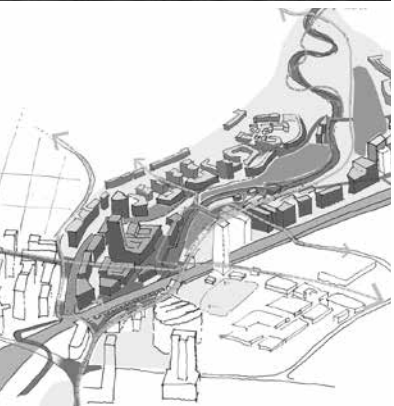
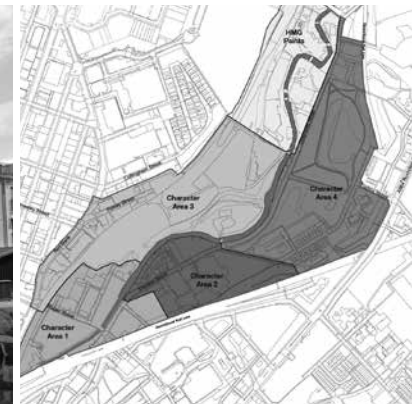
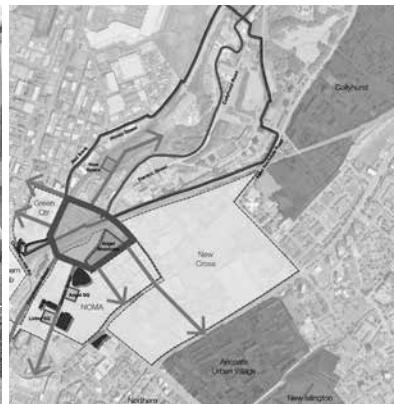


Deloitte.



Lower Irk Valley
Neighbourhood Development Framework

January 2016



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Executive Summary

Introduction - The Study Area Opportunity

This Neighbourhood Development Framework (NDF) has been prepared to guide the future development of the Lower Irk Valley 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, unique and sustainable residential-led neighbourhood where people want to live. The need for this NDF is derived from the Lower Irk Valley's proximity to the 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 the Study Area.

The Lower Irk Valley is situated to the north of Manchester City Centre, just beyond the NOMA estate. A location plan is provided in Section 1 of this document. The Study Area is located in a key area of Manchester, at the convergence of a number of other important regeneration priorities that are supported by Frameworks and which are considered further within Section 3 of this document. The Lower Irk Valley Framework presents an opportunity to establish core development principles for the Study area that will complement adjoining regeneration areas and co-ordinate with the principles established in their respective Frameworks. This is particularly important as the Study Area has the opportunity to improve connectivity from the City Centre and NOMA to communities such as Collyhurst to the north, New Cross to the east and Angel Meadows to the south through improved pedestrian connections, high quality new development, and investment in the public realm. These surrounding areas have been subject to significant levels of public and private sector investment and are acting as a positive catalyst for wider transformation throughout the north eastern fringes of the City Centre, which is now seen as a key location of residential-led mixed-use development as a result.

There is a pressing need for new homes in the City Centre – the Manchester Core Strategy (2012) identifies that an additional 60,000 new homes will be required over the plan period to 2027. Equally, there is a need to establish neighbourhoods of choice that will support the future economic growth of the city. Through adoption of appropriate development and urban design principles, the Lower Irk Valley has the potential to become a key contributor to Manchester'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 enhance productivity levels.

The Framework and Character Areas

The Study Area as a whole is an area of different characteristics with varying opportunities. This Framework has been prepared on the basis of four distinct but interconnected Character Areas (as identified on the Character Area Plan in Section 4), which are each afforded their own Masterplanning Principles and Framework.

While each of the four areas have their own development opportunities, development pressure is greatest in Character Areas 1 and 2 because these Areas benefit from a flatter topographical profile, a clearer road hierarchy helping to define development plots and physical connections to the City Centre. Character Areas 3 and 4 have been included within the Lower Irk Valley Study Area in order to provide a sense of continuity across the whole site while adapting to the various topographical issues and the variation in surrounding built form and typology from Character Areas 1 and 2. Generally, Areas 3 and 4 can be considered more peripheral to the City Centre; more constrained through the built and natural environment and are more likely to offer longer term regeneration opportunities.

Subdivision of the four Character Areas can also be attributed to the variance in land ownership and current land use of potential development plots. Areas 3 and 4 primarily consist of made ground from either clearance of industrial warehouses or reclamation of former landfill sites, whereas Character Areas 1 and 2 comprise a high proportion of the Site's commercial units and the built form with a series of surface car parks situated between buildings.

A key feature of the Study Area is the railway viaduct that runs northbound from Victoria Station in parallel to Red Bank and the western boundary of the Study Area. Development principles have been used to support the retention of these viaducts as it would offer a unique character feature for the Study Area by allowing the opportunity to provide a range of commercial businesses along a key frontage.

Given the close physical relationship they have with the City Centre, Character Areas 1 and 2 will need to respond to the requirements for higher density development whereas Character Areas 3 and 4 to the north will need to provide connections into Collyhurst and the rest of the Lower Irk Valley. Appreciating the Study Area as a whole will aid the final quality of juxtaposition and provide the required transition between the City Centre to the south and residential neighbourhood typologies of built form to the north.

Strategic 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 increased levels of skills demand.

Market intelligence indicates that the City Centre will continue to expand, including northwards and eastwards. The most dramatic increase is expected in the 20-39 year old age band driven by an increase in higher paid business and professional services employment and a desire to live close to the lifestyle choices offered by the City Centre including access to the centre employment and amenities, transport networks and the well managed purpose built residential accommodation. Further new housing will be required to meet the specific needs of this growing population and changing demographics and is expected to result in a requirement for both owner-occupied and rented accommodation.

Whilst the current rate of housing delivery in Manchester is recovering and is currently at a 5 year high, it is recovering below the levels required to sustain the city's economic trajectory and Core Strategy targets. The rate of delivery continues to be below the 2002 and 2012 average and this would certainly suggest that there is significant potential and need for further development activity.

The Lower Irk Valley 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 the Lower Irk Valley 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 and North Manchester and their constituent parts.

The Study Area forms a substantial part of the Collyhurst Local Plan area; correlating with the border of the Lower Irk Valley Neighbourhood. A number of neighbourhoods located within Manchester's northern and eastern City Centre edge have been the focus of significant regeneration activity and public sector investment over the last decade. Strategic planning and regeneration policy guidance is increasingly being developed to provide frameworks for the transformation of these areas into vibrant new residential-led mixed use neighbourhoods of choice such as the Ancoats and New Islington Strategic Regeneration Framework in 2014 and the New Cross Neighbourhood Development Framework in 2015.

Through the adoption of appropriate development and urban design principles for the area, the Lower Irk Valley 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. Further details of the snapshot policy context supporting the strategy is provided within Appendix 6.1 of this document. This includes reference to:

- The Northern Powerhouse (December 2014)
- The Greater Manchester Strategy (2013)
- The Manchester Core Strategy (2012)
- The Residential Growth Prospectus (2013)

Core Development and Urban Design Principles

The Core Development Principles expressed in Section 5 of this document (Masterplan Strategy) and the Character Area Guidance presented in Section 6 respond to the site analysis (Section) and have been aimed at establishing guidance across three key themes; Place Making, Linkages and Form. A summary of the principles to be applied to the Lower Irk Valley Framework Study Area is outlined below.

Place Making

Utilising man-made and natural assets: create a unique sequence of character areas and places using the Area's green infrastructure, its distinctive river valley topography as well as its viaducts. Existing green infrastructure will become a principal defining characteristic of its future built environment. This is an essential part of creating a sense of place and enhancing the quality of life and sense of well-being within this part of the City.

Reinforce the river corridor and valley: where key developments sit alongside the riverside, the form of development combined with high quality public realm should celebrate this relationship and further reinforce the river corridor and river valley experience. It is essential that topographical features are used to shape the landscaping through the area including riverside landscaping. Access to the river should be opened up, and soft landscaping proposals should be successfully integrated with the wider urban environment. Soft landscaping should be used where flooding naturally occurs as well as to provide attenuation during heavy rainfall. These areas can add real value to the area as multi-functional landscaped spaces providing attractive and distinctive amenity spaces for local communities.

Variety of landscaping treatment: opportunities in this regard have been defined through the individual character area analysis, for example soft landscaping adjacent to the river as well as a network of interlinked, hard landscaped spaces. This will allow each area to have its own distinctive personality and function. New development should clearly define public and private space and contribute to a walkable, pedestrian-friendly environment. Formal public spaces should be properly maintained in order to function in perpetuity as a key element of establishing a successful neighbourhood.

A mixed-use community: a mix of uses should be provided around key public spaces and pedestrian desire lines to promote continuous use throughout the day. This may be in the form of ground floor active commercial uses – provided that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design.

Opportunities to combine uses should be carefully managed to create neighbourhoods with a distinctive sense of place as well as life and vitality on weekdays and evenings. In doing so, there is an opportunity to encourage enterprise and a wider mix of uses through flexible leasing strategies that will encourage and facilitate start-up businesses and independent operators as well as established operators. In residential areas, this is likely to mean avoiding late night uses including bars (Class A4) and nightclubs (Sui Generis) where there would be a potential conflict with residential amenity.

Regeneration of the viaducts: the historical railway viaducts should be considered for non-residential uses and draw on successful re-use of viaducts in other parts of the city and from exemplars in other cities. The disused viaduct along Red Bank could therefore be successfully integrated into residential development as described in relation to Character Area 1 in Section 6 of this document. Adopting this principle for the Area will build upon regeneration proposals from Network Rail for the archways on Corporation Street. Re-using the viaducts can really add to the character of the area and will mitigate the sense of disconnection that sections of current underutilised viaducts can bring to the area.

Vitality of Public Space: ensure that public spaces are well connected to the surrounding area and key routes, which can in turn be used in a variety of complementary ways including cultural, social and active usage. This could include for example a meadow event hosting art, music or food events; or a park within a woodland where children's play spaces and recreational facilities are connected via a fitness trail along the river.

Mix of tenure: promote a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhood of choice, all in line with the City's strategically defined needs defined in section 3 of this report.

Retain existing employment uses: to ensure that the potential for conflicts with new residential uses, in terms of residential amenity, are identified and properly managed or mitigated in order for existing businesses that have a long term future within the area to gain from a mutually beneficial relationship with the newly established residential community.

Linkages

Connections to surrounding areas: connections between the Study Area and Angel Meadow, New Cross, Collyhurst, Victoria Rail Station, NOMA, Green Quarter, Strangeways and the wider City Centre should be created and improved wherever possible. East-west connections should be enhanced through improved landscaping and more permeable viaducts. These perpendicular links, working into the area's principal north-south spine and creating connections to Collyhurst Road, Dantzic Street and Red Bank, are essential in supporting the ability of this area to accommodate a sinuous, diverse and connected sequence of river valley spaces, extending along the valley floor from the south-east to the north-west.

Functional connections with adjoining areas will be important and these can be established through a critical mass and mix of high quality uses in the area as well as the quality of the green infrastructure and valley experience.

Pedestrian and cycle path provision: attractive pedestrian and cycle connections between North Manchester neighbourhoods including Collyhurst to the City Centre and on to key transport connections at Victoria and Shudehill should be created through the area and a wider plan to create an attractive green movement corridor right through to Heaton Park at the northern edge of the City. There is a unique opportunity to create a leisure route footway/ cycle path through the area along the riverside. This will help introduce walkers and cyclists to the area and is an important component of the place-making strategy for the area. As part of this route, linkages to the river should be encouraged by porous and permeable edges.

Wider footways and new cycleways need to be introduced to help control traffic speeds and 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. A variety of forms of pedestrian connections should be provided from more direct routes between key destinations or places to more meandering leisure routes through residential areas and along the river.

Green connections: improving access to enhanced green infrastructure and the Area's natural assets will include meandering paths, crossing points and connecting the soft riverside landscape with surrounding parks and pedestrian/cycle routes. Green spaces can act as a series of 'stepping stones' linking through and across the Valley. New river crossings should be provided wherever possible in order to stitch spaces on either side of the river together.

Gateway to the City Centre: the intersection of Dantzic Street and Corporation Street should be reinforced as an important connection into the Lower Irk Valley from the City Centre. At this point the confluence of streets, which also includes Irk Street, Gould Street and Aspin Lane, mean that this acts as a key nodal point. Whilst vehicular access will need to operate on most of these routes, the pedestrian environment and the quality of this important connection should be enhanced through measures such as improved surface treatment, shared surfaces, pedestrian priority, improved cycle routes and less focus on predominantly vehicular routes. As a related point, where viaducts are not used and form important pedestrian connections, the pedestrian environment should be enhanced through, for example, the upgrading of surface treatments and lighting improvements.

Visual permeability and legibility: Visual connections between the site and the City Centre should be explored where opportunities arise on key axial routes i.e. Corporation Street. This will signpost the expanding City Centre and should be explored through the possibility of a high quality landmark building. The quality of the proposals should be such that it can act as a genuine catalyst for the wider regeneration of the Lower Irk Valley and the City's wider northern gateway.

Street hierarchy: establish a clearly defined street hierarchy which responds to movement patterns and the opportunity to create safer and significantly enhanced connections across the Lower Irk Valley area. In doing so, this should take into account the principles set out in the best practise Manual for Streets document. There will be a significant focus on humanising principal routes, as well as the creation of secondary streets providing access to development parcels and pedestrian only routes. A variety of surface treatments will be provided to define street use; for example wide shared surface streets for pedestrian and vehicular access, human scale and pedestrian only streets with active frontages and street parking. Principal Routes, including Collyhurst Road, Dantzic Street, Red Bank and Roger Street, will need humanising through a suite of measures including surface treatment, narrowing, wider footways, better defined and varied edges and use of the viaducts.

Improve Traffic Flow: Reduce traffic speeds on Collyhurst Road and create a more interesting and pedestrian friendly environment by:

- Adopting a built form and layout which activates and properly encloses principal street frontages.
- Providing varied frontages – set back /set forward to affect speeds and to add planting into that including tree planting where possible.
- Narrowing the carriageway from 6 metres to 5.5 metres, introduce a cycle lane and increase footpath width as a consequence of the carriageway reduction.

Red Bank will be retained as a vehicle access route into the Lower Irk Valley from the City Centre to the south; however, it will be important to radically alter the look and feel of the southern end of Red Bank to better reflect its purpose as a residential access road and further discourage 'rat running'. It would be desirable to re-route Red Bank in the future to create a better linkage into Character Area 3 via Honey Street. This will be important in terms of unlocking the potential of what is currently an isolated part of the Lower Irk Valley.

Public Transport Connectivity: improving public transport connections through the provision of local services that run through the site will be key. This will be driven by the critical mass of residents which will ultimately make new routes viable. Due to the greater distances to the City Centre and existing infrastructure, it is likely that the northern end of the valley will provide the main demand for additional public transport. Routes across the site that will connect with Collyhurst and Cheetham Hill/Rochdale Road will introduce intra-radial activity and will come forward as the area matures as a neighbourhood.

Provision for public transport infrastructure in the earlier phases of the development will focus primarily on ensuring that highways have adequate carriageway widths for small to medium sized public service vehicles and that new vehicular links across the River Irk are established. Bus stops and waiting areas will be created once routing and demand is established. Metrolink demand will be boosted primarily by connections to Collyhurst and the proposed residential areas in Character Area 4. Again, a critical mass will help to help build a case that investment in a new stop by Transport for Greater Manchester will be viable and worthwhile from commercial and social inclusion perspectives; this may also require supplementary developer contributions. As proposals for transport improvements within the Lower Irk Valley are refined and come forward it will be important to ensure that they are coordinated to accord with the emerging 2040 Greater Manchester Transport Strategy and City Centre Transport Strategy.

Parking Strategy: car club spaces and electric vehicle charging points should be considered within new residential blocks and streets. In addition to improvements in the environment for walking and cycling, such measures will help residents weight up the costs of owning a private vehicle. The Council will consider use of Traffic Regulation Orders to control on-street parking and prevent over-flow from private car parks.

Form

Reinforcing the valley topography: the built form should reinforce the valley topography by generally stepping down to the River in order to open up views and allow the river valley experience to be celebrated.

Visual permeability and legibility: site lines to river corridor and associated amenity spaces should be promoted given their status in the area as a central feature. This form of development will also promote good levels of natural surveillance as a consequence.

Variety: a variety of form of new development should be provided to create an interesting and varied streetscape and network of open spaces. In this regard, the lack of any established urban grid together with the Area's topographical features provides a strong rationale for more varied organically derived patterns of development to come forward. This should however be provided within key spatial parameters which protect key features and connections for example. The purpose of this principle is to allow this characteristic of the area to be used in a way that promotes variety and interest through a unique sense of place and character. Architectural diversity is encouraged to further support the creation of a neighbourhood that is varied in character and reflects the Area's organic, historic development.

