lower Irk Valley area which is well positioned with excellent transport links via road, rail, Metrolink connections to the wider sub region and major employment areas such as NOMA and Victoria Station. The Lower Irk Valley Local Plan identifies the Lower Irk Valley as a location for residential development and open space / recreational use. In this way it should be consolidated as a corridor in which employment, recreation and housing can co-exist.

2.56 The vision of the Framework is underpinned by two strategic objectives:

- The area will be an attractive place offering a diversity of housing choice for working households with easy access to public and private services, leisure and cultural facilities;
- Existing residents can continue to benefit from the prosperity and jobs being created in the city region.

2.57 It recognises the Lower Irk Valley area as underdeveloped and as such presents an exciting opportunity to create a new mixed residential and employment area which could become an exemplar in low carbon standards. It seeks to capitalise on the assets of the river valley and deliver a modern, vibrant new community with attractive green space and excellent walking / cycling facilities for residents wishing to live in a high quality environment on the edge of the city.

2.58 The Lower Irk Valley and Collyhurst is recognised as a key Strategic Housing Location which has major capacity for change. There is a significant opportunity to redevelop the areas to meet the City's economic objectives for future growth.

2.59 The Framework provides some broad principles in relation to housing, those relevant to the Study Area include:

- Deliver an attractive range of new homes that will provide flexible accommodation to meet the lifetime requirements of individuals and families looking to stay or move to the area.

- Develop underused land within the Council housing to increase residential densities and provide quality family housing of mixed tenure.
- Develop a mix of high quality housing types and tenures.
- Improve the Rochdale Road frontage.
- Integrate the development of apartments across the city centre edge, the most southern part of the Lower Irk Valley and opportunity sites along Rochdale Road.
- Provide a range of quality homes that people can afford to live in through different affordable housing and shared equity options, ensuring there is no differentiation in the quality of house of different tenure.
- Bring the latest in design innovation to new property development in the area that meets the latest design, green low carbon and quality standards.

2.60 The future development of the Study Area will provide a new residential offer on the edge of the city centre. The existing investment in transport in the area and access to employment opportunities within easy reach will make Angel Meadow an attractive location for potential buyers, whilst contributing to the regeneration of the Lower Irk Valley.

2.61 An update to the Lower Irk Valley element of this Framework is currently being prepared for consideration concurrently with this document.

### **Collyhurst Masterplan (2014)**

2.62 An update to the CLIV Framework was provided to Manchester City Council's Executive Committee in October 2014, with a revised spatial Masterplan and implementation strategy for the Collyhurst area endorsed in principle.

2.63 Significant progress has been made in terms of bringing existing housing stock to Decent Homes Standards. An investment programme totalling just under £22m from the Government's Decent Homes Backlog Fund was

secured in 2011 and is currently being delivered through Northwards Housing. This funding was also used to secure the demolition of 13 residential maisonette blocks, to allow for new infrastructure improvements and create significant development sites for residential development.

2.64 Building on the work to date, over the next 15-20 years, the Masterplan seeks to deliver:

- New residential development, predominantly on sites along Rochdale Road and a vacant site located between Osborne Street and St. Patrick's and Abbott Primary Schools.
- Three new roads, designed to improve access into and around the Collyhurst Village Estate.
- A new community hub, to be located in a central and prominent position on Rochdale Road.
- The withdrawal of proposals to pilot landfill remediation on Sandhills to enable development opportunities and the improvement of open space – this area will be allocated as open space on the Masterplan.
- New residential development for infill sites across the Lower Irk Valley and Smedley Dip neighbourhoods – funding has been secured through Government's Affordable Housing Programme.
- Future remodelling of parts of the neighbourhood where the current layout is poor, which will form a later phase of development.

## New Cross Neighbourhood Development Framework (July 2015)

2.65 This NDF has been prepared to guide the future development of New Cross in order to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

2.66 The need for this NDF is emphasised by New Cross's proximity to the Northern Quarter and the wider City Centre's employment, leisure, cultural attractions and transport connections. Combined with improving economic conditions, this has resulted in significantly increasing levels of development interest in certain parts of New Cross. As with the Angel Meadow Framework area, New Cross is strategically located on the edge of the city centre and is a major location for future growth.

2.67 New Cross as a whole is an area of different characteristics and potentially different paces of opportunity. The NDF and accompanying masterplanning work has therefore been prepared on the basis of three distinct but interconnected zones (Zones A, B and C), with a particular focus at on Zone A initially (

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FRAMEWORK STUDY AREA ZONES



Figure 7. New Cross NDF Zones). Zone A lies adjacent to the regeneration priority areas of Northern Quarter, NOMA and Ancoats. Proximity to these neighbourhoods and the City Centre means, unsurprisingly, that this area is likely to become an immediate focus of development activity in the short term.



Figure 7. New Cross NDF Zones

- 2.68 Given its location and target demographic, Zone A will accommodate a mix of residential accommodation in a high quality well managed environment. New development will be principally apartment led; however, there will be an opportunity to integrate townhouses. This provides scope for dwellings with 3 or more bedrooms that are suitable for families.
- 2.69 The key principles in the NDF include: land uses, addressing the inner ring road, creating a sense of place, street hierarchy, public realm and amenity, connectivity and pedestrian environment, developer contributions, combining development plots and car parking strategy, and height and density.
- 2.70 Zones A and C are immediately adjacent to the Study Area and the interface and connections with these areas is an important consideration to ensure the Angel Meadow Framework Area is a successful transition between New Cross, Irk Valley and the City Centre. An essential component of the New Cross NDF is to establish a clear hierarchy of

routes and this principle will be carried through to the Angel Meadow Framework. Gould Street is the clear North – South connecting route, connecting Irk Valley, Angel Meadow and New Cross Zone A, with Dantzie Street connecting New Cross Zone C, Angel Meadow and the City Centre. The New Cross NDF proposes to use well-designed public realm and tree planting to enhance and delineate key connections, and this principle should be carried through to the Study Area.

## Transport Infrastructure Investments

- 2.71 An expanded Metrolink network will deliver new and enhanced connections across the City. St Peter's Square is already a main hub within the City's expanding Metrolink network. The City's Second City Crossing is scheduled to open in 2016. The crossing will provide an additional route across the City Centre which runs through Victoria Station. This will substantially increase the capacity of the network (an extra 45 trams per hour running through St Peter's Square). The proposed Second City Crossing will run through St Peter's Square, and will provide new linkages between Deansgate-Castlefield Metrolink stop and the northern edge of the City Centre at Corporation Street. Additionally, there are proposals to extend the Metrolink network to Trafford Park and the Port of Salford which were consulted on during summer 2014. Subsequently, an application was made to the Department for Transport for a Transport and Works Act Order on the 11th November 2014 to authorise the works. The construction of the new line is likely to commence in 2016 with completion in 2019/2020. These improvements will provide passengers with the ability to easily interchange between tram services from all parts of Manchester and also provide additional capacity on the network to support further proposed extensions.
- 2.72 The Northern Hub is a Network Rail project that will deliver £530m of targeted investment to transform Northern England's rail network and improve connectivity. Victoria Rail Station, Manchester's second principal rail and Metrolink Station, is undergoing a £26 million refurbishment programme, as part of the Northern Hub initiative.

2.73 Another key proposal of the Northern Hub is the Ordsall Chord, a new viaduct to connect Manchester's Victoria, Oxford Road and Piccadilly Stations, and Salford Central Station, enabling faster, more frequent services to run across the North of England. The Ordsall Chord Transport and Work Act Order was made by the Secretary of State for Transport in March 2015 allowing work to commence. Improved services will include two new fast trains per hour between Manchester Victoria and Liverpool; six trains an hour between Leeds and Manchester (as opposed to four now); a reduction in journey time of 10 minutes between Leeds and Manchester; a reduction in journey time of 10-15 minutes between Liverpool and Manchester; a new direct service through Manchester City Centre to Manchester Airport, and faster journey times to Hull, Newcastle and the North East.

2.74 The Bus Priority Package will deliver both the Leigh-Salford-Manchester busway and the Cross City Bus schemes, improving bus travel to and across the City Centre for communities to the north, west and south of Greater Manchester including Leigh, Atherton, Middleton and Parris Wood. The Package will provide easier access to new and existing job opportunities, education and health facilities along Oxford Road and the City Centre and increase the number of passengers able to travel to their destination in one journey without having to change buses. More than 8 miles of bus lanes will be provided along existing roads, and some sections of road, for example sections of Oxford Road, will be closed to general traffic. During the day there will be at least four buses an hour between Leigh and Manchester, and four buses an hour between Atherton and Manchester, meaning there will be a minimum of eight buses an hour between Tyldesley and Manchester along the guided busway between Leigh and Ellenbrook.

2.75 High Speed Rail 2 (HS2) from Birmingham to Manchester would significantly strengthen the connectivity of the City Centre to Manchester Airport, London and mainland Europe and will undoubtedly act as a further platform for the ongoing economic growth and regeneration of the City Centre. High Speed 3 (HS3) is a concept being considered by the

Government as part of the Northern Powerhouse to link major northern cities including Liverpool, Manchester, Leeds, Sheffield and Newcastle.

# 3 Site Analysis

## The Study Area

The Framework Study Area, as defined on



Location Plan

Core Study Area      Wider Study Area

3.1 Figure 4. Location Plan, is bounded by Dantzic Street and Corporation Street to the North, Gould Street to the East, Rochdale Road to the South and Angel Street to the West. The Study Area has a pivotal location at the heart of 3 further Study Areas, namely the NOMA, New Cross and the Lower Irk Valley which in turn interface with Collyhurst.

3.2 The Study Area boundary has been drawn in order to complement each of the adjoining Framework boundaries. Whilst it principally focuses on guiding the future development of a number of sites adjacent to Angel Meadow Park, it also provides a series of high level guiding principles in connection with the established Ludgate Hill neighbourhood. This is in order to assist in guiding decisions around future developments and positive urban planning within that area.

3.3 The main focus of the analysis in this document is therefore in relation to five identified development plots surrounding the Park as well as the Charter Street Ragged School. The Core Area includes Plots 1, 2 and 3 which were considered and identified as residential development plots within the adopted NOMA Masterplan (2009). Plots 4 and 5 are natural extensions to this masterplan boundary due to their ownership (The Co-operative Group and Manchester City Council) and development potential, with the Charter Street Ragged School and Park becoming the other key elements within this drawn boundary.

3.4 In addition, the document considers the small area surrounding Plot 1. This is bounded by the viaduct, Dantzic Street and Angel Street. It has existing buildings on site and currently has limited development potential; however, it is an absolutely logical inclusion due to its position adjacent to the Lower Irk Valley Framework Area.

## Area History

3.5 In the Sixteenth Century, the Study Area lay on the north-eastern fringe of Manchester's medieval settlement, on the east side of Long Millgate. This was one of the town's longest and most populous streets extending along the south side of the River Irk to Manchester's manorial corn mill. Long Millgate was later replaced in the 1850s when Corporation Street was extended from Withy Grove to Ducie Bridge. Miller's Lane, the forerunner to Miller Street, is documented from the 1580s and saw development from this period onwards, including almshouses in the mid-seventeenth century. The Study Area however remained undeveloped, likely used as fields, until

the industrial revolution in the late eighteenth century which heralded a massive period of growth in Manchester.

- 3.6 The urbanisation of the Study Area at the end of the eighteenth century is captured on detailed plans produced by William Green in 1787-94 (Figure 8. William Green, 1787-94 Map) and Charles Laurent in 1793 (Figure 9. Charles Laurent, 1793 Map). These maps show new streets to have been laid out across the area, and numerous buildings have been erected. The new streets included Angel Street, which provided a link between Ashley Lane and Rochdale Road, and also provided access to the church of St Michael and All Angels.



Figure 8. William Green, 1787-94 Map

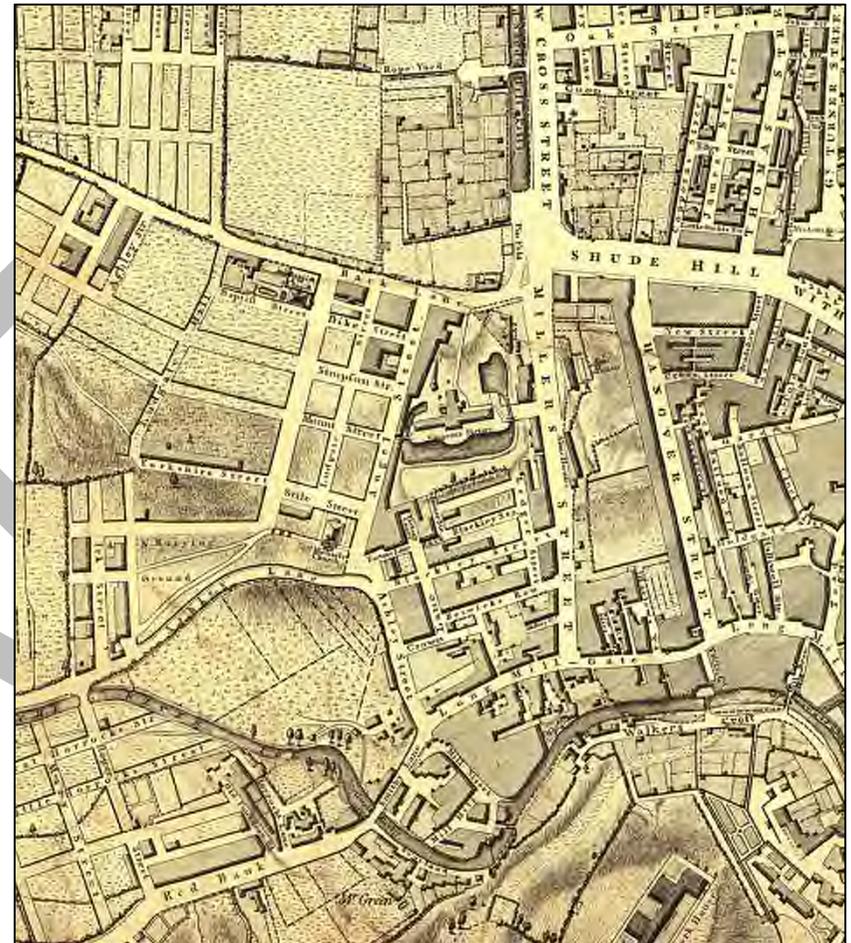


Figure 9. Charles Laurent, 1793 Map

- 3.7 The church was built in 1788, and was coupled with a new burial ground that was consecrated in 1787. The church was originally planned as a 'carriage church', which wealthy Mancunians could drive to from the city. However, in 1786 the land was purchased by the Overseers of the Poor of Manchester for use as a burial ground. This, in addition to the absorption of this area into the city, meant that the church instead predominantly served the new working-class population in the area. The burial ground

- comprised a mass burial pit for the poor, estimated to contain 30,000 to 40,000 unmarked inhumations.
- 3.8 The burial pit was full by 1816, after which this open area became notorious for activities such as cock-fighting and gambling. In the 1820s and 1830s, some areas of the former burial ground were dug up and sold as fertiliser to local farms. In order to prevent further illegal excavations, the area was flagged over in the 1850s and subsequently became known as St Michael's Flags.
- 3.9 A significant feature of the surrounding area was the development of Richard Arkwright's Shudehill Mill in 1780-3. It was probably the first purpose-built mill in Manchester, the first in the town to employ a steam engine and to have a mill chimney. The mill signalled the viability of Manchester as a pre-eminent centre for cotton spinning, and stimulated the industrial and associated residential development of the surrounding area in the late eighteenth century.
- 3.10 The most common building type and usage within the Study Area between the late eighteenth and early nineteenth century was workers' housing. Among the earliest were artisans' dwellings of three storeys and a basement. By the middle of the nineteenth century, houses of all types were constructed in the area, including back-to-backs, and it was in 1844 that Engels famously described the area as 'hell upon earth.'
- 3.11 The second half of the nineteenth century saw the development of Ragged Schools in the area. These schools provided Sunday school teaching, basic education, food and clothing to children who were too 'ragged' to go to normal Sunday schools and church services. Ragged schools were mainly run on non-denominational lines by evangelical groups. The Charter Street Ragged School, situated in the Core Study Area, opened in 1861 on the site of the first Industrial School in Manchester. The existing building was started in 1866 and extended in 1891 and again in 1900. The Sharp Street Ragged School, in the Wider Study Area, was established in 1853, with the current building dating from 1869.