Connecting with the River: new open spaces should be allowed to interact and connect with the water wherever possible. A more spacious river profile with soft sloping edges could be encouraged to offer views of the meandering River Irk.

Defining the Character Areas: a variety of edge treatments should be utilised along the river frontage to reflect the transition between the different Character Areas. This aspect is explored further within the character area analysis, but includes the urban waterfront of the inner area transitioning towards the more spacious and natural feel of the edge treatments as the river meanders towards Queens Park and the old Mill.

Mitigating flood risk: new development will need to consider wayleave and access points to open up and allow better maintenance of the river for flood risk purposes. The river currently silts and suffers from a lot of debris build up. Early consultation with the Environment Agency will be required in this regard, as individual planning applications for the sites adjoining the river come forward.

Residential Amenity: access to all should be provided to new development and a safe and secure environment should be created using the principles of “Secured by Design”. Residential streets and spaces should be well overlooked with high levels of natural supervision, creating a safe and family friendly environment. New development should create an environment where the amenity of residents and the environment within the site is maximised with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example. Storage for refuse should be enclosed and contained within the perimeter block minimising any impact on key elevations and the street frontage.

Developer Contributions

The purpose of this document is to create a series of safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live. 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, open space provision, enhanced cycling and pedestrian connections, highways and community infrastructure, as identified in this document, are delivered.

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.”

Paragraph 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.”

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,
- Be visually attractive as a result of good architecture and appropriate landscaping.

In order to secure a sustainable future for the Lower Irk Valley Study Area and deliver neighbourhoods of choice, the LPA will utilise all reasonable resources and mechanisms to secure appropriate financial contributions from landowner / developers, which 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. Physical proposals should also be designed and laid out in a way that accommodates the key features of the place making infrastructure that is highlighted within this NDF.

The site wide Masterplan strategy, together with the Character Area principles provided in Sections 5 and 6 of 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.

1. Introduction

Purpose of the Report

- 1.1 This Neighbourhood Development Framework (NDF) relates to the Lower Irk Valley (“The Study Area”), which sits between a number of key regeneration areas, including NOMA (Angel Meadows), Strangeways, Ancoats and Collyhurst, towards the north of Manchester City Centre.
- 1.2 The NDF defines the Study Area and explains how it has been divided into sub-areas.
- 1.3 It sets out the purpose of the NDF, relating back to previous planning policy guidance in relation to the Lower Irk Valley and also the adjoining ‘Northern Gateway’ frameworks, within the context of Manchester City Council’s overarching housing growth and regeneration objectives.
- 1.4 The NDF sets out a series of core development and urban design principles, together with Character Area Guidance, which demonstrate how the vision for a vibrant place where long term sustainable communities will form can be delivered.

Report Structure

- 1.5 The remainder of this document is organised as follows:
 - Section 1 – Framework Vision
 - Section 2 – Strategic Context
 - Section 3 – Site Analysis
 - Section 4 – Masterplan Strategy
 - Section 5 – Character Area Guidance

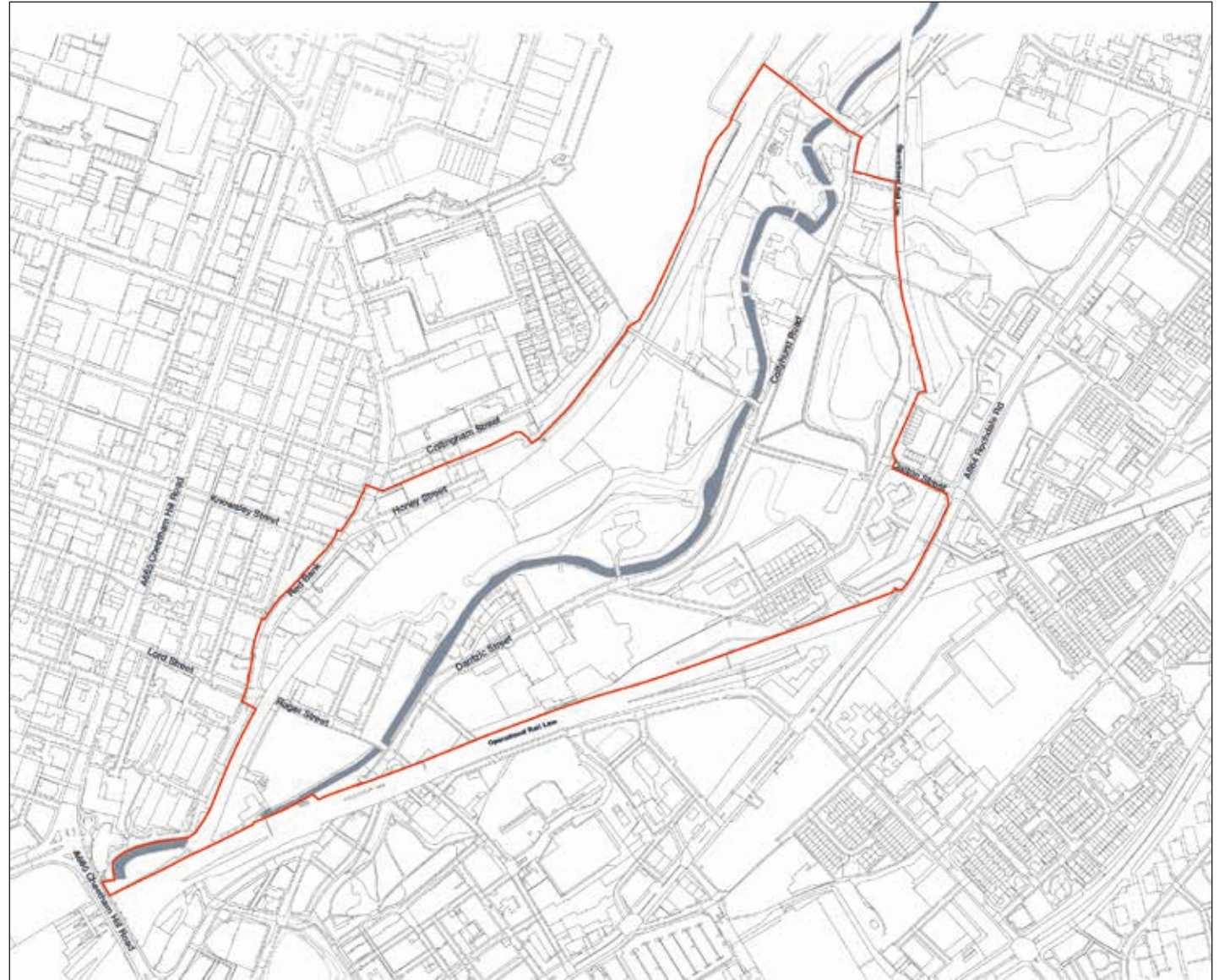
Planning Status

- 1.6 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

- 1.7 This document has been prepared by Deloitte Real Estate on behalf of Manchester City Council. The guidance provided in this document has been based upon an urban design and masterplanning study undertaken by Mott Macdonald, Turley and Mecanoo Architects.

Study area: Lower Irk Valley



2. Framework Vision

Introduction

- 2.1 A masterplanning study of the Lower Irk Valley has been undertaken by Mott Macdonald, Turley and Mecanoo Architects. This work has been used to inform the Vision Statement for what the Lower Irk Valley Framework Study Area aims to deliver.

Vision

- 2.2 The Vision for the Lower Irk Valley Study Area can be summarised through the following components:

- A well designed, safe, sustainable and vibrant place where people will want to live and long term sustainable communities will form.
- An area rooted in an understanding of its potential and shaped by its unique heritage and characteristics, including its river valley, its green infrastructure and viaducts.
- An active part of the city that is well connected both internally and externally to adjoining regeneration priority areas.
- A place that is pedestrian and cycle friendly and which promotes better connections to sustainable forms of transport.
- A place offers variety and interest in built forms, uses and open spaces, but within a coherent overall framework.
- An area which promotes movement through the Valley via a series of linked stepping stones of public space.



Character Area 1



Character Area 2

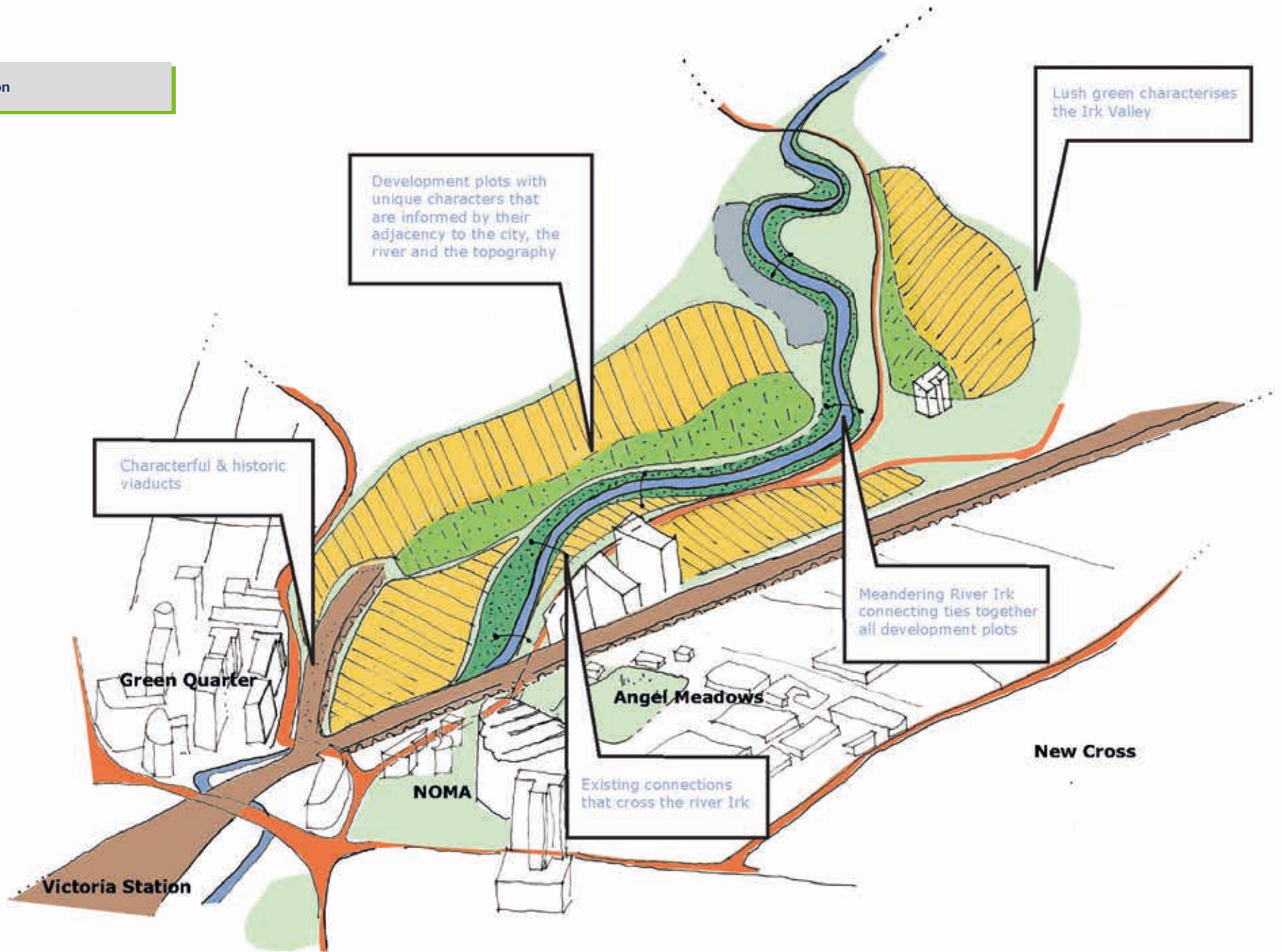


Character Area 3



Character Area 4

Framework Vision



3. Site Analysis

The Framework Study Area

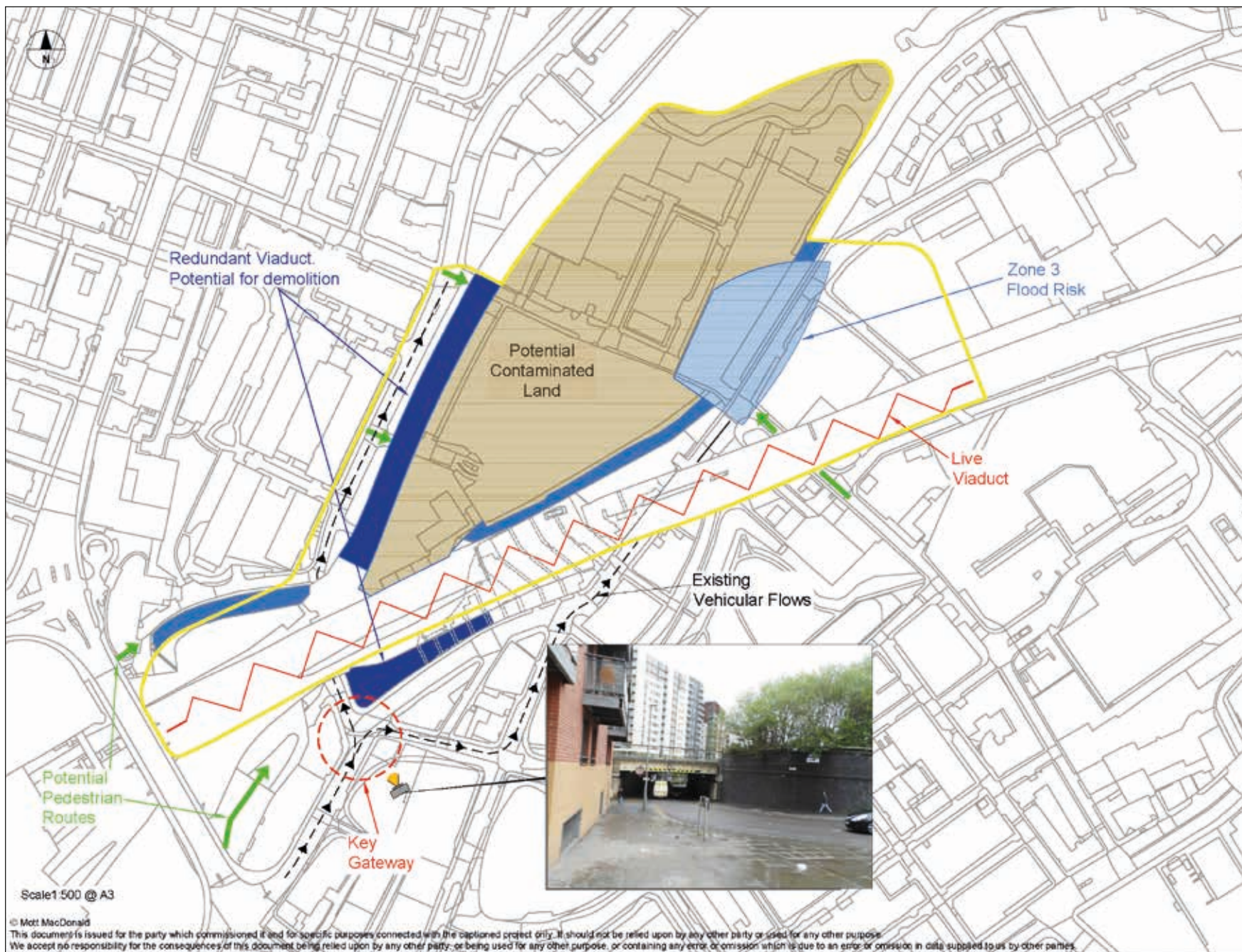
- 3.1 The focus for this Development Framework is the Lower Irk Valley situated to the north of Manchester City Centre. The Study Area is broadly bound by Red Bank and the Green Quarter to the west, a railway viaduct and Rochdale Road to the east, the HMG Paints facility and Collyhurst to the north and the NOMA Estate and City Centre to the south. The River Irk and Dantzic Street / Collyhurst Road help to broadly divide the Study Area and dissect Character Areas 1 and 3 from 2 and 4. The Character Areas have been subdivided further through differentiating land use and physical features, which are explored later in this Section.
- 3.2 The Study Area as a whole is an area of different characteristics with varying opportunities. This Framework has been prepared on the basis of four distinct but interconnected zones (as identified on the Framework Study Area Zones Diagram, which are each afforded their own masterplanning principles and framework).
- 3.3 While each area has its own development opportunities, development pressure is greatest in Character Areas 1 and 2, which are closest to the City Centre and the NOMA Estate and can therefore tap into the growing demand and values that exist within the Regional Centre. These Character Areas also benefit from a flatter topographical profile, existing road infrastructure and physical connections to the City Centre; it is less than a 10 minute walk from the junction of Gould Street and Dantzic Street to the entrance of Victoria Rail Station.
- 3.4 Character Areas 3 and 4 have been included within the Lower Irk Valley Study Area in order to provide a sense of continuity across the whole site while adapting to the various topographical issues and the variation in surrounding built form and typology from Character Areas 1 and 2. However, Areas 3 and 4 can be considered more peripheral to the City Centre; more constrained through the built and natural environment and are more likely to offer longer term regeneration opportunities.
- 3.5 As such, Character Areas 1 and 2 will need to respond to the requirements for higher density development, whereas Character Areas 3 and 4 to the north will need to provide connections into Collyhurst and the rest of the Lower Irk Valley. Appreciating the Study Area as a whole will aid the final quality of juxtaposition and the required transition between the City Centre and residential neighbourhood typologies of built form.
- 3.6 The Study Area presents a number of overarching challenges, which include:
- **Land contamination** – issues of land contamination are likely or known to be present on Site. This contamination is associated with the industrial heritage of the Study Area, particularly in Character Area 3 (which is made ground to form railway sidings) and 4 (where quarrying and subsequent landfill activity are known to have been carried out).
 - **Infrastructure provision** – while the areas surrounding the Lower Irk Valley, in particular the City Centre, provide excellent local and national transport links through both Victoria Rail Station and Shudehill Interchange, there is currently a distinct lack of public transport provision operating within the Study Area itself. To create an interconnected neighbourhood, this issue must be addressed. Regular liaison with TfGM will be required in order to ensure that the delivery of public transport within the Study Area is coordinated by TfGM's 2040 Vision. In addition, as a result of limited development within more recent times, there is a wider lack of community and utilities infrastructure.