- 3.12 Following the passing of the Artisans' and Labourers Dwellings Improvement Act slum clearance, regeneration began in earnest in Manchester in the 1890s. Much of the Study Area had been cleared of slum dwellings by 1904 and commercial and industrial premises began to dominate the area. Examples include the various CWS buildings (North of England Co-operative Wholesale Industrial Provident Society) which launched in Manchester in 1863. CWS began renting premises in the first instance before embarking on a building period to create its head office estate radiating out from the junction of Hanover Street and Redfern Street.
- 3.13 The wider and more established residential area includes the Co-operative Press building, a late nineteenth-century industrial building, and the Co-operative Tobacco Factory, which opened in 1898. (Plan XX). Notable early twentieth century slum clearance included terraces along Mount Street, Style Street and Old Style Street, an area which is now part of Angel Meadow Park. The area primarily continued to be in light industrial use, until the 1990s when residential development within the area began including conversion of the Grade II Listed Tobacco Factory.

## Planning History

- 3.14 A planning history search has been carried out in respect of the Core Study Area which identified the following information.

### Plot 1, 2 and 3

- 3.15 There is no planning history available from Manchester City Council for Plot 1, 2 or 3.

### Plot 4

Reference	Description	Status
037663	Erection of an industrial	Application Approved

Reference	Description	Status
	unit	21/02/1991
F05359	Erection of a 7'6" high chain link fence, to site adjoining motor repair garage, for the storage of motor cars.	Application Approved 22/10/1976
F04627	Change of use from factory for the preparation and storage of food to a car repair garage.	Application Approved 17/05/1976

## Plot 5

Reference	Description	Status
032452	Erection of two temporary buildings to house a standby computer installation with associated equipment	Application Approved 01/12/1988 Development to begin within 5 years and for a temporary period of 12 months. Land to be reinstated after this period.
032113	Erection of two temporary buildings to house a standby computer installation	Application Withdrawn 25/08/1988

3.16 In relation to the more established Ludgate Hill neighbourhood key residential developments began in the late 1990s with the conversion of the CWS Tobacco Factory Warehouse in 1998. Since then the surrounding area has undergone major regeneration with a number of new apartment blocks and warehouse conversions to residential use. The area is now dominated by residential buildings, with 3 vacant plots remaining in the area, two of which are in current use as surface level car parking.

3.17 Development continues to be proposed in the area, with Planning Permission granted in 2010 for a significant building at the opposite end of Sharp Street, adjacent to Rochdale Road. This site, owned by West Properties, was granted permission for an eight storey, 187 bed contemporary hotel. The site previously had permission for a 28 storey building comprising 386 residential units. The most relevant planning application is for the erection of a five to seven storey building to form 66 apartments with basement car parking and cycle storage (Ref: 108455/FO/2015/N1). This is located on land bounded by Simpson Street, School Street, New Mount Street and Ludgate Street. The application was received by Manchester City Council in March 2015 and at time of writing is pending consideration.

## Statutory Designations

3.18 The Study Area is identified as an 'Inner Area' in the Core Strategy. Development proposals therefore need to be in accordance with Spatial Principle 1, discussed in Section 2 of this report. The Study Area is also within 'North Manchester' (Policy EC4 and H3 are relevant). Policy EC4 states North Manchester is expected to provide approximately 14ha of employment land. Policy H3 expects 11,840 new dwellings to be provided in North Manchester.

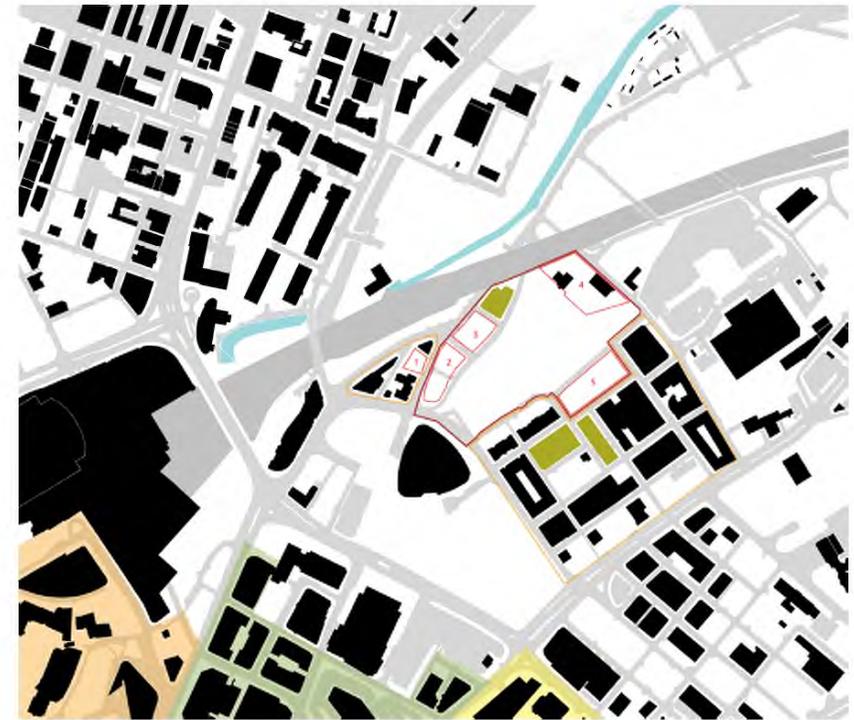
3.19 Rochdale Road which borders the Study Area to the south is designated as a Major Road Corridor and the railway lines to the north are designated as a Rail Improvement Corridor (UDP Policy HC3). The Council will permit only designs and uses appropriate to such thoroughfares which link the Regional Centre with the City's major Urban Regeneration Areas.

Landscaped areas should be enhanced and further landscaping opportunities sought in association with new development proposals.

- 3.20 The Co-op Regeneration Framework was endorsed by the Executive in 2010 and is therefore a material planning consideration. The Framework allocated the plots to the west of Angel Meadow Park (Plots 1, 2 and 3) for new residential buildings, with an emphasis on providing accommodation suitable for young families.

## Heritage

Plots 1 to 5 do not contain any heritage assets that are afforded statutory protection. The Core Study Area does however include the Charter Street Ragged School which is a locally important non-designated heritage asset. There are also three Listed Buildings within the Wider Study Area. Table 1 summarises the key features of each of these buildings; and



Heritage Assets and Adjacent Conservation Areas



- 3.21 Figure 10. Heritage Assets and Adjacent Conservation Areas provides a location plan.
- 3.22 Three Conservation Areas lie within a 500m radius of the Study Area, this includes: the Cathedral, Shudehill and Smithfield Conservation Areas.

Figure 10. Heritage Assets and Adjacent Conservation Areas



Heritage Assets and Adjacent Conservation Areas



Building	Grade	Key Features
Sharp Street Ragged School	II	Established 1853, rebuilt 1869. Red brick, slate roof. Rectangular plan. Two storeys and 8 bays, pilastered, with a corbel table to each bay. The ground floor has a round-headed doorway to the 1st bay, with panelled door and fanlight with semi-circular tracery, a segmental-headed window to the 4th bay with a doorway below the sill (perhaps an insertion), and coupled segmental-headed windows in the other bays; the 1st floor has coupled round-headed windows. Still occupied by the charitable institution which established it.
Cooperative Press	II	Industrial building or warehouse. Later C19 with addition or alteration of c.1905. Brown brick with red brick dressings, and red brick with yellow terracotta dressings. The left hand range is in Edwardian Baroque style, with string courses, yellow terracotta bands, pilasters and open-pedimented gable.
Warehouse on west corner of junction with Simpson Street	II	Small 4-storey warehouse, now handbag workshop. Probably mid C19, slightly altered. Brick, with corrugated sheet roof. Almost square plan. Four storeys, 3x3 bays; gabled facade with central 4-stage loading slot complete with timber sills, board doors and crane jib, flanked by segmental-headed windows. Forms group with Sharp Street Ragged School to the right (q.v.).

Table 1. Listed Buildings within the Wider Study Area.

## Flood Risk

3.23 A small proportion of the Study Area falls within Flood Zone 2; this includes parts of Plot 3 and 4. Flood Zone 2 is a medium risk of flooding. In referring

to table 3 of the NPPF Guidance notes, the compatibility of the proposed usage with the defined flood zone is confirmed acceptable. Whilst a Sequential Test will be required to support planning applications for residential developments within Flood Zone 2, the strategic importance of bringing forward regeneration and new development in this area must be recognised.



Figure 11. Flood Zones

3.24 The Study Area is also within a Critical Drainage Area and therefore new development proposals will need to consider surface water drainage proposals carefully and should aim to put in place Sustainable Urban Drainage Systems. This would need to be in line with the Written Ministerial Statement published by the Secretary of State for the Department of Community and Local Government in December 2014 which came into effect on the 6 April 2015.

- 3.25 This has been augmented by reference within PPG Paragraph 079 of the Flood Risk and Coastal Change section published on 24 March 2015 which outlined that:

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“Whether a sustainable drainage system should be considered will depend on the proposed development and its location, for example whether there are concerns about flooding. Sustainable drainage systems may not be practicable for some forms of development (for example, mineral extraction). New development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems. Additionally, and more widely, when considering major development, as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015, sustainable drainage systems should be provided unless demonstrated to be inappropriate”.

## Land Ownership and Existing Land Use

- 3.26 A detailed description of the four principal development plots, and Angel Meadow, the key asset in the area, is provided below.

### Plots 2 and 3

- 3.27 Plots 2 and 3, are currently used as surface car parks and are located south of the Charter Street Ragged School and bound by Dantzic Street, Little Nelson Street Aspin Lane and Rochdale Road. The plots front Angel Meadow Park and are under The Cooperative Group’s ownership.

### Plot 4

- 3.28 The viaduct and Gould Street are located to the north of Plot 4 and Angel Meadow Park to the south. A motor repair company with various storage containers occupies the site. To the east of the plot is a vacant 6.2 acre site that was a former National Grid call centre, which is located within the New Cross Framework Area.

- 3.29 Within Plot 4 there is a fragmented pattern of public and private land ownership pattern. Manchester City Council own a large portion of the site, similar in size to the area owned by a private land owner. The land under private ownership is occupied by a motor repair garage and the land owned by the Council is vacant aside from a number of temporary storage containers.

- 3.30 The remaining areas within the site are either compounds or vacant unregistered land.

### Plot 5

- 3.31 Plot 5 is bound by Old Mount Street, Ludgate Hill and School Street. Residential uses dominate the area to the south of the site, with Angel Meadow Park to the north. The plot is currently used as a car park and is owned by The Co-operative Group.



Figure 12. Existing Ownership Boundaries

## Angel Meadow

3.32 Angel Meadow Park, as recognised today in form and use, began to take shape in 1854 when flags were put down to prevent digging of the adjacent mass graveyard that had been closed in 1816. The flagged area naturally became a meeting point. Later, a children's playground and bandstand was erected, appearing in several LS Lowry paintings (Figures 13 to 18). The flags are now gone, but the flat area at the lower end of the park denotes where they once were.

## L S Lowry

3.33 In his early years L.S Lowry lived in Victoria Park, a pleasant leafy Manchester Suburb. Financial struggles forced his family to move to the more industrial Pendlebury – where factory chimneys were prominent in the skyline. These soon became the subject of his paintings. As he recalls he reluctantly became fascinated with all aspects of industrial design:

*"At first I detested it, and then, after years I got pretty interested in it, then obsessed by it... The huge black framework of rows of yellow-lit windows standing up against the sad, damp charged afternoon sky... I watched this scene - which I'd looked at many times without seeing - with rapture..."*

3.34 Research of the site uncovered many historic Lowry paintings depicting an active streetscape and connection to Angel Meadows, with examples below.



Figure 13. Study for the Playground, L S Lowry, 1927

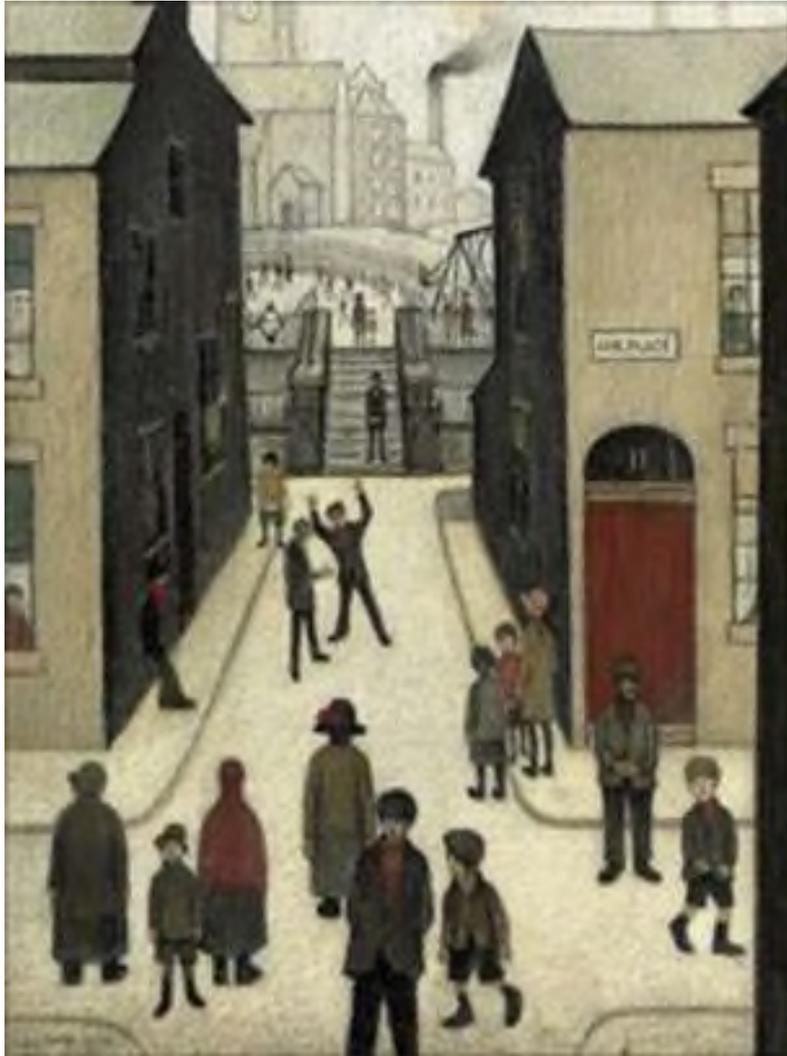


Figure 14. The Steps, Irk Place, L S Lowry, 1928

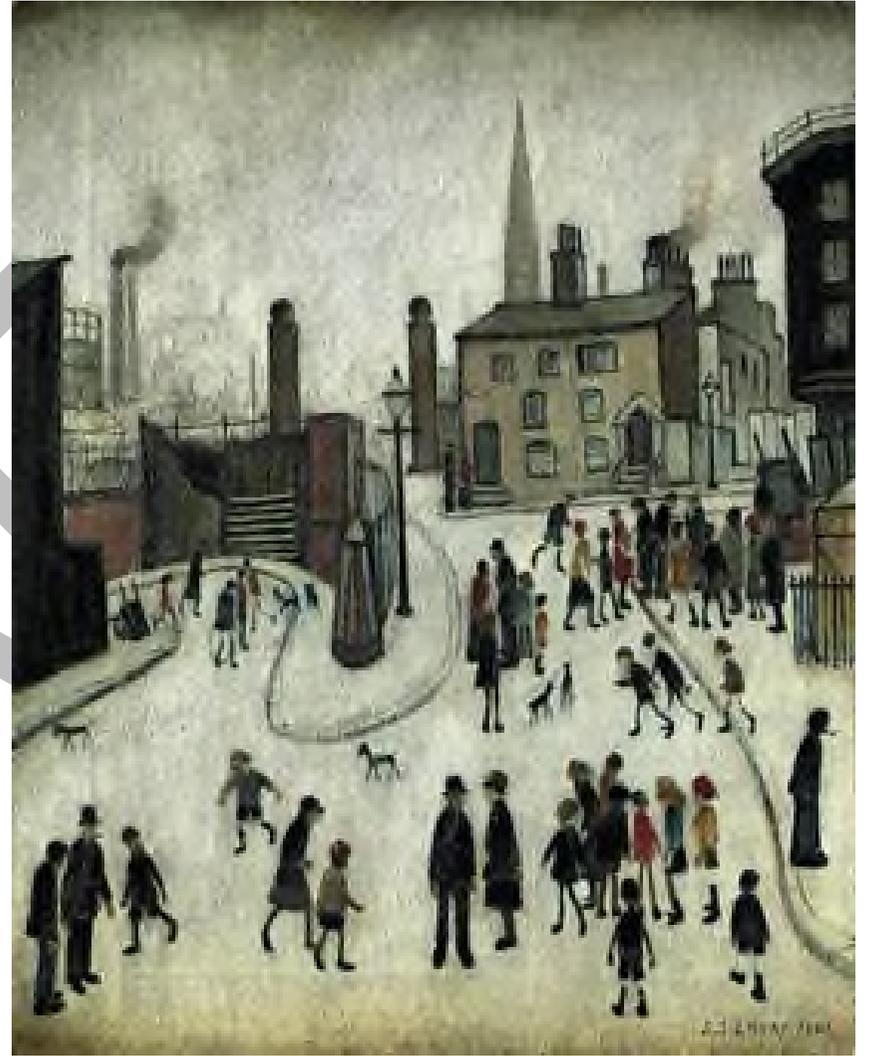


Figure 15. Study, St Michael's Church and All Angels, L S Lowry, 1933



Figure 16. View of a Town, L S Lowry, 1936



Figure 17. St Michael's Church and All Angels, L S Lowry, 1941



Figure 18. Britain at Play, L S Lowry, 1943

- 3.35 In 1888, the Aspin Lane Wall was constructed to prevent bodies being washed down the slope, formally enclosing the area on this side. St Michael's and All Angels Church was in heavy debt by the early twentieth century and the Manchester Parks Committee was persuaded to turn the poorly maintained churchyard into a garden. In 1935, with a lack of funds and congregation the church was demolished and Angel Meadow Park took the full shape we see today. The park was derelict and disused until 2001 when a successful funding application to the Millennium Commission kick started the regeneration of the site.
- 3.36 Further successful funding bids, including most recently from the European Regional Development Fund (as part of the NOMA and Manchester City Council ERDF £20million bid) have seen improvements to the Park, including pathways, signage, entrances and lighting.

- 3.37 Due to the informal development of the Park, particularly in the definition of its boundaries and formal management, it has always suffered from anti-social behaviour. This is compounded by the design of the park, which has come about by accident, not formal design, and has resulted in awkward and unusable edge spaces, particularly along the north eastern edge. As a result of this informal development, the plots and buildings fronting the park have an uncomfortable relationship with it, rarely fully addressing it, either by design, for example Meadow View building Angel Meadows building, or accident, for example the topographical difficulties in the relationship with the Charter Street Ragged School. The natural features of the park again have suffered from been unplanned with trees informally planted or self-seeded.
- 3.38 The Park is a unique and extremely important asset to the city. It is one of the few parks within the city centre edge, and has a key role to play in a network of public space linking the city centre to its outer neighbourhoods. Green space is a relatively rare asset in the vicinity of the area and the Park has the potential to be a purposeful amenity space at the heart of a neighbourhood of choice.



3.39 Figure 19. Network of Public Space demonstrates the Park's key role in the current and future network of public space. The Park provides a pivotal stepping stone on a linked sequence of space which connect the spaces of the city centre, including Cathedral Gardens, and NOMA's new public square to the Lower Irk Valley and New Cross, Ancoats, New Islington and ultimately the Lower Medlock Valley, Holt Town and SportCity.

3.40 Despite the Park's importance and uniqueness it does not reach its full potential. Key factors in this underutilisation include anti-social behaviour, poor connectivity and linkages and its historic informal design.



Figure 19. Network of Public Space

## Wider Study Area

3.41 The Ludgate Hill neighbourhood is dominated with residential uses, with a few elements of commercial. There is a perceived lack of community facilities in the Study Area as a whole. Plot 1, surrounded by the smaller Wider Study Area, is bound by Dantzic Street, Rochdale Road (the A664), Crown Lane and Corporation Street. The site is used as a car park and is owned by The Co-operative Group.

## Surrounding Land Uses and Character

3.42 To the south west of the Study Area is The Co-operative Group's historic head office estate and new head office, 1 Angel Square, all now within NOMA. This area currently consists of vacant sites and offices, the majority of which are vacant. The area has a strong character due to the high number of heritage assets, including eight Listed Buildings within the NOMA boundary.

3.43 The area to the west is dominated by the Manchester Arena, which has a 21,000 capacity and Victoria Station, which is currently undergoing refurbishment. Beyond this there are a range of uses typical of a city centre, including Chethams Music School, the National Football Museum, and Manchester Cathedral. This is an attractive and historic area of the city centre, recognised by its designation as a Conservation Area.

3.44 The predominant land uses to the northwest of the Study Area are residential and light industrial. The residential element is the Green Quarter, a medium rise, 13-17 storey residential development. A planning application for the last phase, GQ7 was submitted in May 2015. A new residential scheme is being developed north of Gould Street which will deliver 344 apartments and work has started on site. The light industrial is mainly housed in one storey warehouses structures, and lacks architectural character.

3.45 The area immediately adjacent to the Study Area on its northwest boundary contains commercial uses such as garages and vacant units within the arches of the viaduct. The viaduct and railway bridges are

dominant features of the area, and include live and disused railway lines. They present a physical barrier between the Study Area and Lower Irk Valley area.

3.46 All of this northwest area is covered by the Lower Irk Valley Masterplan. The masterplan area is bounded by Redbank and Green Quarter to the west, the NOMA Masterplan Area to the south, a Railway Viaduct and Collyhurst to the East and extends northwards to the industrial estate on Collyhurst Road and Collyhurst itself. It sits within the North Manchester Regeneration area and forms the lower part of the River Irk. The landscape is defined by steep valley sides which slope towards the centrally situated River Irk, which runs directly from north to south through the site.

3.47 The land to the immediate east of the study area is mainly vacant, previously industrial land. Many of the sites are used as temporary surface car parks. There is also a mix of small-scale commercial and retail units, some of which are vacant. The largest of these is the vacant former National Grid call centre site, which comprises a two storey office building and surface car parking set within 2.5 hectares of land. In addition the electricity substation located on Gould Street is a significant piece of city infrastructure, and careful consideration will need to be given to its perimeter design treatment.

3.48 The area to the south and wider eastern area accommodates a range of commercial, training, industrial, residential and surface car parking, on the numerous vacant sites. The character of this area is disjointed, with the vacant sites and range of building scales presenting an incoherent urban character. This area is covered by the Lower Irk Valley Masterplan and New Cross NDF, divided by the viaduct.

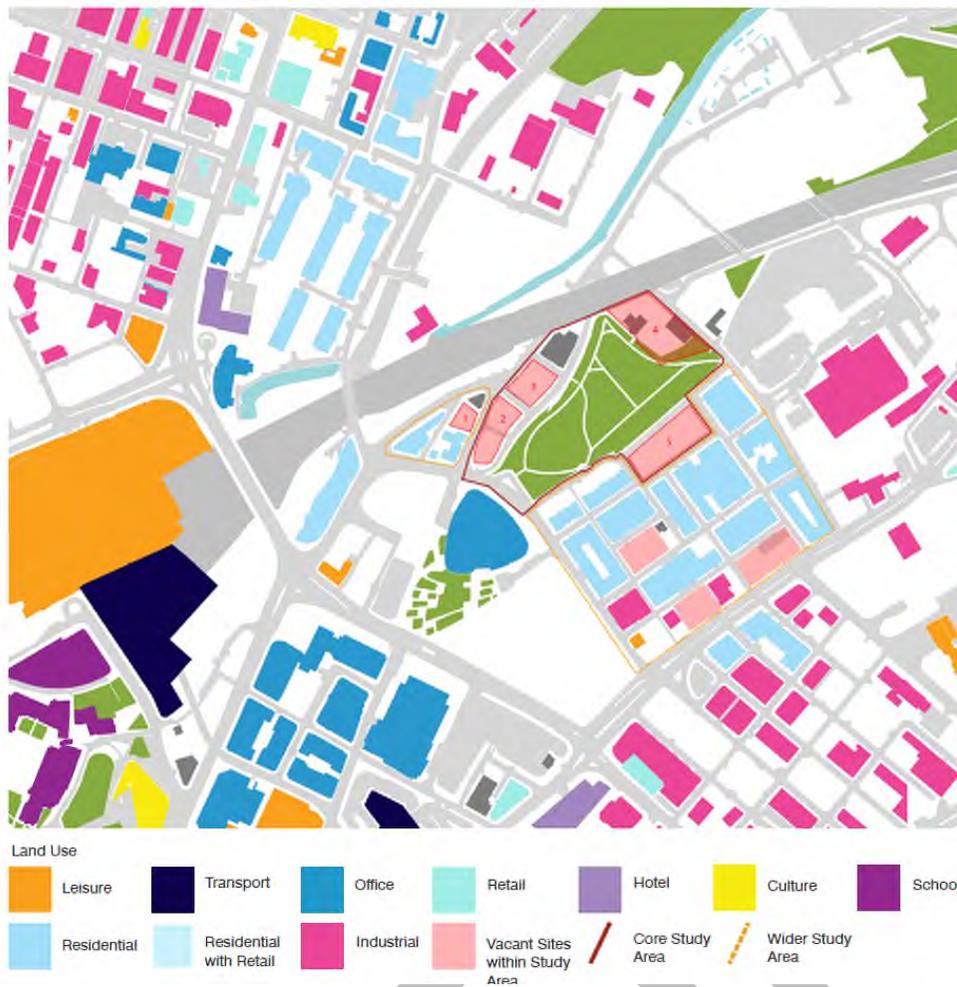


Figure 20. Land Use

## Built Environment and Urban Grain

3.49 The built environment and urban grain of the Core Study Area and area surrounding Plot 1 is poor with remnants of historic nineteenth century Manchester unsuccessfully mingling with twentieth century light industrial. Although an important green asset, Angel Meadow does not successfully relate to its neighbouring plots.

- 3.50 The urban grain suffers from a lack of development, with Plots 1, 2, 3 and 5 all being vacant plots (albeit Plots 2, 3 and 5 are used for surface car parking). Plot 4 is a disparate collection of buildings, again with a poor relationship to the Park.
- 3.51 The change in levels across the Core Study Area also presents difficulties in navigating and understanding the area (Figure 21. Topography and Levels). Lines of sight are not clear; Aspin Lane and Irk Street are effectively dead-ends; and there are no clear landmarks within the Core Area, creating a sense of unease about how best to navigate the area.
- 3.52 The urban grain also suffers from the large scale form of the viaduct and railway bridges cutting across the northern edge of the site, and limiting opportunities for connection to the Lower Irk Valley. However these structures also present unique opportunities and have already been partially given a human scale through use of the railway arches on Dantzie Street for commercial premises.
- 3.53 The meeting of the railway lines around Irk Street - Aspin Lane - Dantzie Street – Gould Street creates an interesting, dynamic space. The industrial grandeur of the Victorian railway bridges, and original cobbling on Irk Street and Aspin Lane, give the area a strong character.
- 3.54 Currently this area is not well lit with minimal surveillance. The streets appear to be relatively disused and the railway arches are unkempt, with plants growing on the walls and water stains visible. There is a real opportunity to utilise this strong character area as a gateway to the Angel Meadow Framework Area and a key link to the Lower Irk Valley. Each bridge has its own character and will lead to a different area. Gould Street is a key link north-south, connecting Lower Irk Valley and Angel Meadow to the New Cross area. Irk Street leads to Plot 4, Aspin Lane leads to Plots 2 and 3, and Dantzie Street is the key north – south connecting road,
- 3.55 Improvement in the public realm would massively improve this area, and provide a setting for the railway arches, allowing them to truly enhance the character of the area. Key areas for improvement include the landscaping and pavement between Gould Street and Irk Street; the footpath over the

River Irk and its junction with Dantzic Street; the pedestrian journey across Dantzic Street, which is particularly wide at this point; and the quality of the space under the railway bridges.

3.56 The built environment and urban grain of the Ludgate Hill neighbourhood is much more coherent, with a regular, grid street pattern and architectural interest and quality. The area is primarily residential and this assists in providing coherence to the area with the majority of the buildings being 3-6 storeys. There is almost an equal mix of new build and refurbishment, which creates architectural interest. Many of the buildings incorporate some balcony or terrace space for the properties. The dominant material in the area is red brick, however some of the new build structures have used a variety of façade treatments, including wooden panelling, tiling and render.

3.57 A number of traffic calming measures have been implemented in the residential area, including speed bumps and street narrowing. These measures, along with relatively new tree planters, make the streetscape appear cluttered at times.

There are areas of opportunity within the neighbourhood. There are three vacant sites within the area, as identifiable on

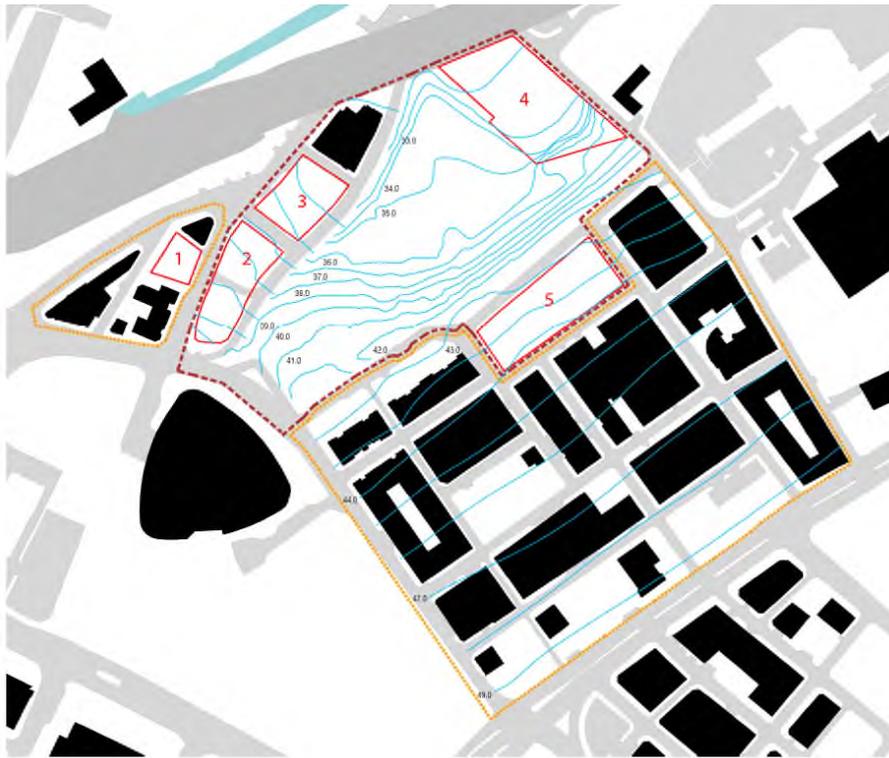


3.58 Figure 20. Land Use. The site fronting Rochdale Road and Plot 5 are the most noticeable and impact the coherent nature of the area. The edge of a neighbourhood should have strong, active frontages, engaging with the neighbourhood and adjacent uses. Plot 5 should actively engage with Angel Meadow Park, whilst also respecting the existing buildings within the area. The vacant plot on Rochdale Road should complete the grid, providing architectural interest and identity along this busy road.

3.59 The area suffers from the lack of a holistic parking strategy. Various approaches have been adopted across the area, including on-street parking, surface lot parking, basement parking and multi-storey parking with residential above. This disjointed approach to parking and servicing has a negative impact on the street hierarchy as it requires every street to be open to traffic. It has also resulted in weak, non-active frontages. This weakens the character of the area and also makes it feel unsafe with a lack of natural surveillance on some streets.