- **Flood Risk** – as the Area is formed by the River Irk and its valley, flood risk issues will need to be considered on a site by site basis. Initial assessments and correspondence with the Environment Agency suggests that the majority of flood risk issues will be experienced in Character Areas 1 and 2 and flood attenuation techniques will need to be introduced where appropriate.
- **Quality of the River Irk** – the River Irk is currently subject to a North West River Basin Management Plan, with a set of measures imposed to address current obligations under The Water Framework Directive (2000/60/EC). However, the River Irk is currently failing its objectives under the Directive, largely due to the area's industrial legacy, and the Lower Irk Valley Framework should seek to improve the River's ecological potential as part of a sustainable redevelopment, thereby creating a high quality green infrastructure asset.
- **Topography** – as expected with a river valley, topography is a key geographical feature of the Study Area. The sides of the river valley slope towards the centrally located River Irk from Red Bank to the north and west, and from the railway viaduct and Collyhurst to the south and west. The topography of the Study Area represents an opportunity to work with this natural feature and build upon the unique valley setting.

3.7 These issues are explored in detail through the rest of this Section, and potential solutions to these issues are provided in Sections 5 and 6.

Character Area 1

- 3.8 Area 1 interfaces with the northern boundary of the NOMA Estate (City Centre), and Cheetham Hill Road (Inner Ring Road) adjacent to Victoria Station. The operational railway viaduct forms the southern boundary of this Area and is currently in use to provide rail and Metrolink services to and from Manchester's Victoria Station. It is bounded to the east by the Green Quarter and to the north by Character Area 3, which is delineated by a physical barrier formed by a steep embankment.
- 3.9 Land use of the Area comprises a mix of surface car parking, small-scale industrial units and commercial units contained within the railway viaducts. The Area also contains a development plot to the south of Dantzic Street that is currently under development from Pinnacle MC Global for residential use.
- 3.10 Character Area 1 has a gentle slope from the former railway sidings down to the banks of the River Irk, as well as the sharp incline towards Character Area 3 as mentioned above.
- 3.11 This Area contains the Red Bank section of disused viaduct which, together with the viaducts around the Site more generally, present challenges in terms of the visual and physical permeability issues. However, retention of the viaducts – including the disused section alongside Red Bank - would also offer benefits in terms of establishing a strong boundary definition and offer the potential to add character and identity. This will also provide important reminders of the area's important role in the growth of Manchester as the world's first industrial city.
- 3.12 If redevelopment of the disused viaduct is not viable, the frontage will need to address Red Bank and its relationship with Green Quarter. This area currently offers a rather bleak public realm. It is important that this is dramatically enhanced given its future importance within this overall Masterplan strategy as a key entrance into the Lower Irk Valley to the north (see Character Area 3).

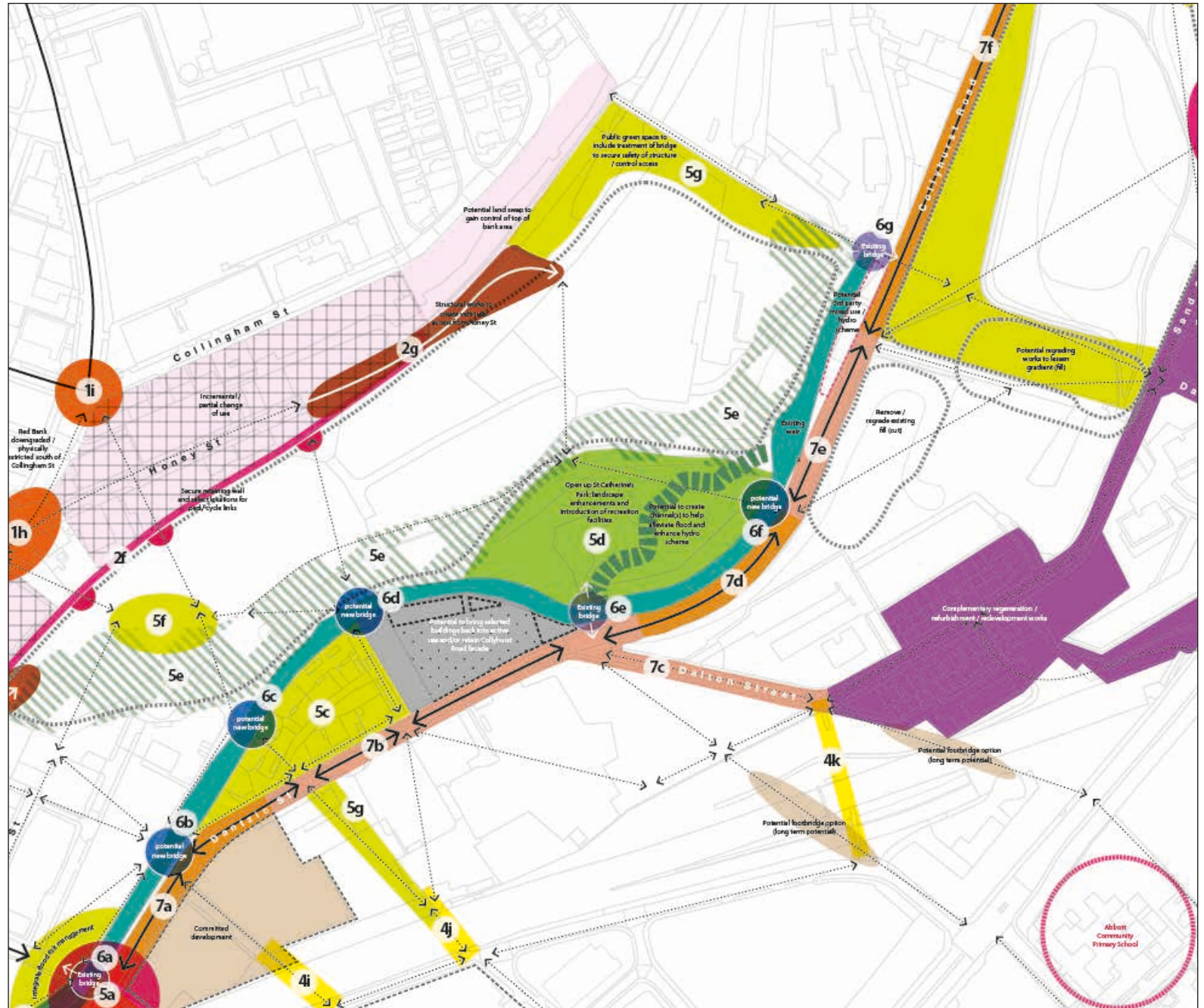


Character Area 2

- 3.13 Character Area 2 is bound to the north by the River Irk and to the south by the railway viaducts that provide rail services to and from Manchester Piccadilly. Dantzic Street passes through the middle of Character Area 2 and the area is separated from Character Area 4 to the east by Dalton Street and the change in level associated with this route.
- 3.14 This Area contains land uses comprising a waste management company, a traveller's site and a former industrial warehouse that now contains some small scale commercial businesses.
- 3.15 The natural topography of the River Valley has been affected by the built form, which has been levelled to accommodate the land uses listed above. There is, however a sharp incline caused by the retaining wall to the rear of the waste management facility that will require a tailored design response. Design should help to reinforce the valley's natural topography that has been lost through recent developments within the Area. Victorian development in this area also tightly enclosed the river in an open culvert so it has little amenity value and its form contributes to the flood risk.
- 3.16 The entrance to this Character Area is a key issue as it is currently accessed under poorly lit and managed roads and railway bridges through Dantzic Street and Gould Street. Connections into Collyhurst are also extremely poor, with pedestrian access only available through one railway underpass that is poorly lit.

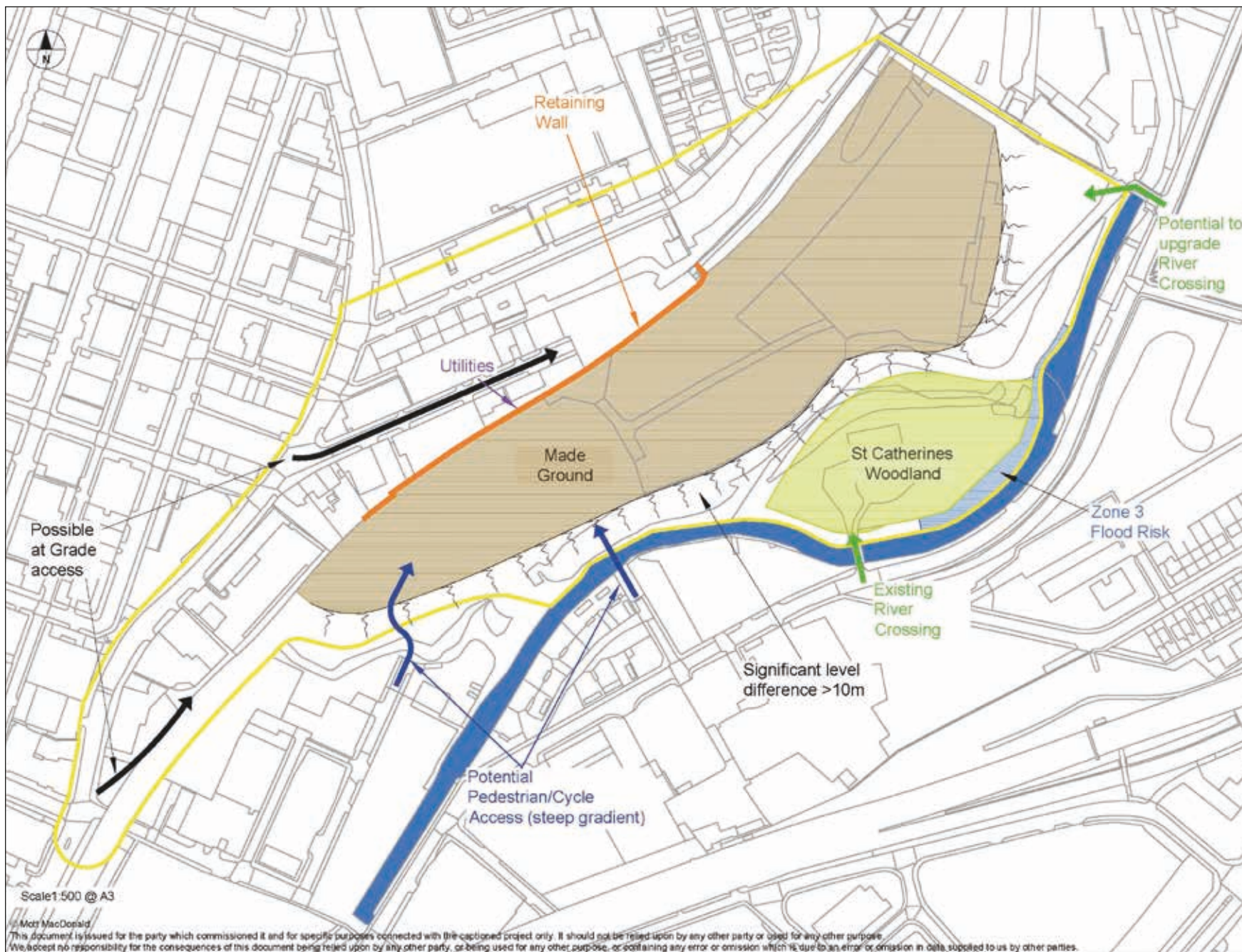
Character Area 2

- 6g** Project reference number (refer to accompanying schedule)
- Key public realm / junction improvement**
 - Junction and crossing treatment - modest
 - Junction and crossing treatment - significant
 - Major public space with ped / cycle priority
 - Existing bridge / underpass / archway improved (environmental and experiential enhancement)
 - Existing highway space reconfigured to enhance environmental quality and promote pedestrian and cyclist priority
- Viaducts**
 - Retain with reconfiguration / enhancement to secure long term beneficial use of arches
 - Retain for structural purposes only
 - Demolish subject to feasibility
 - Create new underpass / archway connection
 - Bespoke engineering project to introduce new highway connection into development area
- Potential principal public spaces**
 - Create from existing brownfield / cleared site
 - Create from existing green space
 - Sloped woodlands
- Dantzic St / Collyhurst Rd**
 - Highway space retained with modest retrofitted enhancement incl. narrowing and resurfacing
 - Opportunity for more radical highway intervention
- River bridges**
 - Existing structures to be enhanced and brought into public use - vehicles and pedestrians
 - Potential location for new bridge structures (predominantly footbridges, but potential for selected bridging points to take vehicular traffic)
- Other**
 - Potential to explore reuse of existing buildings
 - Existing key green spaces to benefit from enhanced connectivity as a consequence of masterplanned development
 - River channel enhancements within heavily engineered sections
 - Extensive retaining wall and potential step / break points
 - Key assessments needed to inform feasibility / viability of development opportunity
 - Selected local landmarks (shown for context)
 - Principal vehicular routes
 - Potential pedestrian/cyclist priority links created as part of masterplanned development (to include vehicular traffic)
 - Facilitate change of use / redevelopment of third party land



Character Area 3

- 3.17 The northern boundary of Character Area 3 follows the line of Red Bank and Collingham Street, beyond which is occupied by an industrial estate and an additional traveller's site to the north. To the north east lies the HMG Paints facility. The southern boundary follows the path of the River Irk and the steep embankment that separates Character Area 3 from Area 1. Character Area 4 sits to the west and is separated by the River Irk.
- 3.18 The Area constitutes flat made-ground from the former industrial warehouses that once occupied the Area. It also contains the disused railway sidings, which are currently under the ownership of Network Rail. Small scale industrial units, a public house and some retail provision are located between the railway viaduct and Red Bank, which can be accessed via Honey Street.
- 3.19 As such, detailed ground investigation will be required prior to implementing proposed development or building works. However, it is expected that land remediation techniques and the potential for pad or piled foundation designs will help to remediate the area to provide suitable location for new development.
- 3.20 The Area's topography is characterised by steep valley sides that incline towards a plateau formed by the made-ground of the cleared industrial warehouses that once occupied this space. This topography can help to create built forms that reflect the hillside environment and would be ideal for lower density family housing.
- 3.21 The Area is currently perceived as isolated, particularly from transport and communication links, however this is not insurmountable. The opportunity exists to create linkage from Red Bank via Honey Street, further enhancing the aims to address the highway layouts and road user hierarchy to improve sustainable transport linkage. Bridges across the Irk would help connect to Dantzic Street and Collyhurst Road improving east-west movements, especially for pedestrians and cyclists. The ambition is that this will allow pedestrian, cyclist and vehicular connections between Character Areas 2 and 3.
- 3.22 The Area does benefit from an extensive provision of greenspace. Whilst this greenspace is predominantly unmanaged, with the exception of St. Catherine's Wood located next to the banks of the River Irk, it has the potential to provide green linkages and connections throughout and between the different

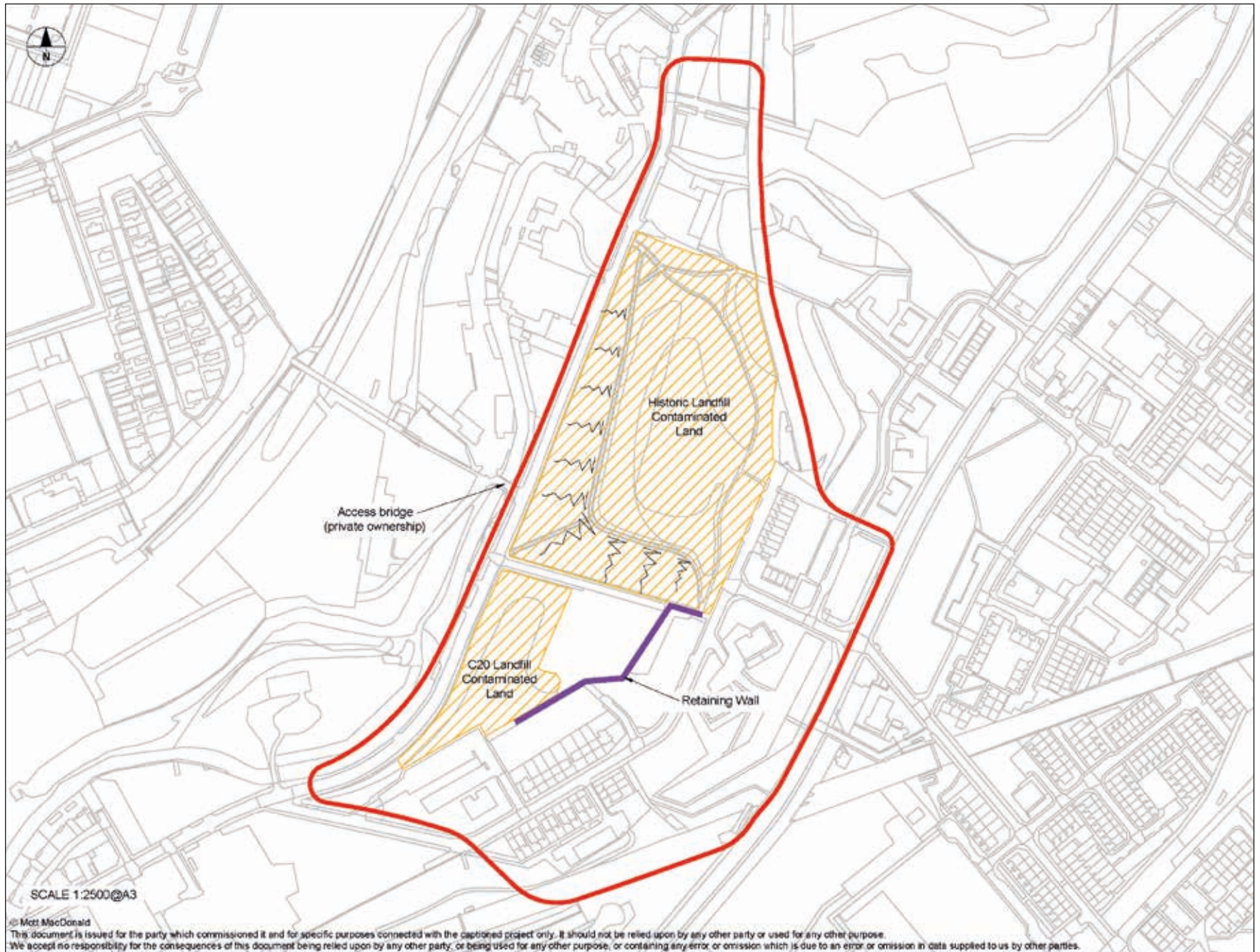


Character Area 4

- 3.23 The western edge of Character Area 4 follows the line of Collyhurst Road, extending northwards to Collyhurst where Collyhurst Road intersects with Fitzgeorge Street. HMG Paints occupy land to the west beyond Collyhurst Road and the River Irk. The eastern boundary of the site follows the path of the railway and continues southwards to Rochdale Road (A664), before continuing further southbound along the railway viaduct where Areas 3 and 4 intersect. Beyond this railway line, greenspace known as Sandhills exists which was created from a former quarry dating back to the City's Roman period. To the southwest, the border stops on Dalton Street, and follows the gradient sloping down to Dantzig Street and the River Irk.
- 3.24 The largest and most northerly of the four areas is characterised by a steep level difference to the existing private and social housing accessible from Dalton Street. Vauxhall Gardens sits adjacent to Collyhurst Road banking steeply from the eastern footway; it is an area of interim greenspace that was created from a former landfill site and will present a challenge relating to remediating the contamination issues. However, the height and scale of the area would lend itself to providing low density housing and complementing the adjoining plans for the Collyhurst Masterplan Area. This low-density format will allow for the green character of the space to be maintained.
- 3.25 A large retaining wall sits at the eastern end of Vauxhall Street which also has land to the south available for development, although the level differences between Vauxhall Street and Sand Street make developing this Site a challenge. However, if achieved successfully, development must address the opportunity for improved east-west movement into the valley. Built forms and level changes should promote pedestrians and cyclists to navigate the Lower Irk Valley.

HMG Paints

- 3.26 The HMG Paints Facility has been included within the boundary of the Lower Irk Valley Framework Study Area, although it sits outside of the Character Areas. It is located to the north east of Character Area 3 and to the west of Character Area 4.
- 3.27 The facility comprises an advanced manufacturing facility for the testing, manufacturing and production of paint and is an established family run business that has existed in the area for 70 years. The Site contains one of the largest research and development paint facilities in the world.
- 3.28 As a leading UK producer of specialist paints and coatings, HMG have invested heavily in efficient, flexible facilities and a team of people with unrivalled experience within the coatings market. This facility is therefore recognised as an important business and employment site within the Study Area and any future development proposals should consider the relationship they will have with the HMG facility, which is expected to be retained.



Site History

- 3.29 Although the Industrial Revolution didn't begin until around the mid-18th Century, the Lower Irk Valley region has historically been an area rooted in the textiles industry; driven by 14th Century Flemish migrants in the area who traded in woollens and linen.
- 3.30 Prior to the Industrial Revolution and the influx of factories that came with it, the Lower Irk Valley had picturesque qualities and offered 'Angel Meadows' its name, which was derived from the views the Irk Valley provided for the owners of the Georgian properties situated along the elevated Angel Street.
- 3.31 Following the beginning of the Industrial Revolution, the Lower Irk Valley was quickly transformed from a rural valley into an urban slum; inhabited by workers of the factories located along the banks of the River Irk. According to The New Gazetteer of Lancashire (1830) the River Irk had more mill seats upon it than any other stream of its length in the Kingdom. This rapid urban expansion resulted in the River Irk being made to run through a culvert, which is still in operation today.
- 3.32 During the mid-19th Century, demand for rail infrastructure led to the development of the Manchester – Leeds railway viaduct which passed through Collyhurst and into Manchester Victoria and remains as a key feature of the Lower Irk Valley.
- 3.33 Contamination issues are the most apparent legacy of the Study Area's history. In addition to the Industrial past of the area, the current traveller site in Character Area 2 was the former location of a gasometer and is likely to have land contamination issues. Character Area 3 consists primarily of made ground, laid in the mid-19th Century for the construction of the sidings and clearly detailed ground investigation will be required in these locations in advance of any redevelopment. Character Area 4 is predominantly formed by a former landfill site with significant contamination issues that must be overcome before redeveloping the Site.

- 3.34 As such, the combination of the historical heavy industrial and waste disposal uses across the entire Masterplan area means that any development will require detailed geo-environmental surveys to assess contaminants, ground gases, leaching and soil stability. These studies will help identify where significant remediation investment would need to be targeted to realise the vision of the Masterplan.

Existing Land Uses

- 3.35 This Section provides an analysis of the existing land uses found within each of the Character Areas and should be read alongside the Existing Land Use diagram, which also provides a photographic analysis of the quality of buildings.

Character Area 1

- 3.36 Existing urban development is predominantly focused in Character Area 1, where the Lower Irk Valley meets the City Centre and where the Study Area shares a boundary with the Green Quarter along Red Bank.
- 3.37 Many of the plots within this area are made up of small scale industrial units and surface car parking sites, which could form future development plots. The dominant feature of this area is the disused railway viaduct, which runs parallel to Red Bank and perpendicular to Roger Street. Within the arches of the viaduct, small scale commercial and business units are contained such as a dry cleaning company, a fitness club, a design and print company and a self-storage facility.
- 3.38 There is a marked difference in land use and scale between that of Character Area 1 and the adjacent Green Quarter, which comprises residential units within large tower blocks ranging from 12 to 20 storeys in height.

- 3.39 A plot situated on land in the south of Character Area 1 is currently under development to form a residential use by Pinnacle Global. The scheme will contain 434 apartments and will reach a maximum of 19 storeys at its highest point once completed, which is of a similar scale to that of the Green Quarter.
- 3.40 A 64 unit residential development is situated to the south east, outside of Character Area 1 and near to the former railway viaduct on Corporation Street. Another building for student accommodation is located adjacent to this development, which was constructed in 2000.

Character Area 2

- 3.41 Character Area 2 is generally bound by a railway viaduct to the south the River Irk to the north. The land comprises an operational traveller site situated on a northern plot adjacent to some part-vacant industrial units that contain some small commercial businesses. Dantzic Street travels east-west through the Area and divides these uses to the north from the waste management facility and an industrial and distribution unit to the south that was previously operated by a signage company but is now vacant.
- 3.42 The height and scale of the railway sidings to the south of the Character Area provides a physical separation for connecting the area to New Cross to the south, which must be addressed.

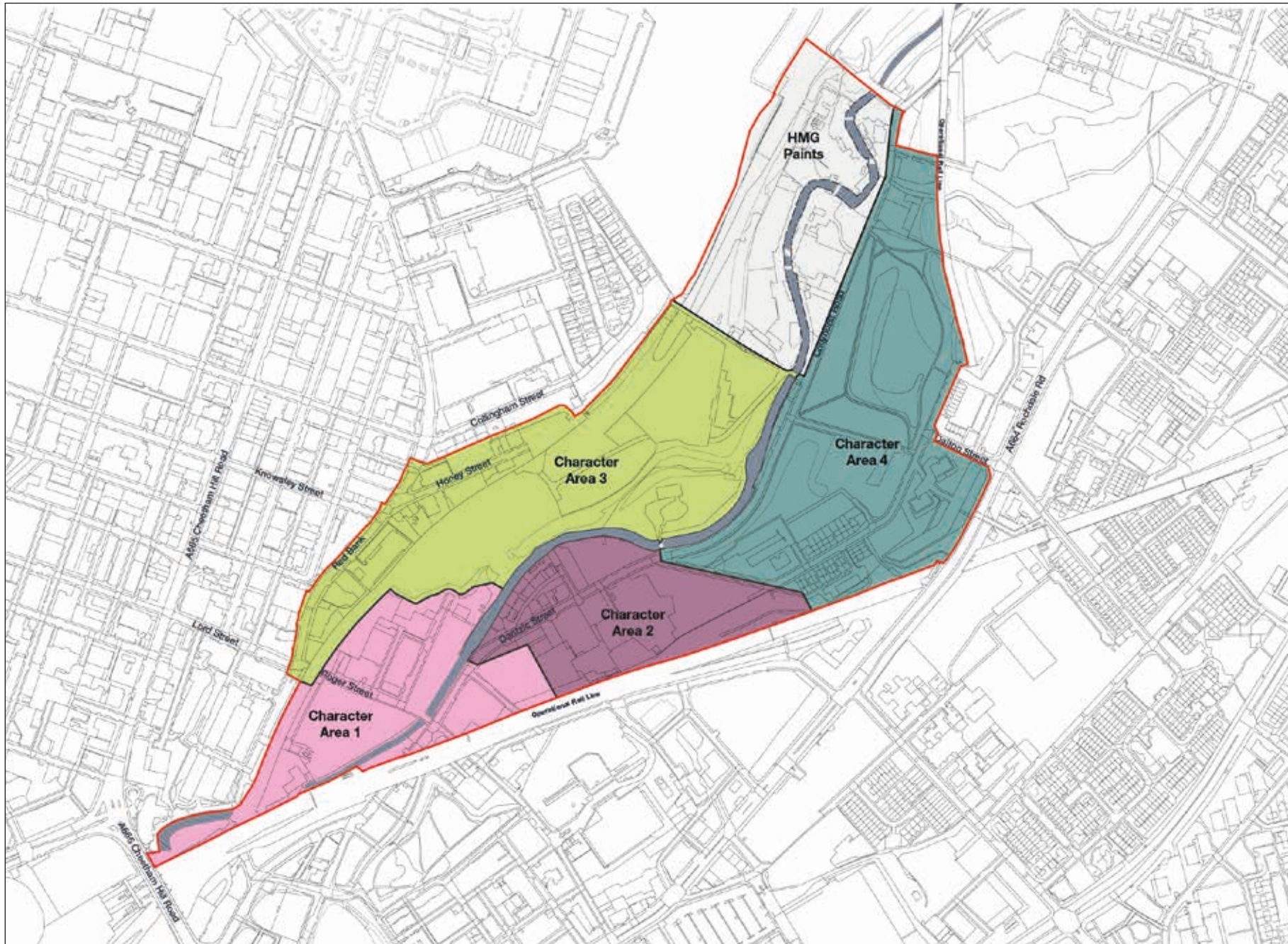
Character Area 3

- 3.43 A large section of the Lower Irk Valley is owned by Network Rail and the bulk of this ownership is contained with Character Area 3, which was formerly in operation as a storage depot. The majority of this Area comprises overgrown vegetation on made ground following the removal of factories built during the Industrial Revolution.

- 3.44 Frontages off Redbank, Honey Street and Collingham Street on the other side of the railway viaduct are occupied by light industrial, storage and commercial units, with a public house and some small scale retail units.
- 3.45 St. Catherine's Wood, accessed off Collyhurst Road, is the only part of the Study Area that is managed greenspace. Ecologically, the mature woodland in St Catherine's Park is a significant asset and its potential could be enhanced further with better footways and cycleways to create interesting urban leisure routes, as well as good quality residential amenity. Any future development in Character Area 3 must consider the ecological impact on this important asset.

Character Area 4

- 3.46 The only residential land uses within the Study Area are contained within Character Area 4, where land is occupied by three residential tower blocks redeveloped by Urban Splash, along with some residential dwellings along and just off Dalton Street. Other residential properties situated on Sand Street have recently been vacated, formerly known as Eastford Square. Areas of greenspace contained within this part of the Study Area have been created through invested efforts by Manchester City Council during the 1980's to turn landfill sites into public amenity space.
- 3.47 Outside of the Study Area, to the west of Character Area 4 and adjacent to Collyhurst Road, is a well-established large paint manufacturing facility off Collyhurst Road on the banks of the River Irk that is operated by HMG Paints. As mentioned, this is a highly specialised and advanced paint manufacturing and research facility that has been in operation for over 70 years.
- 3.48 River Irk itself flows centrally through the Site; meandering from north to south. An area of greenspace resides on the bank of the River Irk and is access via a footbridge from Collyhurst Road.



Land Ownership

- 3.49 The Study Area's ownership is largely split between a number of major landowners, including Network Rail, Redkopje Holdings Limited, Dongola Properties Limited and Manchester City Council.
- 3.50 There is an opportunity within the Framework to establish a clear set of development principles to create a coherent strategy across the various land ownerships.

Topography

- 3.51 As expected with a river valley, topography is a key geographical feature of the Site. The sides of the river valley slope towards the centrally located River Irk from Red Bank to the north and west, and from the railway viaduct and Collyhurst to the south and west.
- 3.52 This steep topography has been considerably affected by the built form, most notably by the sharp drop in elevation from Collingham and Honey Street down to the former Railway sidings owned by Network Rail in Area 3. This level difference is caused by the development of the Manchester – Leeds railway viaduct built in the 19th century.
- 3.53 Topography has also been markedly altered in Character Area 4, where the land was previously used as a land fill site, which is now characterised by a large plateau before offering a steep gradient down towards Dalton Street to the south, and Collyhurst Road and the River Irk to the west.
- 3.54 As the Study Area is located within a river valley, topography is a key consideration and therefore the Design Principles have been carefully formulated so as to not lose this natural asset and, instead, built upon this unique valley setting.