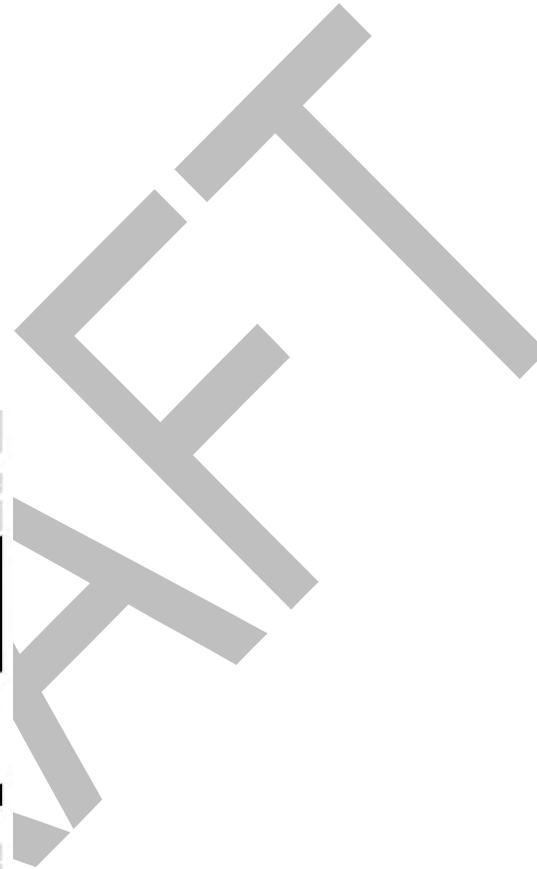
3.60 The design of the ground floor of the new build blocks could be improved as the combination of the lack of natural surveillance, plus sheltered, inactive doorways, has resulted in reports of anti-social behaviour.

Figure 21. Topography and Levels



Topography and Levels

— Core Study Area      - - - Wider Study Area



The Park



1



2



3



4



5



6



7



8

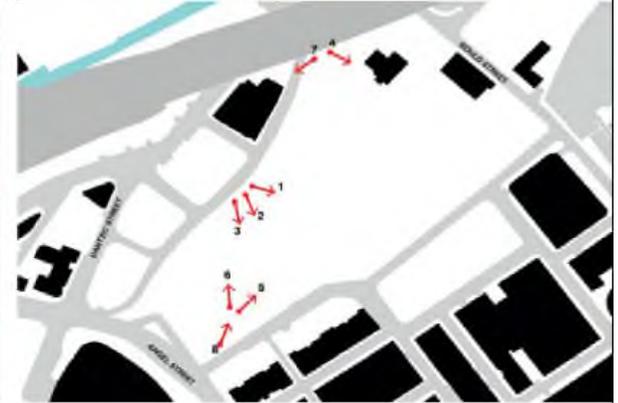
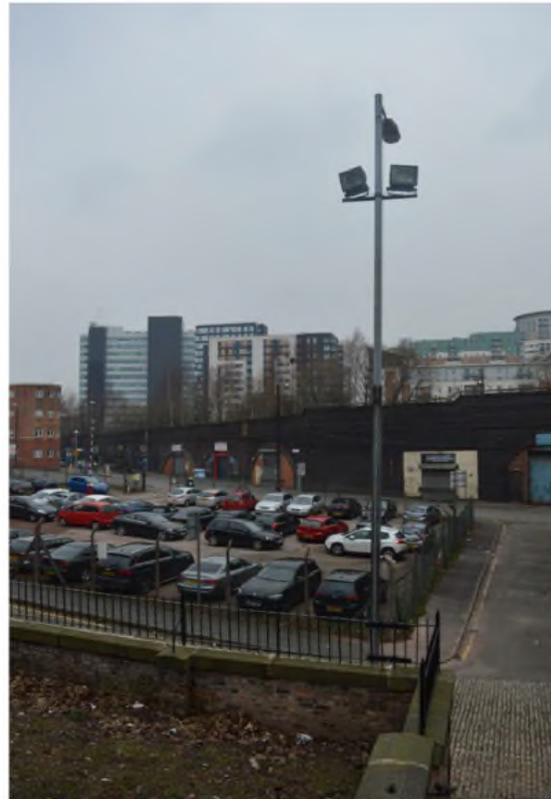


Figure 22. Photos of Angel Meadow Park

Plots 2 & 3



1



2



3

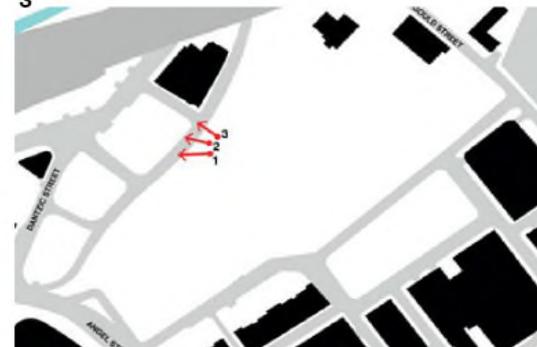


Figure 23. Photos of Plots 2 & 3

Plot 4 & Gould Street



Figure 24. Photos of Plot 4 and Gould Street

The Railway Viaduct & Dantzic Street



1



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3



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5



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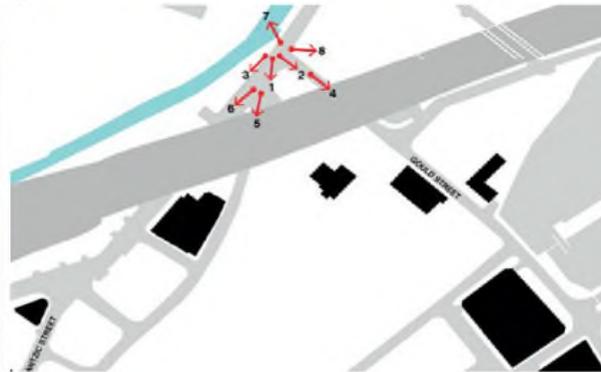


Figure 25. Photos of the railway bridges, Dantzic Street, Aspin Lane and Gould Street

The Ragged School & Dantzc Street



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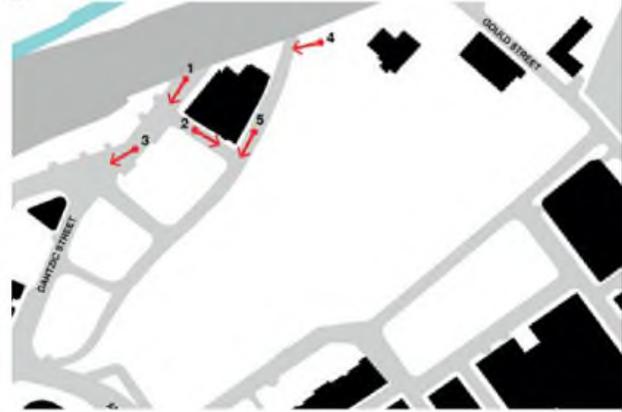
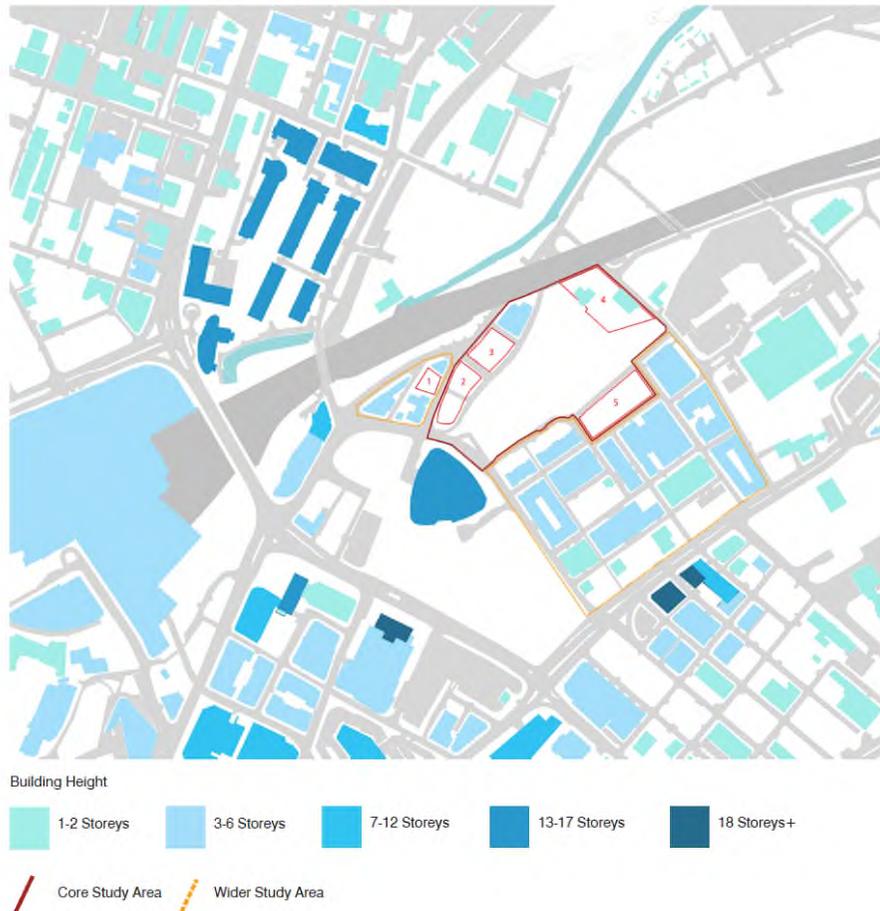


Figure 26. Photos of the Charter Street Ragged School and Dantzc Street

## Heights and Density



- 3.1 Figure 27. Building Height illustrates the heights and density of development in the Study Area and its surrounding context.
- 3.2 The Ludgate Hill neighbourhood is a clear character area with the majority of buildings being 3 to 6 storeys around Ludgate Hill. The New Cross area to the north east of the Study Area is dominated by lower height buildings of 1 to 2 storeys. The area to the south east contains a cluster of taller

buildings of over 7 storeys with lower height buildings beyond, between 1 and 6 storeys.

- 3.3 The area to the north west of the Study Area, where the Green Quarter development is located, is characterised by buildings of between 13 and 17 storeys. To the south lies 1 Angel Square, a tall building of 14 storeys at its highest point. Other instances of consented tall buildings include Islington Wharf, 20 storeys and Skyline Central, 18 storeys.
- 3.4 Beyond the immediate area surrounding the study area, there are two main height character areas. The area to the north and northwest is dominated by 1 to 2 storey buildings with some 3 to 6 storey buildings interspersed between. To the south and south east of the site, moving further into the City Centre the general building heights increase with predominantly 3 to 6 storey buildings with some taller buildings.

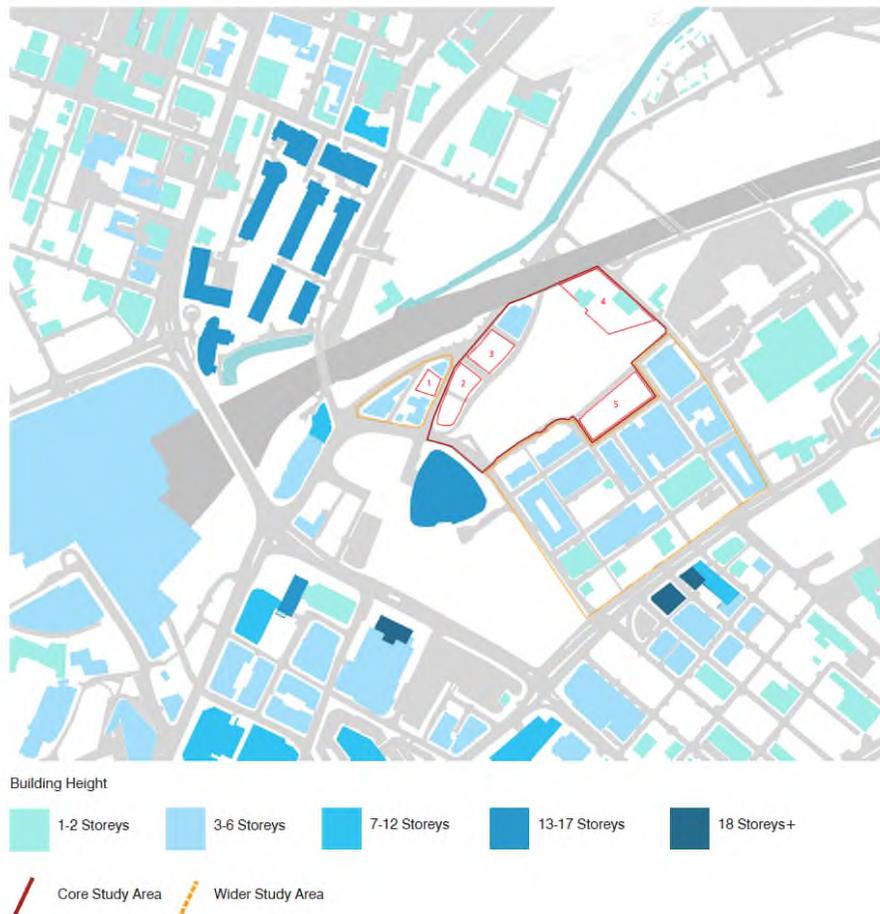


Figure 27. Building Height

## Transport and Access

### Road Network

3.5 The Study Area is situated immediately north of the Manchester Inner Ring Road and is located in close proximity to strategic arterial routes into the city including A664 Rochdale Road and Dantzig Street. It is considered to be well located in terms of access to the wider strategic highway network.

The M60, M65, M62 and M602 are within a 30 minute drive from the Study Area.

3.6 Dantzig Street lies at the western boundary of the proposed development, adjacent to Plots 2 and 3. It extends from its junction with Angel Street in a south easterly direction for approximately 625 metres until its junction with Collyhurst Road and Dalton Street.

3.7 The junction with Angel Street is signalised with a puffin crossing complete with dropped kerbs and tactile paving; whilst Dantzig Street becomes Collyhurst Road and continues towards North Manchester.

3.8 In the vicinity of the site, Dantzig Street comprises a two-way, single lane carriageway with a 30mph speed limit. It also has satisfactory, well lit pedestrian infrastructure along the length of the road.

3.9 The key east to west vehicular movements are facilitated by the A664 Rochdale Road and Gould Street.

3.10 Gould Street runs to the north eastern boundary of the proposed development, adjacent to Plot 4. It extends from the junction with Dantzig Street in a south easterly direction for approximately 350 metres until the junction with the A664 Rochdale Road.

3.11 The junction with Rochdale Road is a signalised with a puffin crossing complete with dropped kerbs and tactile paving.

3.12 In the vicinity of the site, Gould Street comprises a two-way, single lane carriageway with a 20mph speed limit, but as it approaches the junction with Old Mount Street, traffic calming measures commence along with a speed limit reduction to 20mph. It also has satisfactory, well lit pedestrian infrastructure along the length of the road

3.13 The internal network of roads in the wider study area adopts a grid pattern that is subject to various one-way restrictions, which create a convoluted network of routes. This can reduce opportunities for “rat running”, however

it is detrimental in terms of achieving a logical, permeable neighbourhood with the Wider Study Area.