Character Features – Natural Assets

- 3.55 In addition to the topography, which itself should be seen as a natural asset, the River Irk forms arguably the most important natural asset of the whole Study Area. If utilised correctly, it will create a unique selling point and differentiate the neighbourhood from anywhere else within Manchester. Currently, there is limited access to the Riverside and there are few crossing points over it, which results in it being an underutilised asset.
- 3.56 As referenced in the Site History section, the industrial past of the area has meant that the River Irk has been treated poorly through waste dispensed from the factories that were situated on its banks, before being hidden away underneath a culvert and shrouded by urban development that butted right up to the river walls that were introduced during the 19th Century.
- 3.57 Historically, since the majority of factories were removed from the banks of the River, the part of the River Irk that runs through the Study Area has received limited attention in terms of much remediation and has been predominantly left in a state of stagnation. There is also evidence of fly tipping into the River.
- 3.58 More recently, the “Irk Valley Project” has targeted the most neglected parts of the River through environmental regeneration projects that work with the ecosystem in an attempt to repair the industrial damage. The water quality was upgraded from a “poor” status in 1997 to a “moderate” status in 2007 meaning it now has some ecological value. The aim is achieve a “good” rating for the Irk’s water by 2027 and restore the River to a pre-Industrial quality.
- 3.59 Water quality improvements are achieved through reducing or eliminating any pollutants coming directly from an adjacent site and encouraging good ecological developments of adjacent sites; further encouraging more wildlife to utilise the River.



- 3.60 Acknowledging the need to improve the quality of the River Irk is essential to maximising the value of the Study Area as a whole and creating a neighbourhood of choice. Improvements to the River's quality would also play an important role in making the Study Area more resilient to climate change; help manage flood risk; enhance biodiversity; and assist in the development of recreational activities in the area.
- 3.61 The Study Area also benefits hugely from the presence of dense woodland, which has re-established itself after years of suppression during the Study Area's industrialised past. The main body of this dense woodland is situated in Character Area 3, which contains St. Catherine's Wood that can be accessed via a pedestrian footbridge from Collyhurst Road.
- 3.62 The Study Area must build on the foundations provided by these natural assets to maximise the opportunity to create a diverse and attractive network of greenspace that could be used by new residents, as well as residents, employees and visitors to the wider City Centre and surrounding neighbourhoods. They could be used to help create a vibrant neighbourhood with high quality green Public Realms, in turn developing opportunities for social interaction and creating a sense of community.
- 3.65 The most prominent character features of the built form are the railway viaducts that run along the northern and southern boundaries of the Study Area. The concept of the railway arch has been transformed in modern times from a historical feat of engineering designed in order to take huge weight; to one that can contain amenity offers such as cafes, pubs, bars and restaurants, which builds on the character to offer a range of active uses that will bring vibrancy and animation to a neighbourhood.
- 3.66 While the viaducts clearly present a unique opportunity, they currently create an issue with regard to access, movement and connections in, out and throughout the Site. Therefore, any development proposals must have a strong consideration as to how such access issues can be overcome.
- 3.67 There are two listed buildings situated within or adjacent to the Study Area, which are listed as follows:
- **Union Bridge (Grade II), off Dantzic Street (Character Area 1)** – Small public road bridge over River Irk, now closed for vehicles but open for pedestrians. Probably C18 or very early C19. Sandstone ashlar design gives this bridge merit. Single low segmental arch with plain voussoirs no parapet, but iron railings to south side.
 - **Ashton House (Grade II), Corporation Street / Aspin Lane (adjacent to Character Area 1)** – Women's hostel. c.1900. Red brick and common brick, with dressings of buff and white terracotta, slate roof. Triangular plan with 2 rounded corners, on narrow island site. Arts and Crafts style. Basement and 4 storeys, a 14-window asymmetrical facade to Corporation Street, with a 3-bay entrance section. Single-storey banded apse to the south end, above which the pilastered gable wall has one window on each floor and an embattled parapet with central gable, lettered "ASHTON HOUSE". Other sides similar but simpler.

Character Features – Buildings and Structures

- 3.63 Following the removal of the majority of the industrial structures within the Study Area, there has been little investment aimed at redeveloping areas within the Lower Irk Valley. Hence, there are not many existing buildings that can provide a strong precedent for new built form within the Lower Irk Valley.
- 3.64 The only building that reflects the Area's industrial past is situated within Character Area 2 on the banks of the River Irwell. One façade is formed by a unique curvature that aligns itself with the meander of the River, while the other is currently occupied by a number of small commercial businesses that front onto Dantzic Street and Collyhurst Road. It is likely this building was once used for distribution as evidenced by the large entrances with sliding steel doors fronting onto Dantzic Street

- 3.68 Union Bridge is one of only a few bridges that traverse the River Irk and provides an east-west pedestrian connection across the Study Area. It might be possible to improve the bridge to allow it to take vehicular traffic again and this will need to be considered as part of a detailed strategy to improve access, movement and connections. Any proposals must seek to ensure that any impact to the heritage asset's significance is minimised and avoid creating a vehicular rat-run through the area.
- 3.69 While not a listed building, a key character feature situated adjacent to the Lower Irk Valley Study Area is the Charter Street Ragged School. This building is covered within the Angel Meadows strategic update to the NOMA Development Framework. Within this report, it recommends that the Ragged School 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.

Flood Risk and Drainage

- 3.70 The River Irk crosses the Study Area from north-east to south-west and is the principal source of potential flood risk to the site. The River Irk joins the River Irwell approximately 490m south-west of the site. Other watercourses in the area include Moss Brook which joins the River Irk approximately 260m upstream of the site. Flooding could occur if the River Irk overtopped its banks during or following an extreme rainfall event due to lack of channel capacity.
- 3.71 Environment Agency data identifies that the majority of the Area is at low risk of fluvial flooding. However, the southern and eastern extents of the site (Character Areas 1 and 2) are at high risk during extreme events such as torrential rain leading to high volumes of surface water run-off. Feedback from the Environment Agency also suggests that the Irk is prone to silting and debris build up, which adds to the risk.
- 3.72 Opening up the river and permitting small floodable areas or introducing basins will help to solve these technical problems and assist in the management of the river whilst creating interesting and exciting riverside development spaces.
- 3.73 Derived from this risk of flooding, it is recommended that new developments are designed and strategically positioned according to their perceived level of flood risk. It is also important that the Site provides dry safe access / egress routes to Dalton Street to the south of the River Irk and Red Bank or Honey Street to the north of the River Irk. Sufficient space along the banks of the River must also be accommodated to allow for a sustainable drainage system (SuDS).

Planning History

- 3.74 A planning history search dating back to 1970 has been carried out to determine where development has been concentrated and what uses the development on Site currently offers.
- 3.75 Towards the City Centre, the majority of planning applications have historically been to either demolish disused and vacant factory buildings with a view to redevelop the cleared land to form surface car parking, or to find an alternative use for these old warehouses, such as offices, workshops or student accommodation. The applications for the development of surface car parking have resulted in this being the predominant land use within Character Areas 1 and 2.
- 3.76 Further north, the Study Area has seen redevelopment through the HMG Paints facility, which is located on the Riverside Works on Collyhurst Road. Opposite the HMG Paints facility lies a former landfill site, now known as Vauxhall Gardens, which had planning permission granted to convert it into informal public open space in 1981, 1982 and again in 1988.

- 3.77 With regard to residential applications, there have been three closer to the City Centre on the border of the NOMA estate; one for 64 self-contained flats, rising to 10 storeys, adjacent to the Parkers Hotel in 2000 and another for the erection of a 5 storey block of 20 self-contained units for use as student accommodation on Dantzic Street and Aspin Lane in 1997. These have both since been completed. A further mixed-use scheme in Character Area 1, comprising three buildings of 13,17 and 19 storeys; providing 500 apartments and 3,284 sq. m. of commercial floorspace was consented in 2011 but was not developed and has subsequently lapsed.
- 3.78 Most recently (2014) planning permission was granted for the erection of two 19 storey buildings off Dantzic Street to contain 434 residential apartments within Character Area 1. Work has now started on site for this scheme, which will provide some ground floor retail uses in addition to the residential units once completed.
- 3.79 Character Area 1 can be seen as presenting the most appropriate location for higher density development, including potentially a landmark building of scale, given the height of buildings within the adjacent Green Quarter and the consented scheme on Dantzic Street. Any buildings of scale proposed within Character Area 1 would need to positively respond to the principles set out in Sections 5 and 6 of this NDF, as well as other relevant policy considerations including Manchester Core Strategy Policy EN2 Tall Buildings.
- 3.80 As the Study Area is a valley, topography will form a key consideration for any proposed development and must provoke an appropriate design response. This is considered further within the Townscape Analysis and Masterplan Strategy Sections later in this document.

Townscape Analysis

- 3.82 A comprehensive analysis of the existing townscape features within the Study Area has been carried out and is summarised below.

Access, Movement and Connections – Infrastructure Challenges

- 3.83 The topography and existing infrastructure within the Lower Irk Valley create an Area that currently experiences significant severance from the surrounding residential and commercial areas. The southern boundaries of the Lower Irk Valley are defined by the live and defunct viaducts, which converge prior to entering Victoria Station. Existing highways around the Area are of a standard layout and construction, typical across industrial areas throughout the City. These existing links need to be reimagined to create a more residential friendly transport network within the valley.
- 3.84 The realignment of the Inner Relief Route (IRR) in the past four years has resulted in some changes to the access points, primarily to Red Bank. Corporation Street, north of the Ducie Bridge junction, is no longer a continuous route as the IRR now uses part of its alignment.
- 3.85 The main highway access to the Lower Irk Valley from the south is via Dantzic Street from its junction with the IRR. This route into the Study Area is overshadowed by railway viaducts and currently offers a fairly negative environment for pedestrians in particular. Dantzic Street then changes into Collyhurst Road after its junction with Dalton Street, a fairly heavily trafficked route where vehicles speeds can be an issue. The current highway network is blighted by on-street commuter parking exacerbated by the lack of Traffic Regulation Orders and its proximity to the City Centre. On typical weekdays parked vehicles can line the route from the viaducts in the south as far as the HMG Paints site to the north.

- 3.86 The River Irk presents a major obstacle to east-west movements within the Lower Irk Valley. Vehicular connectivity is restricted to the private bridge adjacent to HMG Paints and a small access point next to St Catherine's Park. Pedestrian links are equally limited, with the Iron Works Bridge connecting from Roger Street to Dantzic Street and the aforementioned bridges.
- 3.87 Connection to Dantzic Street/Collyhurst Road to the east is limited by the presence of the live viaducts. The height of the archways at the southern end of the site along Bromley Street is restrictive, with the link to Gould Street being the key axis to Rochdale Road. Level differences and embankments further limit opportunity up to the Dalton Street junction. Dalton Street is steep and provides a circuitous route to Rochdale Road.
- 3.88 Linkage to Red Bank and the west is achieved from Roger Street and Faber Street which are historical alignments. The former siding is severed from the west by the disused viaduct and a large retaining wall. Red Bank does experience issues with vehicular rat-running.
- 3.89 Pedestrian connectivity to the east and west follows a similar pattern to the vehicular access described above. To the east, accessed from Dalton Street, is a historic pedestrian underpass which links to the northern end of Bromley Street. Although currently an intimidating environment due to its length and lack of natural light, it helps to provide further connection to the wider Collyhurst area.
- 3.90 There is very little public transport activity in the Lower Irk Valley itself. By virtue of its position close to the City Centre and the offer of key radial highways, there are high frequency bus services, Metrolink connections and national rail destinations accessible within a 10-15 minute walk.
- 3.91 However, there are limited local services which work on the finer grain highway routes connecting the major radials and the City Centre through the site. This would need to be addressed as a critical mass if developed in the area to achieve a modal shift from private car to a sustainable transport option.
- 3.92 Metrolink connects to Queens Road north of the site and Victoria Station to the south leaving over 1.5km of tram line without a stop. The majority of this link is within the Lower Irk Valley or Collyhurst.
- 3.93 The Study Area has challenges with regard to access and movement within it. However, provided a number of recommendations are implemented, connectivity for pedestrians, cyclists, motorists and public transport can be dramatically improved.
- 3.94 Wider footways, well designed parking and narrower carriageways will help to foster a more human scale to some highways. The existing highway envelope is also ample enough to rebalance Dantzic Street, which will help encourage sustainable transport movements and retain vehicular access to key development sites. The presence of a proposed riverside leisure route will help introduce walkers and cyclists to the area.
- 3.95 While the geographical and infrastructure features within the Lower Irk Valley fundamentally restrict strong east/west movement, Faber Street and Roger Street will continue to provide access to the southerly areas of the Masterplan site from the west, whilst a key new linkage will be required to the sidings area from Red Bank.
- 3.96 Furthermore, reopening routes from Bromley Street will help to realise pedestrian and cycle routes connecting through to Rochdale Road. Gould Street will also be a major link to the site which will need to be protected to guarantee vehicular access to and from the east. A vehicular connection across the River Irk would bring massive benefits to improving east-west connections within the Study Area.

Urban Character and Grain

- 3.97 The Area has Dantzic Street and Collyhurst Road acting as a main arterial route running centrally through the Site. Where Dantzic Street turns to form Collyhurst Road, the street layout splits off to form Dalton Street, which inclines steeply towards the plateau situated within Character Area 4.
- 3.98 These key routes are where development is currently predominantly located; particularly in Character Areas 1 and 2. However, the urban grain within these areas is fragmented because of this linear road layout and land uses that occupy the spaces in between, which consist of surface car parks, waste management facilities or development sites.
- 3.99 The result is a poor quality urban environment with very little visual stimulation. The warehouses that occupy the land to the north of Dantzic Street in Character Area 2 do however offer some visual character.
- 3.100 The arches along the disused railway viaduct that front onto Red bank contain some commercial units and provide distinctiveness and activity that helps to define the urban grain along the edge of Character Area 1.
- 3.101 The most modern urban development within the Study Area offers some character in the built form through a high quality regeneration scheme that was carried out by Urban Splash between 2005 and 2008. The 3Towers scheme helps to reinforce the Valley profile and therefore offers character to the urban form.

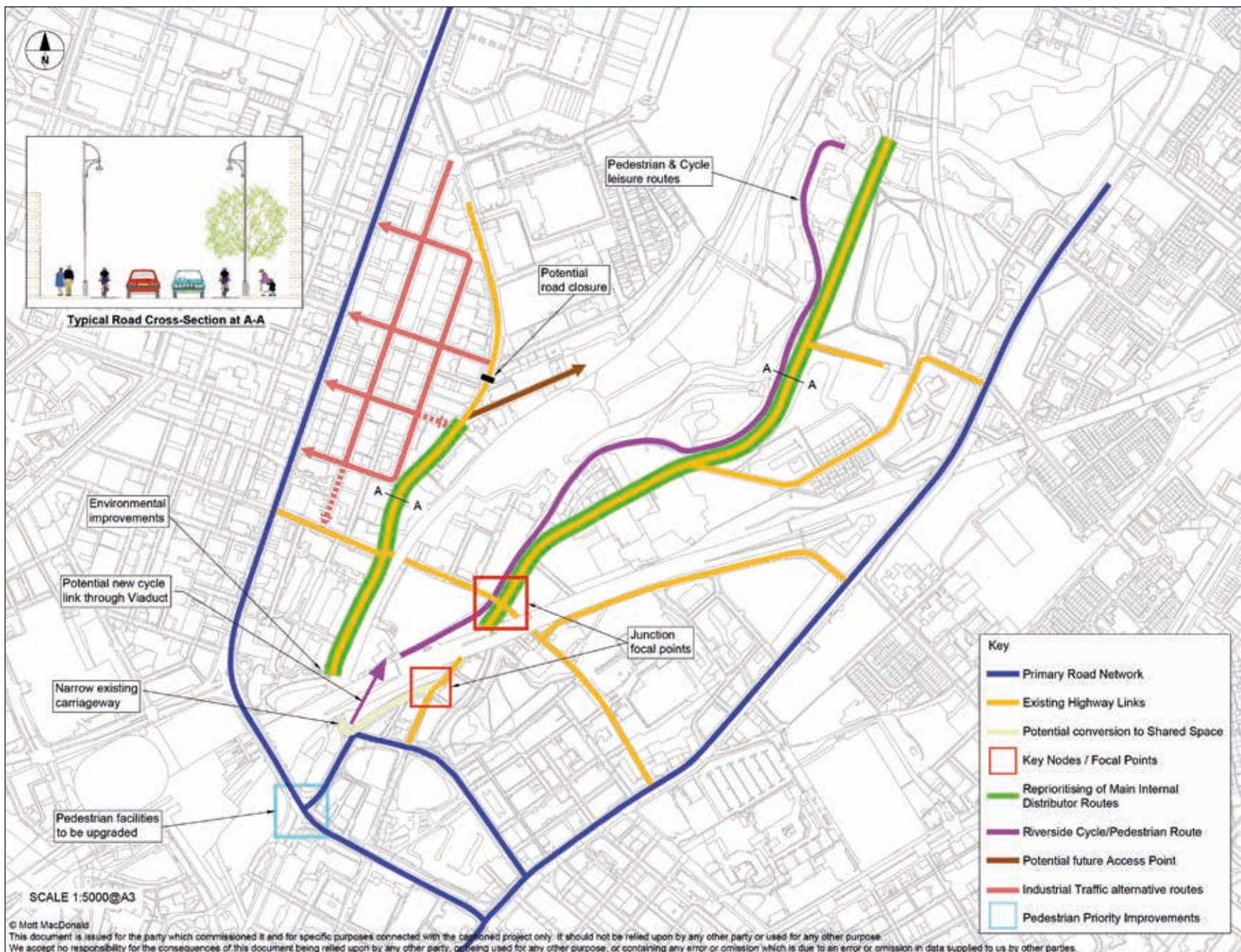
Height and Density

- 3.102 Development across the Study Area is sporadic and most of the development contained within the Site is between 2 and 4 storeys. A residential-led development by Pinnacle MC Global is currently under construction on Dantzic Street, known as Angelgate, and will reach a height of 19 storeys once completed, signifying a relatively high density development. The proposals will also include a gym for residents and some small scale ground floor retail units fronting Dantzic Street.
- 3.103 Additionally, the Urban Splash '3Towers' development also offers the area some height and density; reaching a height of approximately 14 storeys and containing 186 apartments across three buildings. Their position on high ground on the edge of the valley gives these buildings even greater presence in the townscape.
- 3.104 These limited pockets of height are the exceptions across the Study Area, which is currently low density where development does exist.
- 3.105 The Study Area is currently devoid of a landmark building in terms of scale. However, it does benefit from some clear landmarks in adjacent areas and, as such, certain defined areas and sites adjacent to the Site potentially offer more scope for building precedents of height and density.
- 3.106 The Green Quarter to the west is a highly dense series of tower blocks that range from between 12 and 20 storeys in height, whose density is increased by a narrow street morphology. As such, this group of tower blocks form a strong feature of the City's skyline.
- 3.107 The Co-operative Group Headquarters to the south of the Study Area (1 Angel Square) has also quickly become one of the most iconic buildings within Manchester and reaches some 72.5 metres in height (14 storeys).