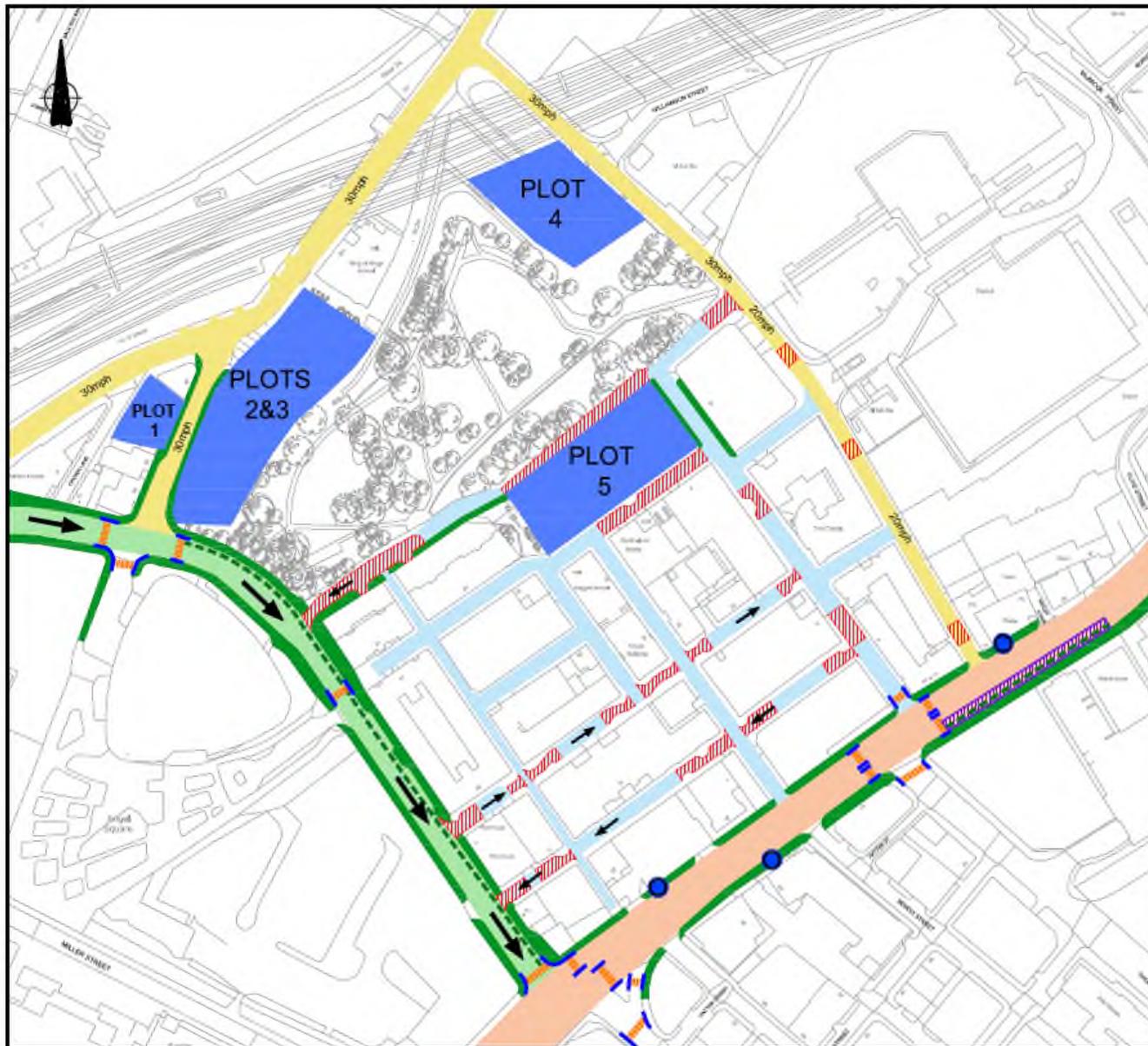
- 3.14 The key movement that the emerging framework will need to carefully consider is north to south between the A664 Rochdale Road and Danzic Street. This will have to be carefully considered to ensure a “rat run” isn’t created but at the same time ensuring some degree of permeability.
- 3.15 Personal Injury Accident (PIA) data has been obtained from Transport for Greater Manchester (TfGM) for the five year period between 01/02/2010 and 31/01/2015. Within this period there were 18 accidents within the area, of which 4 were serious and 14 slight.
- 3.16 Three of the serious incidents were stated by TfGM as being attributable to driver error. The TfGM records indicate that the vast majority of the slight accidents are also attributable to driver error and therefore is nothing to suggest a particular pattern or cluster of accidents that would warrant more detailed investigation.

## **Road Use and Hierarchy**

- 3.17 Figure 28. TPMA1341/103 Road Hierarchy provides an overview of the highway network in the vicinity of the site.
- 3.18 It is considered that there are two primary roads in the vicinity of the Angel Meadow development site. The first is Angel Street and the second is Rochdale Road.
- 3.19 Angel Street forms part of the Inner Ring Road and as such is a major route that is heavily trafficked during the peak periods and remains relatively busy throughout the day. Despite the high volumes of traffic utilising the route there are a number of signalised pedestrian crossing facilities that ensure the route does not act as a barrier to east/west movement. There is also a cycle lane on the eastern side of the carriageway. Rochdale Road is equally busy and provides a key connection between the city centre and surrounding areas such as Moston, Blackley, Chadderton and the M60. As with Angel Street, there are a number of signalised crossing facilities for pedestrians that ensure the wide carriageway can be crossed in a safe and efficient manner.
- 3.20 In closer proximity to the site, Dantzic Street and Gould Street have an important function and are considered as local distributor roads. Dantzic Street provides a convenient route from Cheetham Hill through the Lower Irk Valley to the city centre and it is understood that it is used as a rat run for vehicles wanting to avoid Cheetham Hill Road and Rochdale Road. As such Dantzic Street does experience some congestion during the AM and PM peak period, particularly at the junction with Angel Street. Vehicles are known to avoid this junction by utilising Gould Street and either turning right onto Old Mount Street, Durant Street or Rochdale Road.
- 3.21 At a more local level the existing residential area to the south of Angel Meadow consists of local access roads. These generally have speed limits of 20mph, have narrow carriageways, traffic calming features and in many cases only allow one-way traffic. There have clearly been attempts to restrict rat running in the area and to ensure a pedestrian friendly environment. However, the access requirements for the individual buildings prohibit the introduction of full pedestrianised areas. At present it

is considered that Ludgate Hill, Sharp Street, Old Mount Street/Style Street and Simpson Street provide the key routes through this area and are the routes that suffer most from rat running.

- 3.22 As part of the wider development proposals there may be opportunities to amend the road hierarchy in the vicinity of the site and whilst Dantzic Street and Gould Street will remain as key movement corridors, there may be an opportunity to downgrade certain local access roads. The two key areas of opportunity are considered to be Old Mount Street and Sharp Street. This is considered further within Section 4 of this report.



**NOTES:**

- Ring Road (30mph)
- Primary Road (30mph)
- Local Distributor Road
- Local Access Road (20mph)
- Cycle Lane
- Bus Lane
- Traffic Calming Areas
- Well-Lit High Quality Footpaths
- Puffin Crossing
- Tactile Paving
- Bus Stops

Rev:	Description:	Date:	By:	CHK:
<p style="font-size: small;">Curtins Consulting Ltd, Merchant Exchange, 17-19 Whitworth St West, Manchester, M1 5WG t: 0161 236 2384 e: manchester@curtins.com www.curtins.com</p> <p style="font-size: x-small;">Stratford - Chisle - Environmental - Infrastructure - Transport Planning - Sustainability - Capital Advisory Services Birmingham - Bristol - Cardiff - Douglas - Edinburgh - Kewstall - Leeds - Liverpool - London - Manchester - Nottingham</p>				
Status: PRELIMINARY				
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Scale: 1:250	Size: A3	First Issue: 23.07.15	Drawn: RT	Checked: AV
Dwg No: TPMA1341_103				Rev: /

Figure 28. TPMA1341/103 Road Hierarchy

## Surface Car Parking

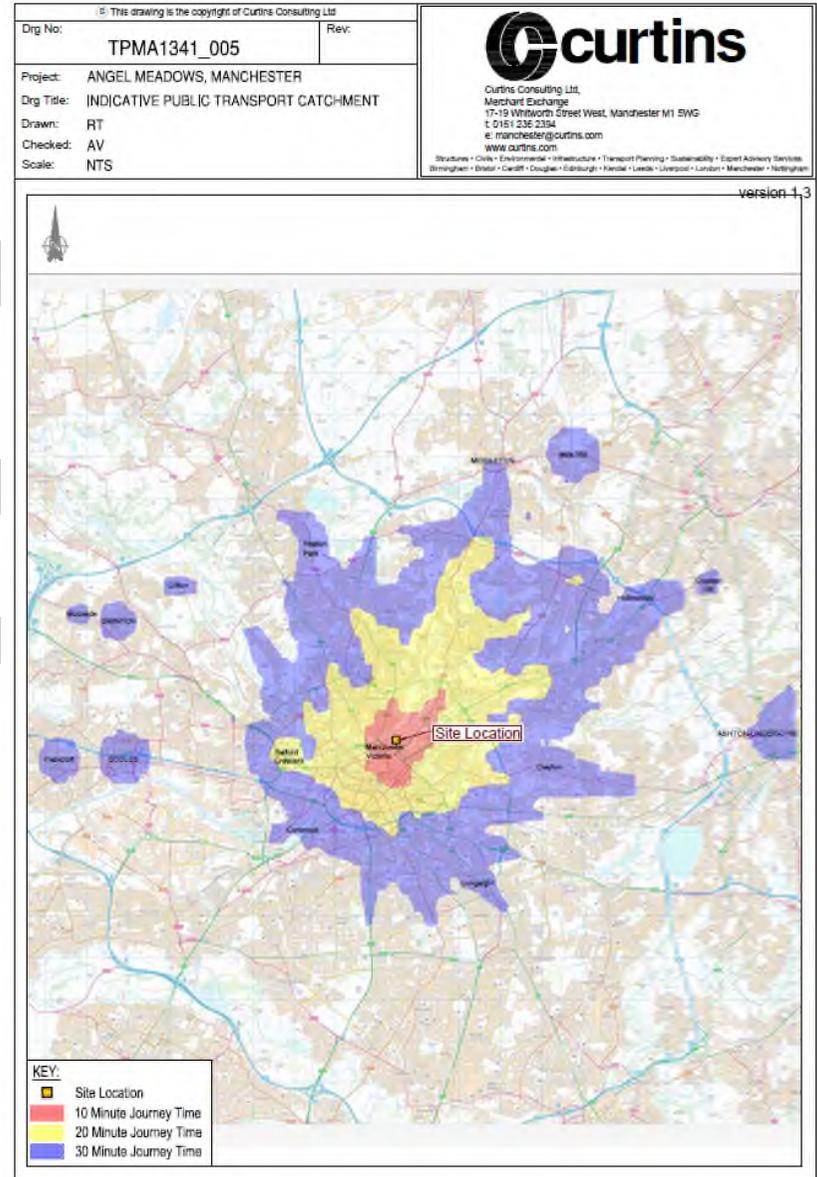
- 3.23 Plot 1 is currently in use as a surface level car park with access off Dantzie Street. It has the capacity to accommodate approximately 18 vehicles.
- 3.24 Plot 2 is currently in use as a surface level car park with access off Dantzie Street. The car park has capacity to accommodate approximately 65 vehicles and would appear to be fully utilised for large parts of the day.
- 3.25 Plot 3 is also in use as a surface level car park with access via Dantzie Street. The car park can accommodate 43 vehicles and again this is well utilised for large parts of the day.
- 3.26 Plot 5 is currently in use as a surface level car park with access off Ludgate Hill. The car park has capacity to accommodate approximately 98 vehicles and site observations indicate that the car park is fully utilised for large parts of the day.
- 3.27 There are two other surface car parks within the Study Area. The New Mount St / Ludgate Hill car park can accommodate 57 cars. The car park on the vacant plot fronting Rochdale Road has around 50 spaces.
- 3.28 Although not dominating the area on-street car parking is noticeable, providing around 80 spaces, the majority of which are always full.



Figure 29. On-Street Parking

# Public Transport

DRAFT



3.29 Figure 30. TPMA1341\_005 Indicative Public Transport Catchment demonstrates the public transport zones. There are a number of bus stops around the Study Area, but the closest stops offering the most services are located on Rochdale Road. These stops are both fully sheltered and the

distances to the bus stops from each potential Plot entrance is listed below:

- Plot 1 – 450 metres
- Plots 2 and 3 – 450 metres
- Plot 4 – 350 metres
- Plot 5 – 210 metres

3.30 The majority of services link the Study Area to the north and north east of Manchester.

3.31 Approximately 400-600 metres south of the Study Area is Manchester Shudehill Interchange, which has bus and coach services that run to all areas of Manchester and further afield. Shudehill is also a central stop for the Metroshuttle service in Manchester City Centre, which is a free service providing direct access to all city railway stations and retail, leisure and employment areas.

3.32 The closest Railway Station is Manchester Victoria, located approximately 550 metres to the west of the Study Area. Services are frequent to popular destinations such as Liverpool and Leeds, with 2 and 4 services an hour respectively.

3.33 Metrolink stations are located at Manchester Victoria and Shudehill Interchange, around 550 and 400 metres away from the Study Area respectively.

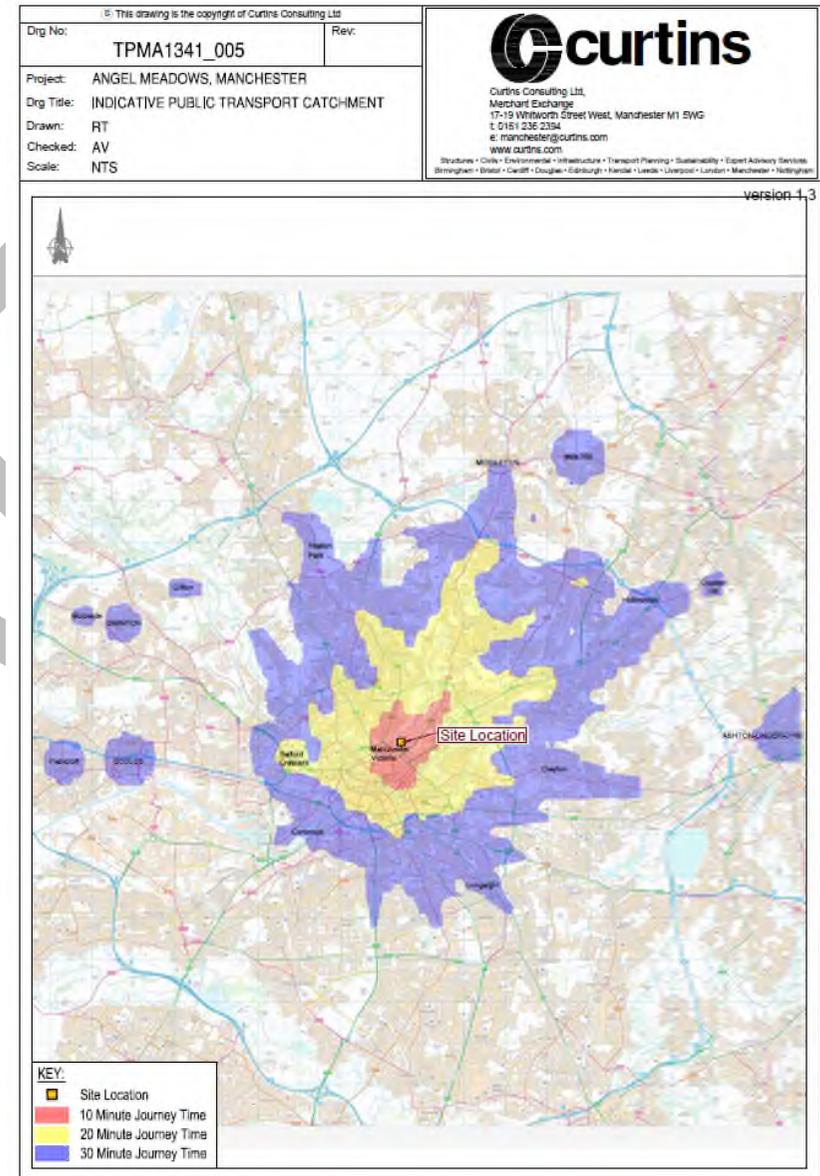


Figure 30. TPMA1341\_005 Indicative Public Transport Catchment



- 3.36 shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips.
- 3.37 Within the 'desirable' 500 metres distance for commuting / school / sightseeing, there are a range of employment opportunities including 1 Angel Square and the CIS Building. Further afield, there are opportunities at the Co-operative Bank, and beyond this there are extensive opportunities in other commercial, retail and leisure city centre developments.
- 3.38 From a shopping and leisure perspective the site is well located in terms of the Printworks and the Arndale Centre which is one of the largest city-centre shopping malls in Europe. It houses over 200 shops as well as a number of food and drink establishments. There are also attractions including the National Football Museum, the Manchester Arena, the Northern Quarter with its popular bars and restaurants and Manchester Cathedral.
- 3.39 The pedestrian network in the immediate vicinity of the plots is relatively well developed but as pedestrians travel south pedestrian facilities improve significantly. This includes high quality pedestrian infrastructure on Angel Street, Miller Street, Rochdale Road and further afield.

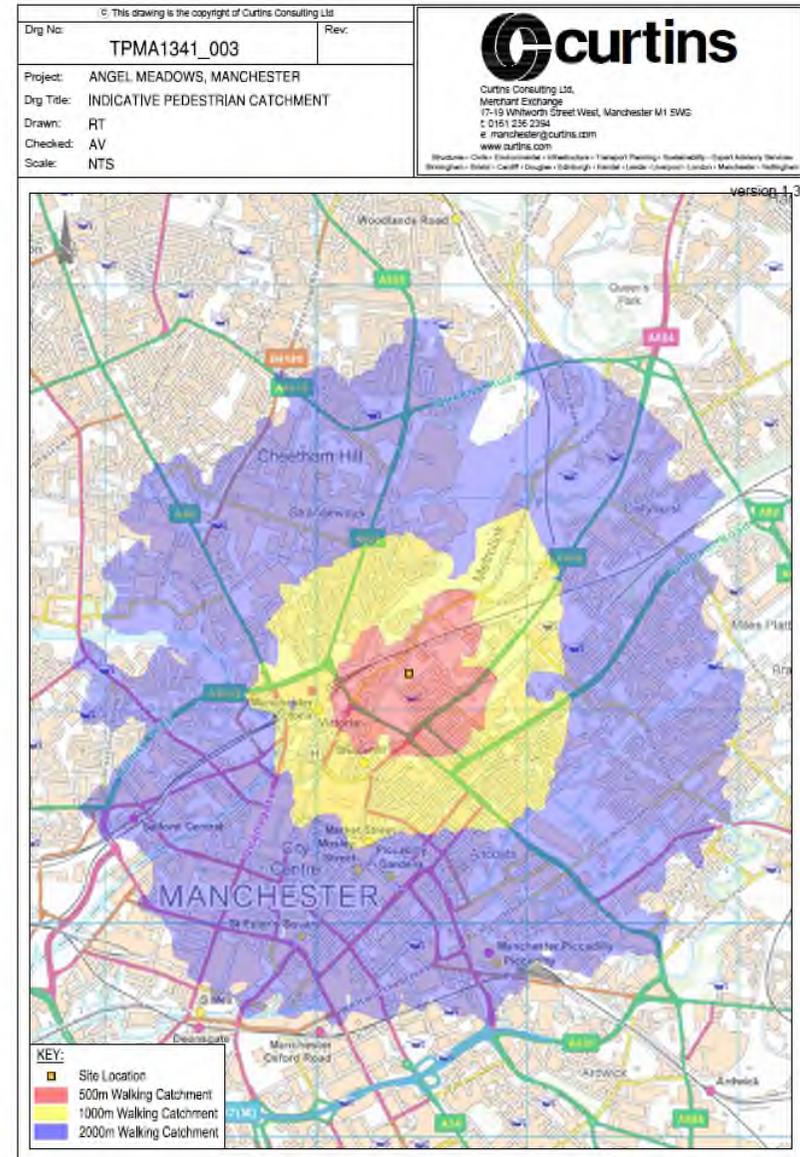
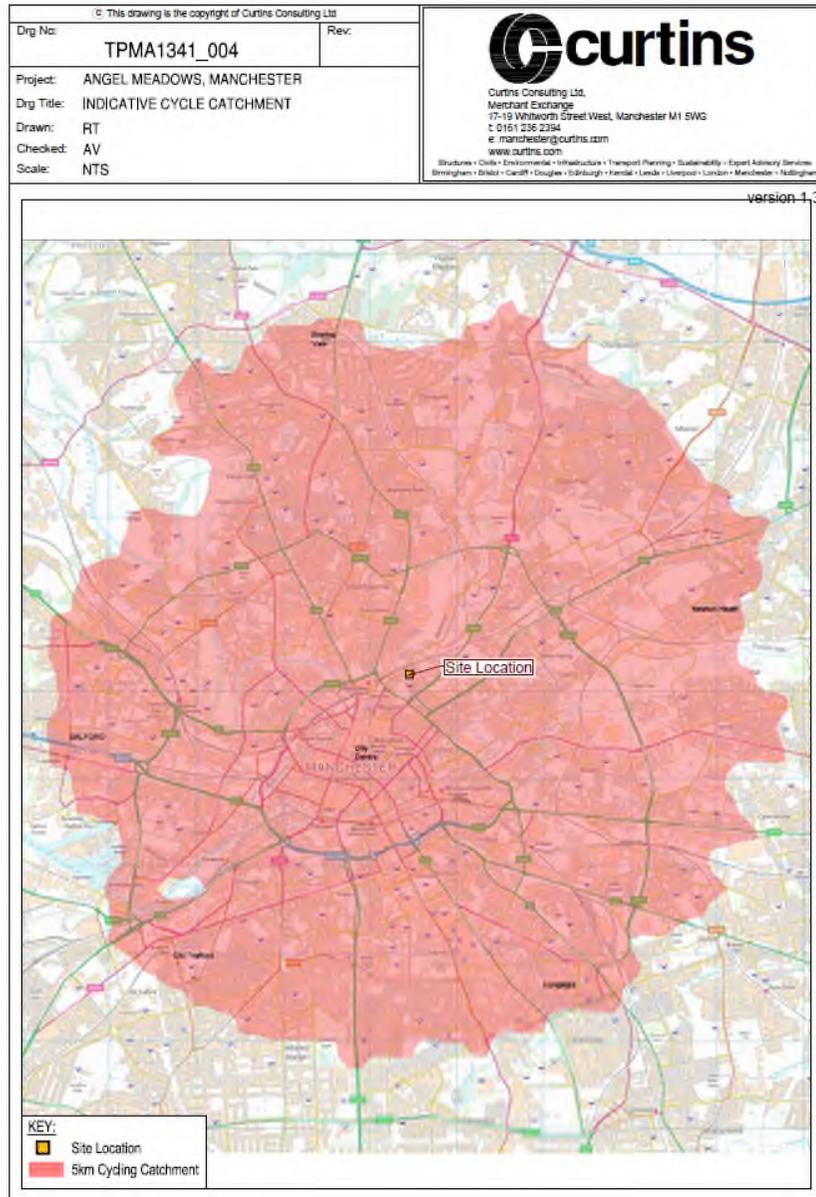


Figure 31. TPMA1341\_003 Indicative Pedestrian Catchment

## Cycle Accessibility

3.40 In order to assist in assessing the accessibility of the site by cycle, Plan



3.41 Figure 32. TPMA1341\_004 Indicative Cycle Catchment presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a speed of 12 kmph.

3.42 The 5km catchment encompasses all of Manchester City Centre including all major train and bus stations, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as the edges of Salford to the west, Longsight to the south and Cheetham Hill to the north.

3.43 There are two national cycle routes within proximity of the site. National Cycle Route 6 to the south can be accessed from the development area by on-road cycle routes along Dantzic Street then Fountain Street and onto the A6143.

3.44 National Cycle Route 66 to the east can be accessed on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds and York.

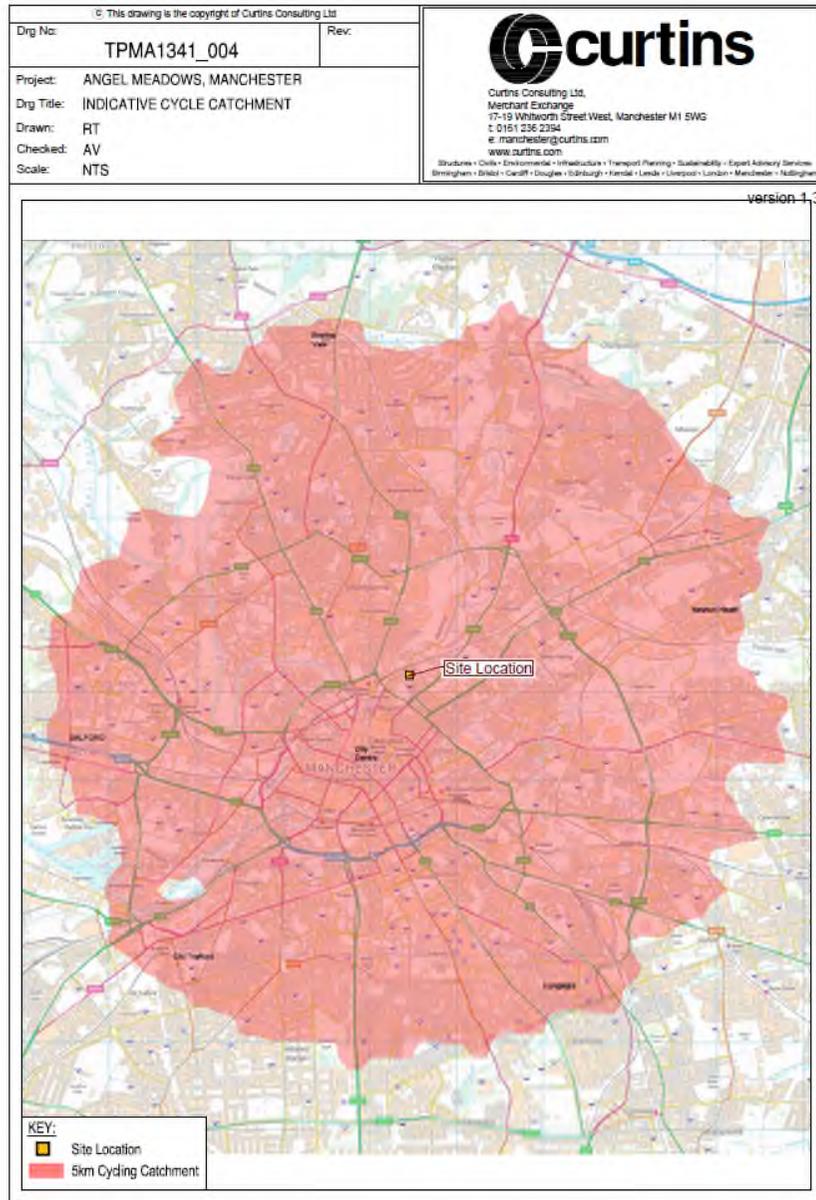


Figure 32. TPMA1341\_004 Indicative Cycle Catchment

## Connections and Linkages

- 3.45 The primary north - south linkages into and through the area are dictated by the location of the pedestrian crossings on Miller Street and Angel Street. There are three key routes and generally movement is quite flexible. Although all of the routes are likely to currently terminate in the Green Quarter, Study Area or surface cars parks on the fringes, there are opportunities, through development of sites, for the routes to continue and link the Lower Irk Valley and New Cross areas easily to the city centre.
- 3.46 The first north - south route tends to be along Corporation Street and then either down Redbank to the Green Quarter or continuing along Corporation Street. Those using this route will primarily be Green Quarter residents or utilising one of the many surface car parks along the Lower Irk Valley. This route walks along the northern boundary of NOMA, with the western part of the route dominated by the architecture of Hanover Building, Victoria Station, Old Bank Building, New Century Hall and Parkers Hotel, all listed buildings. Upon entering the Study Area along the viaduct the character of the area changes to become quieter, with a semi-industrial character, and vacant plots. Corporation Street is also quite wide as it fronts the viaduct, making the area less navigable. This route has the benefit of not having to cross Angel Street and is a key potential future route to connect Lower Irk Valley residents to the city centre.
- 3.47 The second north – south route is along Dantzic Street. Again the western approach is dominated by The Co-operative Group’s historic estate. The journey takes the pedestrian through the pleasant Angel Square, although the vacant plots on either side are noticeable. Upon crossing Angel Street the pedestrian will either continue along Dantzic Street (likely a car park user) or cut across through Angel Meadow to the Ludgate Hill neighbourhood and beyond. This is a natural desire line through the park, which was hindered until recently due to the closure of the Angel Street entrance. This entrance has recently been re-established and enhanced, providing a welcoming entry in to the park. Lighting has been re-introduced along the key path leading to the Ludgate Hill neighbourhood. The journey through the Park is generally more enjoyable than walking along its edge,

however lack of activity can sometimes make the park feel unsafe due to the lack of properties overlooking the Park.

3.48 The third and southernmost route again moves through The Co-operative Group's historic estate along Dantzig Street and then through Angel Square. The pedestrian will then use the crossing adjacent to Naples Street and then continue their journey through the residential area, utilising a number of the streets, dependent on destination. This journey probably provides the highest sense of security with less interaction with vacant plots or empty buildings and a mix of architectural styles and quality in the Ludgate Hill neighbourhood. The link could be improved by a stronger definition of the route through the neighbourhood to provide more natural security and a sense of place along the journey. Although many users of the route are likely to be existing residents in the Ludgate Hill neighbourhood, this is a key future route linking New Cross to the city centre.

3.49 The east – west routes are much less navigable with the Irk River, viaduct and Angel Meadow Park all presenting barriers to movement. Again there are three potential routes.

3.50 The eastern east – west route is along Faber Street, surrounded by vacant land, along the footpath over the River Irk and then up along Gould Street, passing under the railway. The majority of this route is past vacant land, often in use as surface car parking, with limited natural surveillance. The route improves as it moves through the Ludgate Hill neighbourhood, however Gould Street is a rat run, with cars often speeding along, making the route less pleasant. There is limited opportunity to make the Park part of the journey due to the current Park entrance points and topography.

3.51 The only other east - west route under the railway is along Red Bank, with the pedestrian continuing their journey along Angel Street to the New Cross Area. Although the route borders the Park, the topography does not allow the passer-by to fully appreciate the Park and traffic dominates the route, with the busy Rochdale Road – Angel Street junction requiring

navigation. The properties along Angel Street tend to turn their back on the street, leaving the pedestrian with traffic as the main point of interest.

3.52 The third east – west route again likely starts on Redbank before cutting through the south-west corner of the Park, and due to the location of the park entrance, likely using Ludgate Street, School Street / Sharp Street to reach the New Cross area and Ancoats and Islington beyond. The Park is briefly experienced on this route before entering the Ludgate Hill neighbourhood. Again, the neighbourhood could benefit from some streetscape improvements to clearly delineate a pedestrian route through the area, making the experience more enjoyable and safer. This final part of the route through the Ludgate Hill neighbourhood is absolutely key to Angel Meadow Park realising its fully potential as an amenity space, allowing a wider catchment of users, from areas lacking green space (New Cross and Ancoats in particular) to easily enjoy and access it, via a clearly delineated route.

3.53 There are also two key diagonal routes across the area.

3.54 The northeast – southwest route likely starts along Redbank or Corporation Street and then cuts through the park, entering on Angel Street and leaving on Gould Street to then continue up Gould Street. This route maximises the use of the Park and is a key potential link between Victoria Station and New Cross, particularly if NOMA Plots P and Q allow routes through them. The majority of the route will be pleasant and quiet through the Park.

3.55 The southeast – northwest route will likely cut through Angel Square, crossing Angel Street at the Naples Street crossing before entering the park and exiting on Aspin Lane. Users of this route are particularly hindered by the location of the Park entrances which are not along the natural desire lines; however, the route still allows enjoyment of the Park, but requires the Park to be lit at night due to the need to negotiate steps in the centre of the Park. The exit on Aspin Lane and the continuance of the journey from there is generally unpleasant, despite the presence of

interesting heritage assets, due to the poor quality of the streetscape and lack of natural surveillance.



Figure 33. Linkages and Connectivity

## Views

3.56 As identified in Section 4 of this report, the Study Area may present an opportunity for a landmark building on plot 4.