- 3.108 Collyhurst, located to the east of the Study Area, is characterised by low-rise two storey residential dwellings, offering a density that can be considered typical of Manchester's other inner city neighbourhoods.
- 3.109 Generally, there is a relatively clear 8 storey benchmark that has been set across the northern fringes of the City Centre from NOMA to Ancoats and New Islington to the south and west. This is rarely exceeded with the exception of the Green Quarter, which can reach up to 20 storeys in height, and Plot L of the NOMA Estate known as Angel Gardens, which will reach 34 storeys at its highest point once completed.
- 3.110 Beyond this northern fringe, there is a considerable stepping down of height into less dense residential neighbourhoods, most development consists of 2 – 3 storeys in height, highlighting a clear transition between the City Centre and these inner city neighbourhoods.
- 3.114 As the Study Area is approached from Collyhurst to the north, there is no visual gateway to signify that you are now entering the Lower Irk Valley, with the exception of the HMG Paints facility to the west of Collyhurst Road.
- 3.115 The Area currently does not have any landmarks within it; although the Urban Splash '3Towers' scheme can be easily viewed from neighbourhoods to the north such as Collyhurst they do not offer much in the way of a landmark from the City Centre due to the scale of other surrounding development, generally curtailing visual permeability into the Lower Irk Valley.
- 3.116 The intersection of Dantzig Street and Corporation Street is considered to be a key node at a gateway to the Study Area from the City Centre; there is an opportunity to enhance the pedestrian environment at this location.

Gateways, Landmarks and Nodes

- 3.111 Whilst there is a lack of any tangible landmark situated within Study Area, and the pedestrian approach toward the Area is hampered by very poor gateways into the Site with few internal nodes, there is a wealth of opportunity to provide a unique sense of place and quality destination.
- 3.112 Approaching from Corporation Street to the south, through the NOMA Estate, pedestrians are met by the blank façade of the former railway sidings that provide a visual and physical block into Character Area 1.
- 3.113 From the west, the Study Area can be accessed from Strangeways via Lord Street which leads onto Roger Street. While this access into the site is currently dominated by the disused railway viaduct, it has huge potential for developing a dramatic and vibrant gateway into the Site by utilising the existing assets of the railway arches and providing improved access through Roger Street.
- 3.117 Three further potentially key intersections currently exist on site and are located at the junction of Red Bank, Lord Street and Roger Street, the intersection between Dantzig Street and Gould Street, and where Dalton Street meets Dantzig Street.
- 3.118 However, as no ground floor uses or transport destinations occur at any of these intersections, it cannot be suggested that these currently form nodes and they will require interventions in order to create a sense of place and destination for people living and working within the Study Area and for those visiting it.



Public Spaces

- 3.119 Within Character Areas 1 and 2, there is no dedicated public amenity space. However, within Character Areas 3 and 4, there is a reasonable amount of open space that provides the foundation to deliver quality open public spaces for residents and visitors to the Lower Irk Valley in the future.
- 3.120 St. Catherine's Wood within Character Area 3 can be accessed across the River Irk via a pedestrian footbridge which has scope for improvement. Within Character Area 4, the area is characterised by steep embankments, rising up from Collyhurst Road and levelling out to a plateau of greenspace above. This Area was created from a former landfill site and offers further scope for environmental improvement to offer a key quality piece of green public space set within new residential-led development.
- 3.121 Beyond the Study Area boundary there are several public realm and green spaces, which provide amenity for the local communities. Within walking distance is St Michael's Flags and Angel Meadow recreation ground (which is the subject of improvement works) whilst to the south within the City Centre boundary are amenity spaces such as the recently completed public realm associated with 1 Angel Square. The Co-operative Group's new Listed Square is also on site and due to be completed during 2015.
- 3.122 Some greenspaces are also provided within Miles Platting and Collyhurst to the east, with other larger parks such as Heaton Park and Phillips Park in easy reach through the Metrolink.

Views and Vistas

- 3.123 The best vista toward the Study Area is offered from the City Centre through the long straight approach of Corporation Street. This provides a clear opportunity to highlight the Lower Irk Valley as a destination from the City Centre, with the potential for a taller building on this key axis.

- 3.124 Short-range views looking over the Study Area are located on the ridge of Red Bank, which provides views to the north, and where Rochdale Road and Dalton Street intersect and provide a vantage point over the Irk Valley to the south and west toward the City Centre.
- 3.125 Internally, the change in level from Character Area 3 down to Character Area 1 provides fantastic views into the City Centre and the NOMA estate, which gives an indication as to how this will function once the Study Area is developed.

Car Parking Analysis

- 3.126 Currently, the Study Area is dominated by car parking. Not only is the predominant land use designated toward temporary surface car parks, but Dantzig Street, Roger Street, Red Bank, Collyhurst Road and Dalton Street are all generally occupied on both sides by on-street car parking from commuters working in the City Centre.
- 3.127 Dantzig Street itself has seen very few improvements in recent years and it is dominated by on-street car parking, with the area utilised by people driving to and working in the City Centre.
- 3.128 As a result, the area is dominated by parked cars and this must be addressed, for example through parking measures and an access strategy to transform the street scene to a more pedestrian and cycle friendly environment. These measures are explored further in Sections 5 and 6.

Relationship to Public Transport

- 3.129 The transport map of Manchester provides an overview of key citywide connections and this section should be read alongside that diagram.
- 3.130 Whilst, the Lower Irk Valley is in close proximity to good quality local and national transport links, it is not currently well connected because public transport services do not pass through the Study Area. Additionally, the environment is not currently pedestrian or cyclist friendly; therefore, a key challenge will be to provide new routes that will connect residents and visitors of the Lower Irk Valley to these major transport connections.
- 3.131 Subject to enhanced connectivity, the Study Area will benefit largely from its close proximity to a range of key transport infrastructure nodes, as outlined below, which are all currently subject to significant investment to upgrade facilities and increase capacity.
- 3.132 TfGM has produced a Vision for Greater Manchester (2040), which details ambitions for how Manchester's regional transport network should perform by 2040. In order to ensure the best possible integrated transport network for the Lower Irk Valley, regular liaison and consultation will be required with TfGM to ensure that the delivery of enhanced transport and movement through the Lower Irk Valley is coordinated with such wider strategic work.

Manchester Airport

- 3.133 Within the UK, Manchester Airport offers the largest network of destinations served outside of London. With an existing network of domestic services unrivalled by any other UK airport, Manchester airport is able to offer direct daily services to many European and long haul destinations that rivals many available from some European capital cities.
- 3.134 Manchester Airport is easily accessible by rail, with Manchester Airport Rail Station providing a direct rail connection from both Manchester Piccadilly and Manchester Oxford Road Rail Stations in the City Centre.
- 3.135 Work has recently commenced on a fourth platform at Manchester Airport Rail Station as part of the Northern Hub programme, which aims to increase capacity and allow connections for businesses and travellers to the Airport City development. As of 3 November 2014, Manchester Airport has also been accessible by Metrolink.

Rail

- 3.136 The southern boundary of the Study Area is located within 300 metres of Manchester Victoria Rail Station, a major regional interchange serving destinations to the north and east of Manchester, including direct services to Liverpool (with a fast service at 36 minutes journey time recently commencing) and Leeds (approximately 1 hour 30 minutes journey time). It also has a Metrolink stop, which is currently being upgraded and will form part of the Second City Crossing.
- 3.137 The Station has been the subject of a significant level of investment to transform it into a transport interchange suitable for the 21st Century. The Northern Hub - a Network Rail project that will deliver £530m of targeted investment to transform Northern England's rail network, stimulating economic growth - will divert many rail services to Victoria Station and as such it will become a vital arrival and departure point to the City. This will further stimulate interest in the NDF area, particularly in Character Areas 1 and 2 given their short distance from the station.
- 3.138 The Trans-Pennine Express line links all major cities in the North of England (and Scotland) including Newcastle, Liverpool and Hull. For instance, there are 46 services to Liverpool and 62 to Leeds every day. Trains to Birmingham run every half hour and Manchester Airport benefits from up to 8-9 services an hour, with services operating 24 hours a day.

- 3.139 Provided that improvements are made to permeability and legibility, the Study Area is also easily accessible from Manchester Piccadilly Rail Station by cycle, Metrolink or the free Metroshuttle bus (via Shudehill Interchange). With the development of the Ordsall Chord currently underway, the connection between Manchester Victoria and Manchester Piccadilly will be greatly improved meaning that passengers can go from Victoria to Piccadilly and transfer onto trains to London.
- 3.140 Manchester Piccadilly Station is a world-class interchange, which provides high quality waiting, shopping and business facilities for rail passengers. Piccadilly Station is the main rail hub for the North West, with frequent and rapid services throughout the day and into the evening (with a service approximately every 20 minutes until 2015) between Manchester and London with average journey times of only 2 hours 10 minutes.

Metrolink

- 3.141 Metrolink transports on average 7 million passengers a year to and from the City Centre; has been the subject of significant investment and expansion of routes in recent years, which is on-going with the delivery of the Second City Crossing and recently completed enhancements of Deansgate-Castlefield Station.
- 3.142 Shudehill Interchange and the Victoria Station Metrolink Stops are within a short walk of the Study Area. During peak periods 10 trams run each hour, with 5 per hour in the off peak. Lines run to Ashton-under-Lyne, Altrincham, St Werburgh's Road, Didsbury, Eccles, MediaCity:UK, Droylsden, Oldham, Rochdale, Bury and since 3 November 2014, Manchester Airport.
- 3.143 The Metrolink service links areas where people live to areas where people work. Metrolink provides a popular commuter option, which penetrates the City Centre and is within easy reach of the Study Area at Shudehill Interchange (approximately 800 metres from the Study Area boundary) and Victoria Station (approximately 350 metres from the Study Area boundary).
- 3.144 In addition, subject to a detailed feasibility study and the development of plans for new residential development in the Study Area, there is an opportunity to create a new Metrolink stop in Character Area 4, serving both the Collyhurst and Lower Irk Valley neighbourhoods.
- 3.145 Metrolink is extremely popular with commuters, shoppers and tourists. Routes generally operate until midnight during the week and 1am at weekends. During peak periods 10 trams run each hour, with 5 per hour in the off peak.
- 3.146 With the exception of the Manchester Airport, Rochdale and East Didsbury routes, each destination connects directly with Piccadilly Station where national train connections can be made.
- 3.147 Metrolink has bold expansion plans for the future to enable further access for residents. The Second City Crossing route is currently under construction and will link St Peter's Square with Victoria Station, alleviating pressure on existing City Centre routes. A new line to Trafford Park has also been approved by Greater Manchester's leaders that will include 6 new stops and is scheduled to open in 2019.
- 3.148 Again, provided that improvements are made to permeability and legibility The Metrolink network is easily accessible from New Cross via the Shudehill Interchange, which also connects with bus services and the free Metroshuttle bus service linking key public transport nodes and facilities within the City Centre.