3.57 A series of preliminary views have been selected as per

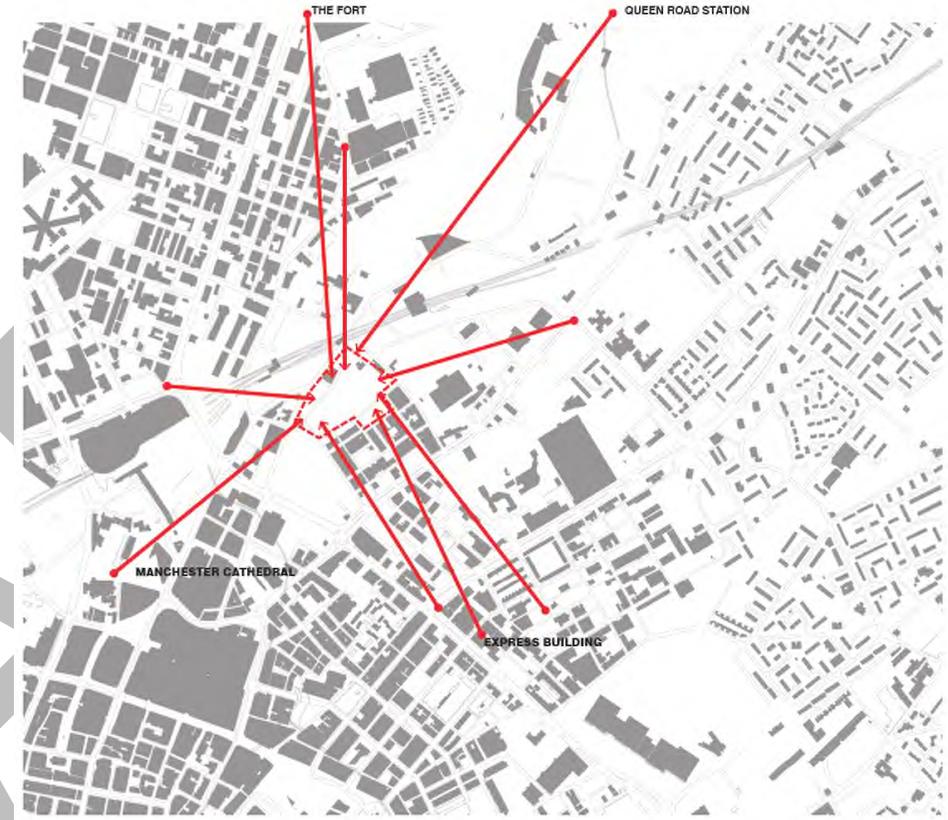
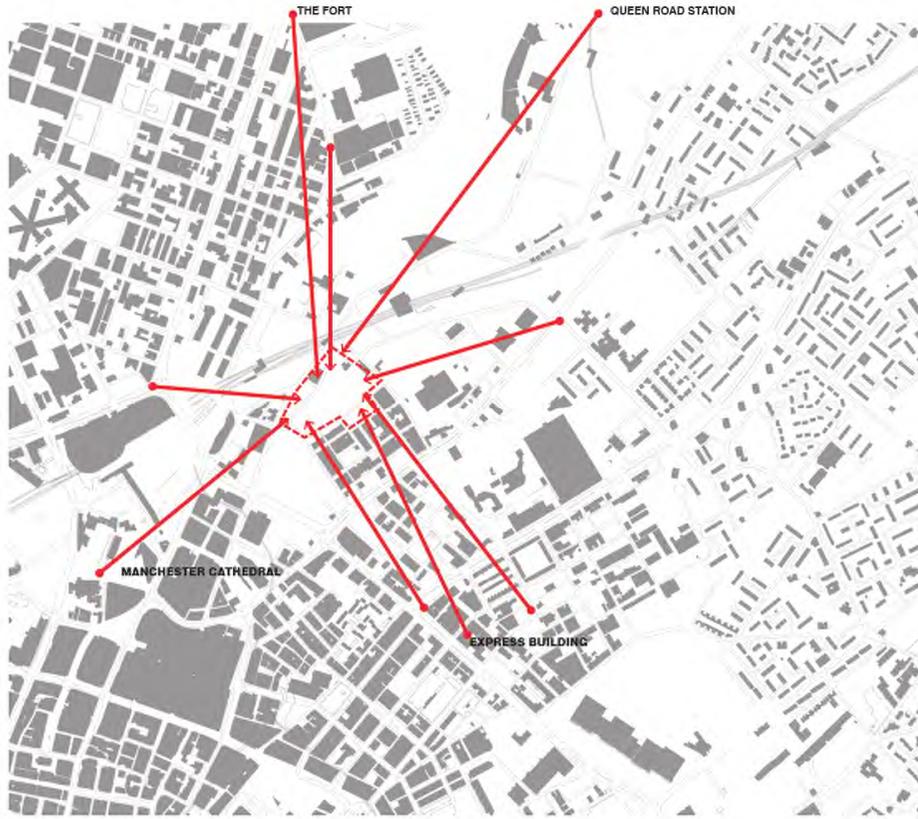


Figure 34. Significant Views

## Microclimate

### Wind

3.61 The prevailing winds across Manchester are from the south and south-west, with some lesser contribution from all other directions. During the winter there are some contributions from the north-east.

3.62 Wind will have an influence upon the detail design of the proposed massing and detailed wind modelling will be required as part of the

3.58

3.59

3.60 Figure 34. Significant Views. These should be reviewed and refined as detailed development proposals come forward as per the guidance provided and referenced in this document.

development of the design to understand the wind conditions in the park and around the proposed buildings.

3.63 Any wind impacts will then be managed through the appropriate design of buildings, their entrances and adjoining landscaping.

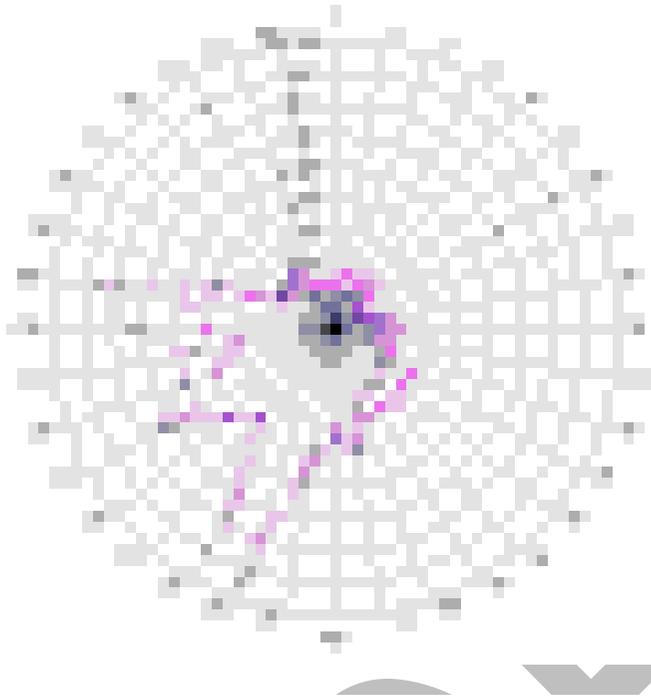


Figure 35. Wind Analysis

### Sunlight, Daylight and Overshadowing

3.64 Preliminary sun path modelling has been undertaken to explore the current solar conditions and this will influence the proposed massing of the buildings.

3.65 Any impact from development of sunlight and daylight in the Park will need to be carefully considered due to its role as a key amenity space. The Ludgate Hill neighbourhood is distinctly urban, with narrow streets, and in assessing any daylight or sunlight impact this should be acknowledged. As stated in the BRE Guide, in a historic city centre, or in an area with modern high rise buildings, a higher degree of light obstruction may be unavoidable if new development is to match the height and proportions of existing buildings.

Figure 36. Sun Path Analysis



Sun Path Analysis  
June 21 - 9.00am



Sun Path Analysis  
June 21 - 12.00pm



Sun Path Analysis  
June 21 - 3.00pm



Sun Path Analysis  
June 21 - 6.00pm

# 4 Framework Principles

## Introduction

- 4.1 This document has been prepared to guide the future development of Angel Meadow. At one level it has been developed in order to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will complement and enhance the existing residential neighbourhood around Ludgate Hill and extend the NOMA masterplan. Indeed, the development principles in this document reflect that requirement. At a further level, the framework principles are directed by the strategic opportunity and pressing need to drive the regeneration of Manchester's Northern Gateway. Angel Meadow has an important role in this regard, in terms of creating excellent onward connections between the City Centre, NOMA and New Cross, Lower Irk Valley and Collyhurst. Collectively, these areas represent a major opportunity to re-define Manchester's Northern Gateway, and in so doing create a series of high quality, safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people will want to live.
- 4.2 It should be noted that the purpose of this document is not to prescribe a definitive form of development as inevitably there will be varying options and combinations of development that could deliver the vision and objectives for the site. Importantly, it does however establish a series of development and urban design principles that will inform the future development of this area. In addition, this document will be actively used as a material consideration in the consideration of future planning applications by the Local Planning Authority for sites located within the Framework Area, thereby ensuring that proposals come forward in a fully integrated and carefully coordinated manner. This is essential in order to ensure that both new developments, as well as the evolution of existing developments within the Ludgate Hill neighbourhood, are founded on a set

of principles that will fulfil the vision for the area and maximise its regeneration contribution to the City.

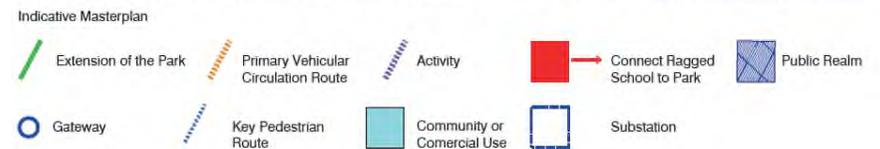


Figure 37. Indicative Masterplan

## Land Uses

- 4.3 New developments coming forward within both the NOMA extension and Wider Study Area should accommodate a range and mix of residential accommodation in a high quality and well-managed environment that will support the function of this area as a vibrant new neighbourhood of choice.
- 4.4 The focus of new development in the area to date has been largely in the form of apartments. This is consistent with the economic and market context appraisals referenced in this document which would suggest that apartment led development should continue to be the predominant form of development in this location. This also reflects the area's edge of city centre location, where generally higher density development is more appropriate reflecting the high levels of accessibility, proximity to the city centre's employment, services and cultural facilities as well as the urban morphology of centre locations (i.e. generally higher density and a tighter urban grain). In addition, it responds to identified future housing need and growth within the city centre which continues to be fuelled to a significant extent by a growing and economically active 20 to 39 year old age group.
- 4.5 In accommodating this kind of development, an important point of principle in promoting a sustainable neighbourhood of choice will be to encourage a high quality of new residential development. This is in terms of 'lifetime homes' principles which encourage long term occupation and community ownership. In doing so, the problems associated with poor quality and badly managed environments leading to transient populations will need to be addressed as new developments come forward. Indeed, future planning applications will need to have clear statements in this regard which will become part of any Planning Permissions granted for new development.
- 4.6 Opportunities to integrate larger apartments, duplex apartments or townhouses with 3 or more bedrooms will also be encouraged. This will encourage a more varied community and will provide the basis for long term residents to stay in the area as their needs change. It will broaden the range of accommodation types and meet the needs of families in the City Centre. This principle is consistent with, and further supported by the adopted Core Strategy (Policies H3 North Manchester and CC3 Housing) and the Housing Need and Demand Assessment (2010).
- 4.7 Where town house or duplex units are provided at ground floors, front doors should be provided onto the adjoining streets with defensible space. This will provide one alternative way of providing active frontages to the street where commercial / community uses might not be appropriate or there are concerns about viability.
- 4.8 Whilst regeneration will be residential led, opportunities for commercial uses within the ground floor of schemes will be sought in order to support local communities. This should take into account the needs of existing residents and the increased critical mass of high quality residential uses within this area. In addition, as the wider Northern Gateway comes forward, this area will fall adjacent to key pedestrian desire lines into the city centre and as such support enhanced provision such as small scale convenience retailing.
- 4.9 Detailed analysis will be required with future planning applications to consider the future demand for new commercial floorspace, taking into account new development within adjoining area such as New Cross and Lower Irk Valley as well as proximity to the city centre and wider NOMA masterplan. The priority will be to avoid long term vacancy rates and ensure sustainable activity at the ground floors of new development. Commercial uses should be particularly explored and encouraged at the intersection of key pedestrian movement patterns (taking into account the wider masterplanning of this area).
- 4.10 It is envisaged that sites adjacent to the Park and on key pedestrian route will be capable of sustaining some ground floor commercial uses as this area, and adjoining areas develop and mature. As the Park's improves in terms of its management and use, it is likely to become an important attractor of activity from the local community and beyond.
- 4.11 Plot 4 also sits immediately adjacent to a key intersection of important connecting routes through the wider Northern Gateway Area. This is the convergence of:

- a) Dantzig Street – a key connecting north – south route and desire line to the wider NOMA area City Centre and through the Lower Irk Valley and on to Collyhurst.
  - b) Roger St / Gould Street – which will be a principal east – west route connecting New Cross – Angel Meadow – Lower Irk Valley – Green Quarter; and
  - Aspin Lane / Irk Street which a key routes within the Framework Area to Plots 2 and 3, and 4 respectively.
- 4.12 At this intersection of routes, which logically falls immediately beyond the viaduct and within the Lower Irk Valley Study area, there is an opportunity to create an ‘urban’ public space, complementing green infrastructure within the remainder of the Lower Irk Valley area and which provides a focal point for new development with active ground floor uses. This logical node for ground floor community uses as well as the existence of uses coming forward within the wider NOMA masterplan, for example at Angel Garden, should be taken into account when individual proposals develop their own strategies for ground floor uses within this Angel Garden / Angel Meadow Framework Area.
- 4.13 Given the predominantly residential character of the neighbourhood, late night noise generating uses would not be considered acceptable in this Framework Area. This is likely to preclude any night club-type uses for example or night-time uses beyond 11pm. Any night-time uses, such as bars, should be accommodated in locations where potential conflicts with residential amenity can be properly managed and therefore more likely to be on the noisier, vehicular edges of the Study Area, e.g. Angel Street or Gould Street.
- 4.14 Flexible leasing strategies should be used where appropriate to encourage a mix of uses in the area involving start-up businesses and independent operators, as well as established operators. This approach should build upon the successful practises employed by NOMA through initiatives such as Castlefield Gallery leasing Federation building, and Gingers Comfort Emporium and Teacup utilising the commercial kitchen facilities New Century House following vacation by The Co-operative Group. This type of

approach will also build upon the success and popularity of high quality independent uses within the wider area such as the Marble Arch Public House.

- 4.15 In bringing forward the development of Plot 4 in particular, there is an opportunity to open up and create a better relationship to the existing viaducts adjoining Plot 4. As an extension of the principle adopted as part of the New Cross Development Framework relating to the series of viaducts immediately to the north, there is a significant opportunity to establish new south facing commercial and retail uses, which would create activity and vitality to support new residential and mixed use development. In addition, re-utilising the arches would form an important step in creating new connections through to the Lower Irk Valley.

## Access and Movement

- 4.16 The masterplan has been conceived to provide greater physical, functional and visual connections to Angel Meadow.
- 4.17 An overarching objective in this regard is therefore the need to better connect Angel Meadow with Lower Irk Valley, New Cross and Collyhurst to the north and east, as well as NOMA, the Northern Quarter and the wider city centre to the south. Indeed the key public space at the heart of the Angel Meadow area can form a key nodal point at the interfaces between the majority of these areas.
- 4.18 Understanding vehicular movement patterns, street hierarchy, key nodes and desire lines has therefore been an essential part of the analysis.
- 4.19 Firstly, vehicular access to the individual development sites will largely be retained as existing. The existing car park sites at Plots 2 and 3 would be accessed from Dantzig Street. Plot 4 would be accessed via Irk Street which runs beneath the viaduct forms the existing access to the commercial premises. Plot 5 would utilise the same access as the existing car park from Ludgate Hill.