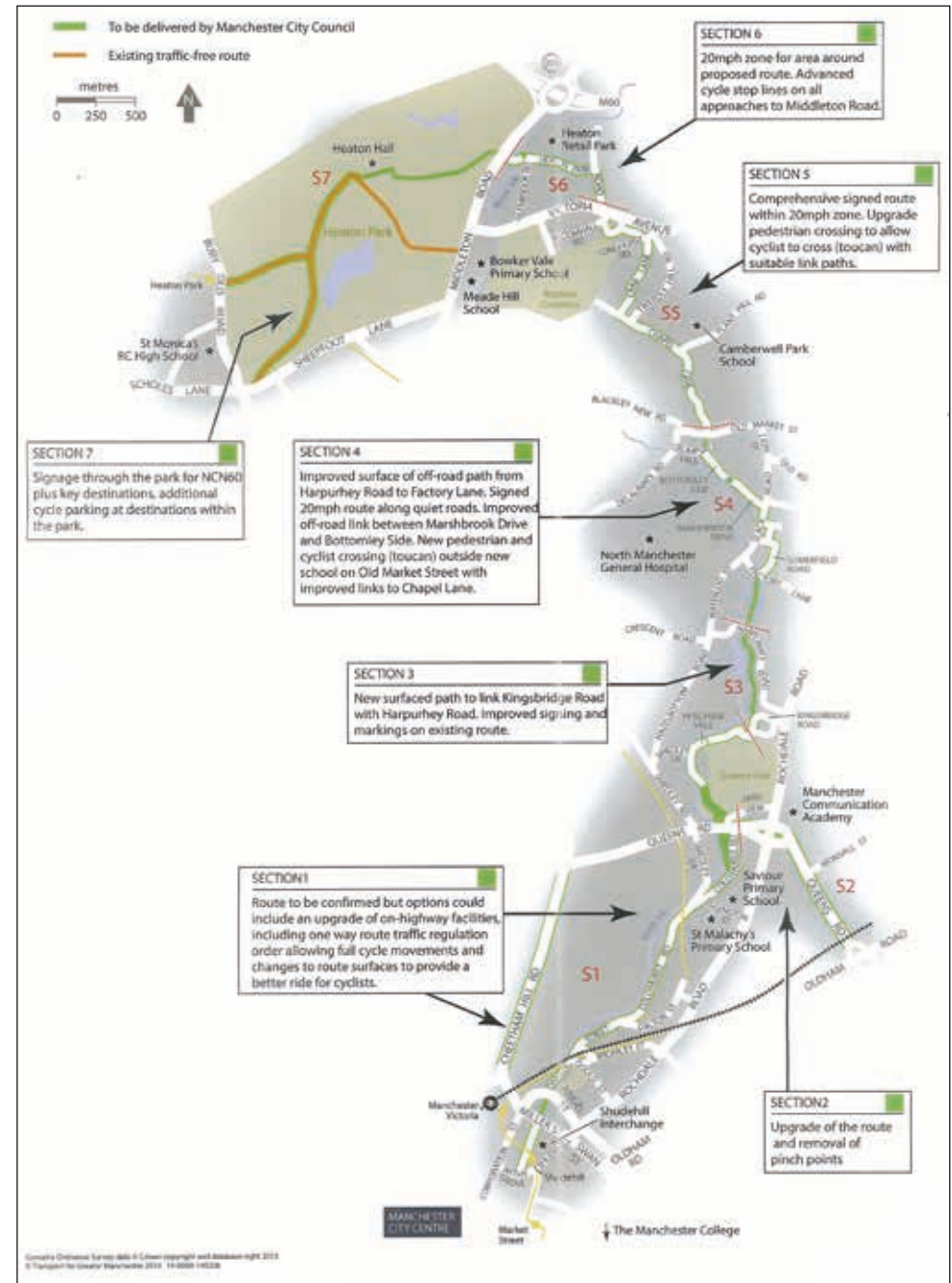
Heaton park connections

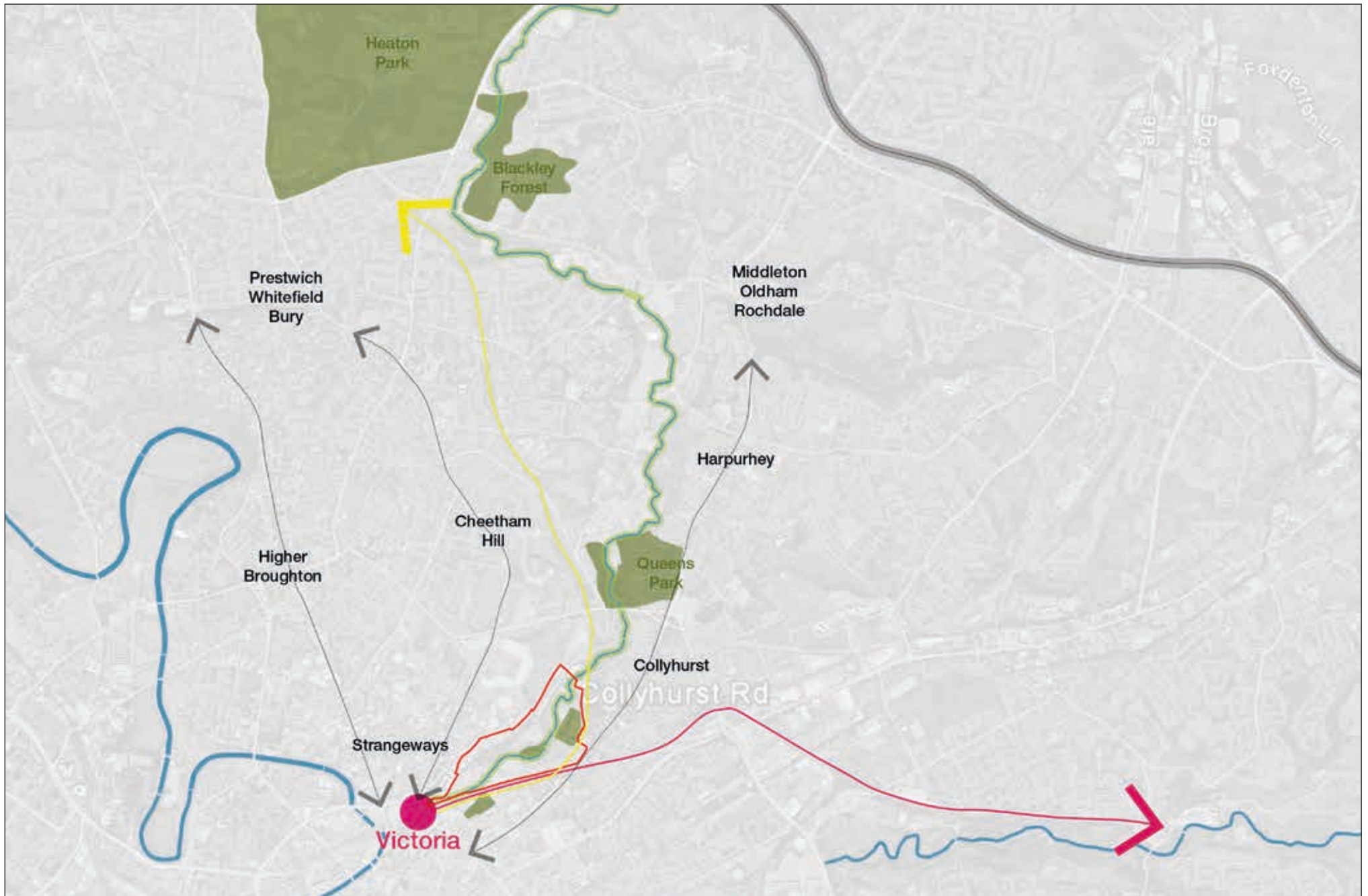
Bus

- 3.149 Rochdale Road forms part of the Cross City bus package, which is a £54.5m investment package that will significantly improve bus travel into, and across, Manchester City Centre. The scheme, extending along Rochdale Road from Middleton Bus Station to Manchester City Centre, comprises several kilometres of new bus lanes in both directions, largely within the existing carriageway, together with junction capacity enhancements, localised parking and loading improvements, and improvements to pedestrian facilities.
- 3.150 Rochdale Road currently sees 14 separate bus services with a combined 51 bus services operating in each direction per hour throughout the week providing linkages to Rochdale, Middleton, Heywood, Blackley, Chadderton and Newton Heath.
- 3.151 There are up to 23 bus services providing a total daytime provision of 77 services per hour from Shudehill. This equates to more than one service every minute. These services provide sustainable access to a number of destinations including Bolton, Rochdale, Farnworth, Heywood, Cadishead, Moston, Blackley, Bury, Warrington, Langley and Altrincham.
- 3.152 The stops along Rochdale Road would provide access to other district and local centres across Greater Manchester, which Character Areas 3 and 4 would be able to connect into and benefit from these services elsewhere.

Metroshuttle

- 3.153 Metroshuttle, the free City Centre bus, provides a regular and efficient service connecting the major transport hubs of Piccadilly, Victoria and Shudehill Interchange, as well as the major shopping, cultural, heritage and business quarters. Launched in 2002, Metroshuttle carries a total of 1.5 million passengers annually across the city. Metroshuttle buses link people to employment and leisure opportunities across the City Centre.





Community Facilities

- 3.154 Within the Study Area, the provision of community facilities and amenities is limited to small areas of public realm and incidental amenity space at its periphery. There are currently no community facilities, for example schools, GP surgeries, dentist, within the Study Area which would be expected to support a residential-led neighbourhood.
- 3.155 There are existing facilities on the edges of the Study Area, for example within New Cross, Collyhurst and the City Centre.
- 3.156 The updated Collyhurst Masterplan, includes proposals for the provision of a district centre, which will provide convenience retail and other community facilities near to the Study Area. A £30 million Academy was opened in Collyhurst in 2010.
- 3.157 The proximity of the study area to the City Centre also means that, through enhanced linkages, easy access can be provided to a range of amenities that would support the development of the Lower Irk Valley as an attractive neighbourhood and place to live, for example cultural, leisure and retail uses.

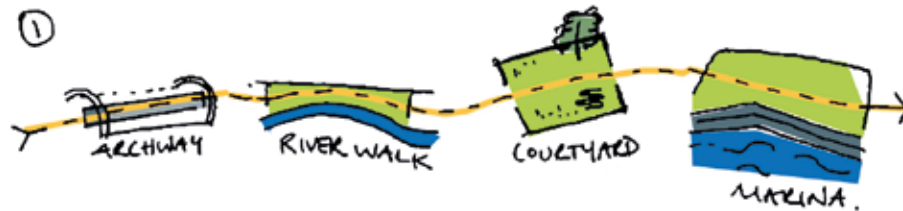
4. Masterplan Strategy

Introduction

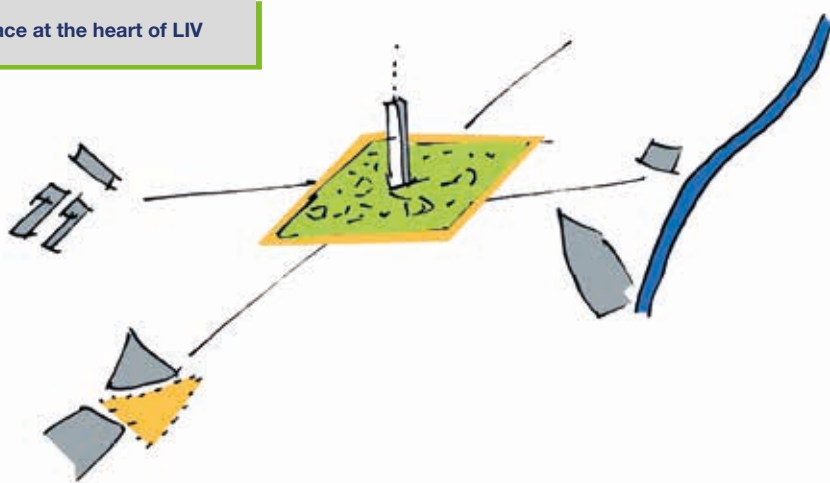
- 4.1 This section of the report sets out the key site wide masterplanning principles and overarching themes that should be taken into account as part of a strategy to unlock the true potential of the Lower Irk Valley neighbourhood. The strategy provides an overall framework within which key development and urban design principles for the 4 individual character areas (discussed in Section 5) have been further developed and considered.
- 4.2 The Masterplan strategy has been developed around 3 overarching themes relating to Places; Linkages and Forms, each of which are central to delivering the proposed vision for the Lower Irk Valley.



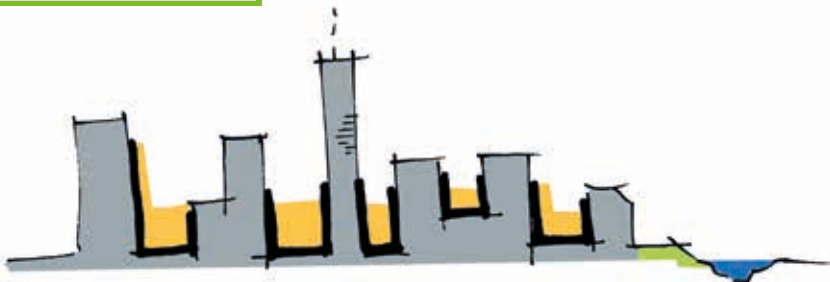
Sequence of spaces along the river



A land mark place at the heart of LIV



Dynamic variety of places expressed through form



Places

- 4.3 The vision for Lower Irk Valley relates to the creation of an area rooted in an understanding of its potential; an area shaped and distinctive by virtue of its unique characteristics. This in turn creates the potential to establish a new neighbourhood that has key points of difference which will complement both existing neighbourhoods and wider Neighbourhood Development Plans at the edge of Manchester City Centre. In addition, the vision is for a coherent place composed of complementary uses, built form, successful public realm and open spaces.
- 4.4 This can be achieved through implementation of the following key site wide principles:
- **Utilise the area's natural and man-made assets** as a basis for creating a unique sequence of character areas and places. This includes its green infrastructure, its distinctive river valley topography as well as its viaducts.
 - **Successfully re-work and enhance the Lower Irk Valley's existing green infrastructure**, so that it becomes a principal defining characteristic of its future built environment. This is an essential part of creating a sense of place and enhancing the quality of life and sense of well-being within this part of the City.

- **Reinforce and celebrate the river corridor and valley experience** of this area through responsive development forms (see section on forms below) and a sequence of interconnected public spaces and shared surfaces on vehicular routes along the river valley provided at key nodal points and route intersections. More specifically, where key developments sit alongside the riverside, the form of development combined with high quality public realm should celebrate this relationship and further reinforce the river corridor and river valley experience. It is essential that topographical features are used to shape the landscaping through the area including riverside landscaping.
- **A variety of different landscape types should be created**, utilising the area's varied characteristics and each having their own distinctive personality and function. Opportunities in this regard have been defined through the individual character area analysis, for example soft landscaping adjacent to the river as well as a network of interlinked, hard landscaped spaces.
- **Access to the river should be opened up**, and soft landscaping proposals should be successfully integrated with the wider urban environment.
- **Soft landscaping should be used where flooding naturally occurs** as well as to provide attenuation during heavy rainfall. These areas can add real value to the area as multi-functional landscaped spaces providing attractive and distinctive amenity spaces for local communities.
- **New development should clearly define public and private space** and contribute to a walkable, pedestrian-friendly environment.
- **Formal public spaces should be properly maintained** in order to function in perpetuity as a key element of establishing a successful neighbourhood.
- **Spaces should be enlivened at most times of the day and evening** by ensuring that they are well connected to the surrounding area and key routes and can be used in a variety of complementary ways including cultural, social and active usage. This could include for example a meadow event hosting art, music or food events; or a park within woodland where children's play spaces and recreational pitches are connected via a fitness trail along the river.
- **A variety and mix of uses should be provided around key public spaces and pedestrian desire lines.** This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors, which will provide enhanced animation to the street scene.
- **Opportunities to combine uses should be carefully managed** to create neighbourhoods with a distinctive sense of place as well as life and vitality on weekdays and evenings. In doing so, there is an opportunity to encourage enterprise and a wider mix of uses through flexible leasing strategies that will encourage and facilitate start-up businesses and independent operators as well as established operators. In residential areas, this is likely to mean avoiding late night uses including bars (Class A4) and nightclubs (Sui Generis) where there would be a potential conflict with residential amenity.

- **The mix of uses across the study area should provide for a range and mix of residential accommodation** in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhood of choice, all in line with the City's strategically defined needs defined in section 3 of this report.
- **Longstanding employment uses which contribute to the area and the local economy should be retained and protected**, wherever possible, to ensure that the potential for conflicts with new residential uses, in terms of residential amenity, are identified and properly managed or mitigated. However, in some locations; for example Character area 3, the potential for change of use to support significant residential development, should be considered in the medium term, to maximise the opportunity for residential growth on adjoining land.
- **Creative and interesting ways to re-utilise the viaducts through the area** should be sought. This could be for non-residential uses drawing on successful re-use of viaducts in other part of the city, or the viaducts could be successfully integrated into residential development as described in relation to Character Area 1 in section 6 of this document. Adopting this principle for the area will build upon regeneration proposals from Network Rail for the archways on Corporation Street. Re-using the viaducts can really add to the character of the area and will mitigate the sense of disconnection that sections of current underutilised viaducts can bring to the area.



Linkages

4.5 There is an opportunity to transform the Lower Irk Valley into a well-connected, active and fully integrated part of the city. As discussed in section 3, it is currently an insular, remote location that is physically disconnected, by virtue of its topography and existing infrastructure. As a consequence, it has also become functionally disconnected from the rest of the city. Transforming the area in this regard is therefore a key driving force behind the Masterplan strategy for this area.

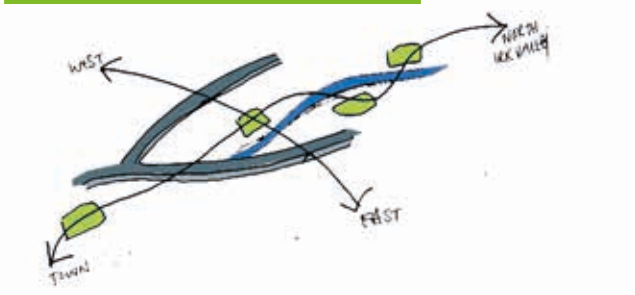
4.6 In addition, the site's strategic location means that this is fundamentally important. In this regard, there is a need to adopt the following site wide principles:

- **Strong north-south and east-west connections to adjoining opportunity areas should be created.** This translates into connections between Angel Meadow, New Cross and Collyhurst, as well as established and emerging areas as well as NOMA, Green Quarter, the Northern Quarter and the wider City Centre.
- **Attractive pedestrian and cycle connections** between North Manchester neighbourhoods including Collyhurst to the City Centre and on to key transport connections at Victoria and Shudehill should be created through the area.
- Allied to the previous principle, **there is a unique opportunity to create a leisure route footway/ cycle path** through the area along the riverside. This will help introduce walkers and cyclists to the area and is an important component of the place-making strategy for the area. As part of this route, linkages to the river should be encouraged by porous and permeable edges. It should be sensitively designed to improve the River's wider green infrastructure value.
- In addition, **there is a need for residents to access the city and surrounding districts on a more direct cycle/pedestrian route.** Dantzic Street/Collyhurst Road does this currently, but very badly. Wider footways and new cycleways need to be introduced to help control traffic speeds and 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.
- **Connections across the area's green network and into the city's wider green network** are an essential opportunity. This can be achieved via enhancements to the area's green infrastructure which forms part of its natural assets – includes meandering paths, crossing points and connecting the soft riverside landscape with surrounding parks and pedestrian/cycle routes. Green spaces can act as a series of 'stepping stones' linking through and across the Valley.
- **New river crossings should be provided wherever possible** in order to stitch spaces on either side of the river together.
- **The intersection of Dantzic Street and Corporation Street should be reinforced as an important connection into the Lower Irk Valley from the City Centre.** At this point the confluence of streets, which also includes Irk Street, Gould Street and Aspin Lane mean this acts as a key nodal point. Whilst vehicular access will be needed on most of these routes, the pedestrian environment and the quality of this importance connection should be enhanced through measures such as improved surface treatment, shared surfaces, pedestrian priority, improved cycle routes and less focus on predominantly vehicular routes. As a related point, where viaducts are not used and form important pedestrian connections, the pedestrian environment should be enhanced through, for example, the upgrading of surface treatments and lighting improvements.