- 4.20 A key principle in relation to the masterplanning of this area is to extend Angel Meadow Park into the adjoining surface car parks and underutilised sites in order to establish new buildings arranged as a collection of forms 'within the park' activating its edge, providing natural surveillance and greater connectivity with the wider Northern Gateway area including Lower Irk Valley, New Cross, and NOMA.
- 4.21 The buildings are arranged on the edge of the park and are designed to extend the public realm around their footprint. In addition, a key principle will be for new residential development to incorporate active landscape roofscape and terraces to create the impression that the park is also extended vertically.
- 4.22 The effect will be enhanced green connections to park, passive surveillance of the space and active edges providing greater levels of animation and passive surveillance.
- 4.23 In order to support this key principle, it will therefore be necessary to close the southern end of Aspin Lane extending Angel Meadow Park into to Plots 2 and 3 as well as providing extended green connections through to Dantzic Street via Mincing Street and Little Nelson Street. In addition, a section of Old Mill Street will be closed in order to connect Plot 5 to the Park in this same way. This closure of Old Mill Street is likely to have the added benefit of removing possibilities for rat running via Collyhurst Road, Gould Street, and Old Mill Street onto Angel Street via the priority junction arrangement that exists.
- 4.24 The northern end of Aspin Lane, beyond Plot 3, would be retained as a pedestrian route into the Park and would form an additional pedestrian friendly connection into Lower Irk Valley at its key nodal point identified earlier in this section of the report.
- 4.25 The principal north-south and east-west vehicular connections through the area would therefore continue to be Dantzic Street and Gould Street. Notwithstanding this function, they will also be important principal pedestrian routes forming connections between NOMA, the city centre, Lower Irk Valley and New Cross. Updating their typically standard layout and construction would therefore be beneficial in a manner that creates more residential friendly and pedestrian friendly connections.
- 4.26 Some traffic calming measures exist at the eastern end of Gould Street and a 20 mph speed limit is in place on this route. Dantzic Street has a 30 mph limit; however, both routes are used by commuters as rat runs and for surface car parking. As such there is a need to better manage this arrangement and introduce measures that will slow vehicles. Clearly the introduction of improved footways and cycleways will assist and in addition encourage sustainable transport modes. A balance in favour of sustainable transport will create a more liveable environment which shifts the access to one more in tune with a residential area.
- 4.27 In terms of the Wider Study Area, the identification of Gould Street as the principal east – west route means that there would be some potential to downgrade Ludgate Hill, which runs in parallel (i.e. increase pavement widths and reduce carriageway width to create a more pedestrian friendly environment). The analysis has also identified Sharp Street as a key pedestrian route between Angel Meadow and Bendix Street / Goulden Street, aiming to connect with the proposed 'North Village' Square within New Cross. Opportunities within the remainder of the network would be limited. This is an area with a tight street pattern already traffic calmed and with most buildings requiring an element of vehicular access to be retained in order to service basement vehicle parking spaces.
- 4.28 Through adopting a form of development at Plot 4 which minimises footprint and maximise the extent to which the park can be extended, it suggests that the site opposite, within the New Cross Framework Area, should investigate the possibility of extending the park and associated public realm through into that site all as part of a continued north – south connection through the New Cross area.
- 4.29 In terms of the Wider Study Area, the pedestrian environment along major roads such as Rochdale Road, including pedestrian crossing facilities, should be enhanced where possible. Environmental buffer zones should be provided to mitigate the adverse environmental conditions of these

heavily trafficked routes. Measures should include tree planting and greening to the edges of the wider Study Area.

4.30 Where possible, further tree planting as part of well design public realm and pedestrian routes should be promoted. This can help to establish and enhance connections, as well as addressing microclimate issues and mitigating noise and other impacts of traffic arising from the proximity of the southern parts of the Study Area in particular to the Inner Relief Road. New public realm should contribute to sense of place and encourage movement as well as future-proofing enhanced linkages with the wider Study Area.

4.31 The place-making strategy should also seek to maximise connectivity to the wider network of formal and informal public spaces, green spaces and natural landscapes within this area and adjoining locations established through the wider NOMA framework proposals and also the Lower Irk Valley in particular as well as New Cross proposals. It is imperative that strong connections are provided to these areas and beyond to ensure that new residents and employees have access to a wide range of recreational opportunities.

4.32 New cycle routes should be provided through the Study Area, to connect into existing routes along Rochdale Road and Oldham Road as well as proposed cycle lanes and leisure routes proposed through the Lower Irk Valley as part of that Development Framework proposal. New residential and office development should incorporate cycle parking facilities and public cycle parking should also be provided within new public realm.

## Car Parking

4.33 The Access, Servicing & Parking strategy that is adopted will have a significant impact upon the quality of the development. Whilst the Core Strategy does not set maximum parking standards for the City Centre, it requires all development to provide appropriate levels of car parking – with each development considered on a case by case basis.

4.34 New development proposals should therefore be accompanied by an appropriate car parking strategy, which allows the potential demand generated by future residents to be met, whilst considering the promotion of alternative sustainable forms of transport. On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street. Where possible and appropriate, the levels and falls across the site should be best utilised in order to avoid or reduce basement levels, ramps, etc. and to maximize the quality of the public realm.

## Creating a Sense of Place

4.35 The area's finest natural asset, and the key feature from which it derives its name, is Angel Meadow. There is significant scope to enhance the park with regard to its management, maintenance and security.

4.36 In addition, in considering the most appropriate means of integrating residential development into the area in a manner that celebrates and complements this important asset, a key principle of this document is to extend the Park outwards to the development plots. This will animate the edges to the Park and promote passive surveillance. In taking this approach it is essential that new development provides a high quality backdrop to park and enhance not only the scale of the park but the way in which it is typically used.

4.37 In considering new development adjoining Angel Meadow Park, the quality of the environment within the park should be enhanced. As such microclimatic effects of new development with regard to wind, sunlight, daylight and overshadowing should be robustly considered.

4.38 The area also has other key character features which should be retained and reutilised in order to maintain important connections to the history of the area, promote local distinctiveness and add to the area's sense of place.

- 4.39 Lying between Aspin Lane, Dantzic Street and immediately adjacent to Plot 3 is the former Charter Street Ragged School. A non-designated heritage asset with a strong connection to the history of this area.
- 4.40 It is envisaged that the Charter Street Ragged School will be refurbished to provide community facilities that has the potential to be connected to the park. As an existing building requiring conversion rather than redevelopment, this could be delivered quickly in conjunction with the residential development plots and provide a focus for the existing and future local community.
- 4.41 In addition, there is an opportunity to enhance the setting of this historic feature through better connecting it to the Park via enhanced public realm adjacent to the Charter Street Ragged School and the base of the Angel Meadows Steps.
- 4.42 As an extension to this document, a feasibility study would assist in investigating the variety uses that could be provided within the Charter Street Ragged School in parallel with the development of a business case for the community based operation of the building.
- 4.43 New development should also be architecturally diverse in order to create a neighbourhood that is varied in character and which makes the most of the remaining assets with heritage and / or built environment value to contribute towards the creation of a neighbourhood with a high quality urban environment and a strong sense of place.

### Sustainable and Safe Development

- 4.44 As set out within national and local planning policy, including the National Planning Policy Framework and Manchester Core Strategy, new development should be sustainable, accessible to all and designed so as to provide a welcoming and safe environment.
- 4.45 Regeneration of the Study Area should promote a sustainable development, including through maximisation of its locational advantages and proximity to public transport nodes, as well as through building design.

- 4.46 The volume of crime in the area is high. The most occurring crimes in the past 12 months have been thefts with 465 reported cases, woundings (302), theft of / from motor vehicles (180) and criminal damage (152).
- 4.47 Development should be designed to allow accessibility for all and create a safe and secure environment using the principles of “Secure by Design.”

### Residential Amenity

- 4.48 Residential amenity will be an important consideration in ensuring that the Wider Study Area can become a neighbourhood of choice. The detailed site analysis has identified that there are a number of negative factors that will need to be considered which impact amenity, including rat running; lack of streetscape maintenance; and poorly design with a lack of natural surveillance, which attracts anti-social behaviour.
- 4.49 In addition, in accordance with Manchester Core Strategy Policy DM1 Development Management, new development must have regard to a range of specific issues and identify how these will be addressed.
- 4.50 New development should create an environment where the amenity of residents and the environment within the site with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example are maximised.
- 4.51 Storage for refuse should be enclosed and contained within the perimeter block minimising any impact on key elevations and the street frontage.

### Active Frontages

- 4.52 At present active frontage within the area is limited.
- 4.53 New buildings should be designed to support active frontages, particularly around key public spaces and pedestrian desire lines, to promote street life and enhanced animation to the street scene. This may be in the form of ground floor active commercial uses or, where commercial uses are not appropriate, through design e.g. the position of residential front doors.

- 4.54 Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.
- 4.55 Any opportunities to create active frontages within the Ludgate Hill neighbourhood should be utilised.

## Height and Density

- 4.56 The height and density strategy for the extended NOMA area has been developed in response to the contextual appraisals outlined within this document and is an outcome of the urban design and masterplanning analysis that has been undertaken.
- 4.57 In this regard, the plots within the study area have different characteristics and context but are unified in that they all contribute to the extension of the park.
- 4.58 Plot 5 adjacent to Upper Mount Street is situated at the edge of the existing residential area which is defined by its gridded street pattern with building heights ranging from 4 – 8 storeys. The planning history of this area indicates that Planning Permission has previously been granted in 2010 for a significant building at the opposite end of Sharp Street, adjacent to Rochdale Road. This site, owned by West Properties, was granted permission for an eight storey, 187 bed contemporary hotel. The site previously had permission for a 28 storey building comprising 386 residential units.
- 4.59 In urban design terms, it is considered that new development on Plot 5 should be developed to reinforce and respond to existing height in the area as well as take into account the height principles outlined in the New Cross Masterplan. This would suggest a 6 to 8 storey building across the majority of the site.
- 4.60 In addition, there is an opportunity to increase height, providing a tall element to punctuate the termination of Sharp Street and defining what will become an important connection from New Cross. In this regard, the Framework for New Cross indicated a pedestrianised route, following adjustments to the local street hierarchy along the length of Goulden Street as well as pedestrian friendly connections via the introduction of shared surfaces along the length of Bendix Street. The continuation of these routes, and in particular Bendix Street, towards Angel Meadow Park naturally falls along the alignment of Sharp Street. Indicative proposals worked through as part of this Study indicate that this site could sustain a taller element of up to 12 storeys in that location; however, that work is not intended to be prescriptive, rather a guiding principle that will be further dictated by the quality of the design approach and rationale presented in future planning applications.
- 4.61 The form of development on Plots 2 and 3 should be developed in order to seize the opportunity to extend and better connect the park to its surroundings. Their form should allow visual permeability and pedestrian connections to the Park from Dantzig Street and Corporation Street.
- 4.62 The relationship to the park and the NOMA context suggests buildings of between 8 and 15 storeys as a guide. These are likely to be stepped in form to create visual interest, scale relationships with adjoining buildings, and to allow a strong aspect to the new residential accommodation in the interest of residential amenity and the environmental performance of the building. Design quality and key views analysis will be critical in developing the detailed design for these plots.
- 4.63 The effect of proposed development on sunlight and daylight will need to be carefully considered when determining the exact form and massing of buildings in this location. A stepped profile and permeability between buildings will assist in this regard.
- 4.64 Initial sunlight and daylight testing has been undertaken in relation to a series of buildings stepping up 9, 12 and 15 storeys, from the Charter Street Ragged School to Angel Street.
- 4.65 Plot 4 adjacent to Gould Street sits at the edge of Angel Meadow Park and within a zone where the historic street pattern has been lost due to post-

war slum clearances. It is currently an island site at the edge of the park and presents a unique opportunity for a landmark tall building at what will become a key intersection of east – west and north – south connections adjacent to 2 principal public spaces. These are Angel Meadow Park and a new public space that will be provided through the viaduct and into the Lower Irk Valley.

- 4.66 The site is at the north edge of the park and will not therefore cast any shadow. By going taller and minimising footprint, there is an opportunity to maximise the footprint of the park and the quality of this space. Permeability will also be enhanced through the area as well as the sense of place and overall legibility.
- 4.67 The Lower Irk Valley Consultation Draft Framework emphasises the importance of this connection and the opportunity to create an important public space within the area as well as an additional tall building addressing that space on the opposite side of the viaduct.
- 4.68 It is considered that the regenerative potential of tall buildings and therefore ability to connect these areas back to the City as well as Collyhurst is hugely significant, and would act as a major catalyst to regeneration within the Northern Gateway.
- 4.69 The location of a tower and corresponding height would have no impact on existing residential units due to its location.
- 4.70 In wider city scape views the tower will be part of an emerging cluster of NOMA tall buildings, including CIS Tower, New Century House, 1 Angel Square and the Angel Gardens Tower and form part of the variegated skyline characterising this part of the City. It will act as a counterpoint to the horizontality of the viaducts and address the visual disconnection between adjacent areas currently severed by the viaducts.
- 4.71 Combined with the Lower Irk Valley tower, there is the potential to also define part of the city entrance gateway to Victoria Station, complementing the significant scale of development that is proposed within the Fishdock site adjoining Victoria Station.

4.72 Critical to the success of the development is to consider and take into account all of the edge conditions in the development of design proposals in order to ensure that the scale and quality of the architecture proposed responds to the high quality of development planned for NOMA and the Lower Irk Valley, and to ensure that the project should make a positive contribution to the overall quality of the NOMA masterplan and surrounding areas.

4.73 Notwithstanding this analysis, future proposals will need to be able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within national and local planning policy guidance, including English Heritage and CABE's Guidance on Tall Buildings. In assessing tall buildings, this means that particular emphasis will be placed on:

- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the City's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
- The design needs to be credible and therefore demonstrably deliverable.
- Tall building proposals within key city centre regeneration areas such as New Cross should have clearly identified regeneration benefits.

## Neighbourhood Management and Maintenance

4.74 A planned management and maintenance programme should be established in conjunction with the wider development of the area in order to support the quality of its future environment and connections. This particularly applies to the Park, where future management and maintenance will be an important component of addressing anti-social behaviour and ensuring that the quality of usage of the Park by local communities is maximised to its true potential.

## Developer Contributions

4.75 As emphasised from the outset, the regeneration of the vacant and underutilised development plots adjoining Angel Meadow Park has a critical role to play in terms of the ongoing regeneration of the city centre's northern gateway. The quality of uses and architecture as well as the manner in which the more functional requirements (access, servicing, car parking etc.) are handled must therefore be of the highest quality. In this case, the contribution of new development to the quality of the environment in the area – in particular key pedestrian routes and desire lines as well as the Park will be of paramount importance.

4.76 Without this contribution redevelopment of the area would represent a significant missed opportunity in terms of creating a sustainable neighbourhood. Strong connections through to the north and east will be essential in capitalising on as well as further supporting the City's forecast economic and population growth and opportunities to allow the dynamism and success of the city centre to spill outwards towards the city's zones of blight and its inner communities. Fundamentally, a key purpose of this document is: "to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live."

4.77 As such, the Local Planning Authority (LPA) will utilise this document to ensure that quality outcomes are achieved in terms of building design/architecture and that the key objectives in terms of public realm

provision, highways and community infrastructure, as identified in this document, are delivered.

4.78 This approach is in line with the approach set out in national planning policy (National Planning Policy Framework) and is consistent with the principle of sustainable development which lies at its heart. At paragraph 6, this document advises that: "the purpose of the planning system is to contribute to the achievement of sustainable development." At paragraph 7 it identifies the economic, social and environmental dimensions of sustainable development including:

- "contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying the coordinating development requirements, including the provision of infrastructure;" and,
- "creating a high quality environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being."

4.79 Paragraphs 57 focuses on the role of good design and the quality of the built environment in achieving sustainable development. "It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes."

4.80 Paragraph 58 sets out a number of criteria that should be considered carefully in planning policy and decision making with regard to ensuring that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including

incorporation of green and other public space as part of developments) and support local facilities and transport networks;

- respond to local character and history, and reflect the identity of local surroundings and materials; while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and,
- are visually attractive as a result of good architecture and appropriate landscaping.

4.81 It follows therefore that in order to secure a sustainable future for the area and deliver a neighbourhood of choice, the Local Planning Authority will utilise all reasonable resources and mechanisms to secure appropriate contributions from new development, either directly or in the form of financial contributions where appropriate, that will allow public realm and other community infrastructure to come forward in tandem with the delivery of development sites. This approach is essential in order to achieve quality outcomes for the neighbourhood and will actually underpin the vitality and viability of the area.

4.82 The Core Development and Urban Design Principles set out in this document have been prepared following a detailed contextual analysis and masterplanning exercise for the area. This work has set out a clear vision for the area, and a strategy that will ensure compliance with national, sub-regional and local policy as well as strategic objectives. At the same time, it is considered that the principles set out in this document will deliver a form of development across the whole of the Masterplan that, fundamentally, results in an attractive neighbourhood of choice capable of assisting in perpetuating the City's positive economic and quality of life trajectory and maximising the environmental, social and economic benefits of new development.

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