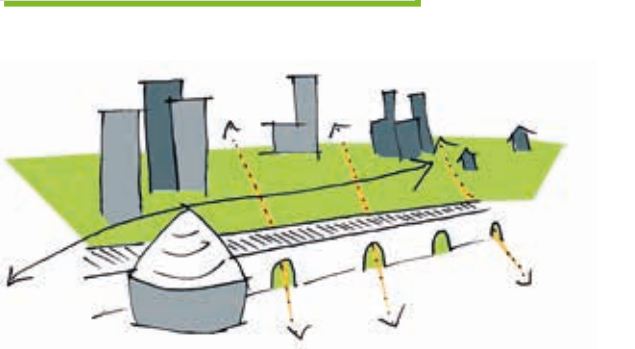
- **East-west connections should be enhanced through improved landscaping, environmental treatments and more permeable viaducts.** These perpendicular links, working into the area's principal north-south spine and creating connections to Collyhurst Road, Dantizic Street and Red Bank, are essential in supporting the ability of this area to accommodate a sinuous, diverse and connected sequence of river valley spaces, extending along the valley floor from the south east to the north-west.
- In this regard, reopening routes from Bromley Street will help to realise pedestrian and cycle routes connecting the river edges and development along Dantizic Street with Rochdale Road. Gould Street will also be a major link to the site which will need to be protected to guarantee vehicular access to and from the east. Faber Street and Roger Street will continue to provide access to the southerly areas of the Masterplan site from the west, whilst a key new linkage will be required to the sidings area from Red Bank.
- **A variety of forms of pedestrian connections should be provided** from more direct routes between key destinations or places to more meandering leisure routes through residential areas and along the river.
- **Visual connections between the site and the City Centre should be protected or created where opportunities arise on key axial routes** i.e. Corporation Street. This will signpost the expanding City Centre and should be explored through the possibility of a high quality landmark building. The quality of the proposals should be such that it can act as a genuine catalyst for the wider regeneration of the Lower Irk Valley and the City's wider Northern Gateway.
- **Functional connections with adjoining areas will be important** and these can be established through a critical mass and mix of high quality uses in the area as well as the quality of the green infrastructure and valley experience.
- **Existing highways around the site need to be re-worked** from a standard layout and construction that is typical across industrial areas in the city to a more residential friendly network of routes throughout the Lower Irk Valley.
- **There is a need to establish a clearly defined street hierarchy** which responds to movement patterns and the opportunity to create safer and significantly enhanced connections across the Lower Irk Valley area. In doing so, this should take into account the principles set out in the best practise Manual for Streets document. There will be a significant focus on humanising principal routes as defined below, as well as the creation of secondary streets providing access to development parcels and pedestrian only routes. A variety of surface treatments will be provided to define street use; for example wide shared surface streets for pedestrian and vehicular access, human scale and pedestrian only streets with active frontages and street parking.
- **Principal Routes**, including Collyhurst Road, Dantizic Street, Red Bank and Roger Street, **will need humanising** through a suite of measures including surface treatment, narrowing, wider footways, better defined and varied edges and use of viaducts.

- **Reduce traffic speeds on Collyhurst Road and create a more interesting and pedestrian friendly environment:**
 - Adopt built form and layout which activates and properly encloses principal street frontages.
 - Provide varied frontages – set back /set forward to affect speeds and to add planting into that including tree planting where possible.
 - Narrow the carriageway from 6 metres to 5.5 metres, introduce a cycle lane and increase footpath width as a consequence of the carriageway reduction.
 - **Red Bank will be retained as a vehicle access route into the Lower Irk Valley from the City Centre;** however, it will be important to radically alter the look and feel of its southern end to better reflect its purpose as a residential access road and further discourage rat running.
- **It would be desirable to re-route the upper section of Red Bank in the future to create a better linkage into Character Area 3.**
 - This will be important in terms of unlocking the potential of what is currently an isolated part of the Study Area. This can be achieved by stopping up a short section of the existing highway close to the junction of Red Bank and Back Bank Street or Knowsley Street and creating a new vehicular access route into Character Area 3. Access to Red Bank should then be restricted from Stanley Street and other east-west connections from Cheetham Hill Road to create a residential link to the south of the Study Area with industrial traffic confined to the north.
 - Peak hour observations suggest that there will be some initial additional pressure on Cheetham Hill Road as a result of the redirection of industrial traffic and some commuters. However, this will reduce as motorists adjust journeys to reflect additional delay or alternative modes available. The rerouting of the Inner Ring Road (IRR) had already contributed much to this redistribution.
- **Public transport connectivity into the area should be improved through the provision of local services.** This will be driven by the critical mass of residents which ultimately make new routes viable but early development should plan for and safeguard this important infrastructure.
 - Due to the greater distances into the City Centre and existing public transport facilities, it is likely that the northern end of the valley will provide the main demand for additional public transport. Routes across the site that connect Collyhurst and Cheetham Hill/Rochdale Road will introduce intra-radial activity and should come forward as the area matures.
 - Provision for public transport infrastructure in the earlier phases of the development will focus primarily on ensuring that highways have adequate carriageway widths for small to medium sized public service vehicles and that new vehicular links across the Irk are established. Bus stops and waiting areas will be created once routing and demand is established.
 - The potential for a new Metrolink stop within the area off Sand Street will be boosted primarily by planned new housing in Collyhurst and the proposed residential development Character Area 4. A critical mass of population provided by residential growth will help build the viability case for a new stop; however, this might also need to be supplemented by developer contributions.
- **Measures to provide car club spaces within residential blocks and electric vehicle charging points should be considered within new residential blocks and streets.** In addition to improvements in the environment for walking and cycling, such measures will help residents weigh up the costs of owning a private vehicle.
- **The Council will consider use of Traffic Regulation Orders to control on-street parking** and prevent over-flow from private car parks.

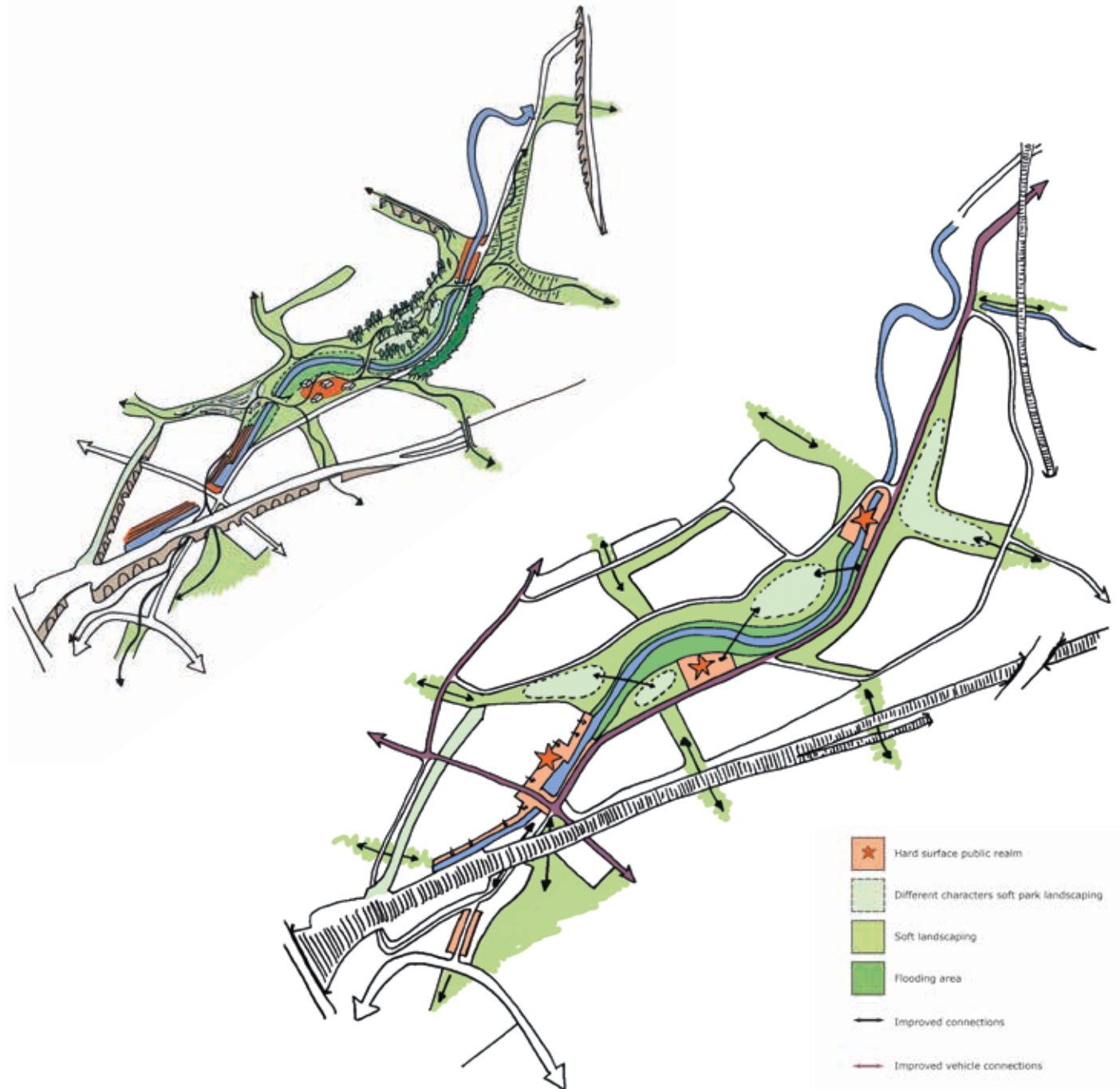
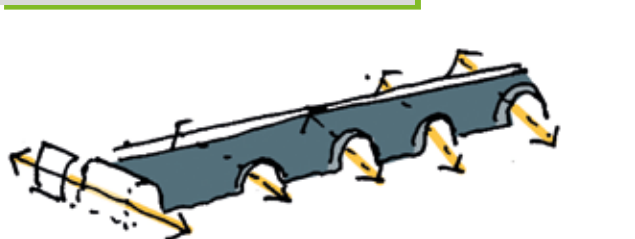
Linking across the valley to the City Centre and valley beyond



Connect the city to the valley



Porous and permeable edges



Form

4.7 There is an opportunity to transform the Lower Irk Valley, from an indiscernible and insular location that is functionally and physically disconnected from the rest of the city, into a connected and active part of the City Centre. Making it an integral part of the expanding Regional Centre is a key driving force behind the Masterplan strategy for this area.

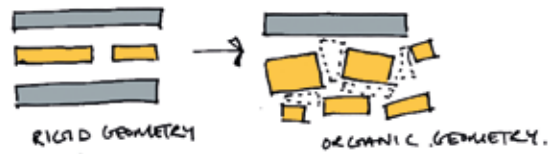
4.8 The area's strategic location also makes it of fundamental importance to the City Council's ambition to accelerate the delivery of high quality new homes in neighbourhoods of choice. This in turn will support Manchester's projected economic growth. In this regard, there is a need to adopt the following site wide principles:

- **Built form should reinforce the valley topography** by generally stepping down to the river in order to open up views and allow the river valley experience to be celebrated.
- **Sight lines to river corridor and associated amenity spaces should be promoted (or protected) given their status in the area as a central feature.** This form of development will also promote good levels of natural surveillance as a consequence.
- **A variety of form of new development should be provided to create an interesting and varied streetscape and network of open spaces.** In this regard, the lack of any established urban grid together with the area's topographical features provides a strong rationale for more varied organically derived patterns of development to come forward. This should however be provided within key spatial parameters which protect key features and connections for example. The purpose of this principle is to allow this characteristic of the area to be used in a way that promotes variety and interest and a unique sense of place and character.;
- **Architectural diversity is encouraged** to further support the creation of a neighbourhood that is varied in character and reflects the area's organic, historic development.
- **New open spaces should be allowed to interact and connect with the water wherever possible.** A more spacious river profile with soft sloping edges should be encouraged to offer views of the meandering River Irk wherever possible.
- Where there is opportunity to remove old riverside walls and buildings, comprising much of the rivers silt and debris, and create a more natural sloping edge, this should be pursued as part of any redevelopment
- **A variety of edge treatments should be utilised along the river frontage to reflect different character zones.** This aspect is explored further within the character zone analysis but includes the urban waterfront of the inner area the more spacious and natural feel of the edge treatments as the river meanders towards Queens Park and the old Mill.
- **New development will need to consider wayleave and access points to open up and allow better maintenance of the river for flood risk purposes.** The river currently silts and suffers from significant deposits of debris, which can lead to flooding. Early consultation with the Environment Agency will be required in this regard, as individual planning applications for the sites adjoining the river come forward.
- **New developments should provide access to all and create safe and secure environments** using the principles of "Secured by Design." Residential streets and spaces should be well overlooked with high levels of natural supervision, creating a safe and family friendly environment.
- **New development should create an environment where the amenity of residents and the environment within the site is maximised** with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement for example.

Variety in form



Organic geometry creating variety in open space



Built form reinforcing the valley topography



Connecting with the existing latent green network.



Future function defined by existing form.



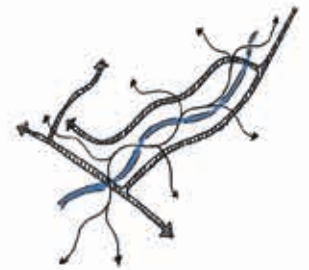
Topography and flood risk shaping landscape flow.



New uses and features introduced around mature features.



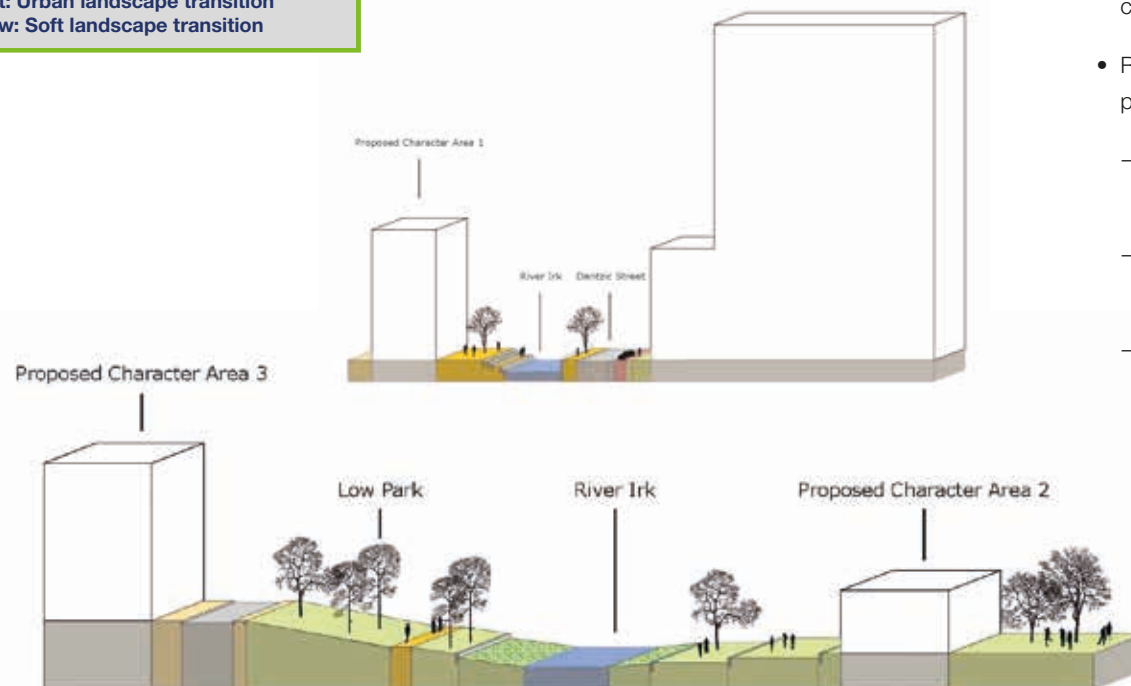
Connect with the water.



Variety in edge treatments.

- **Storage for refuse should be enclosed and contained within the perimeter block** minimising any impact on key elevations and the street frontage.
- In terms of **car parking**, 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. 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. A variety of potential parking options are presented in the character area section of this document.

Right: Urban landscape transition
Below: Soft landscape transition



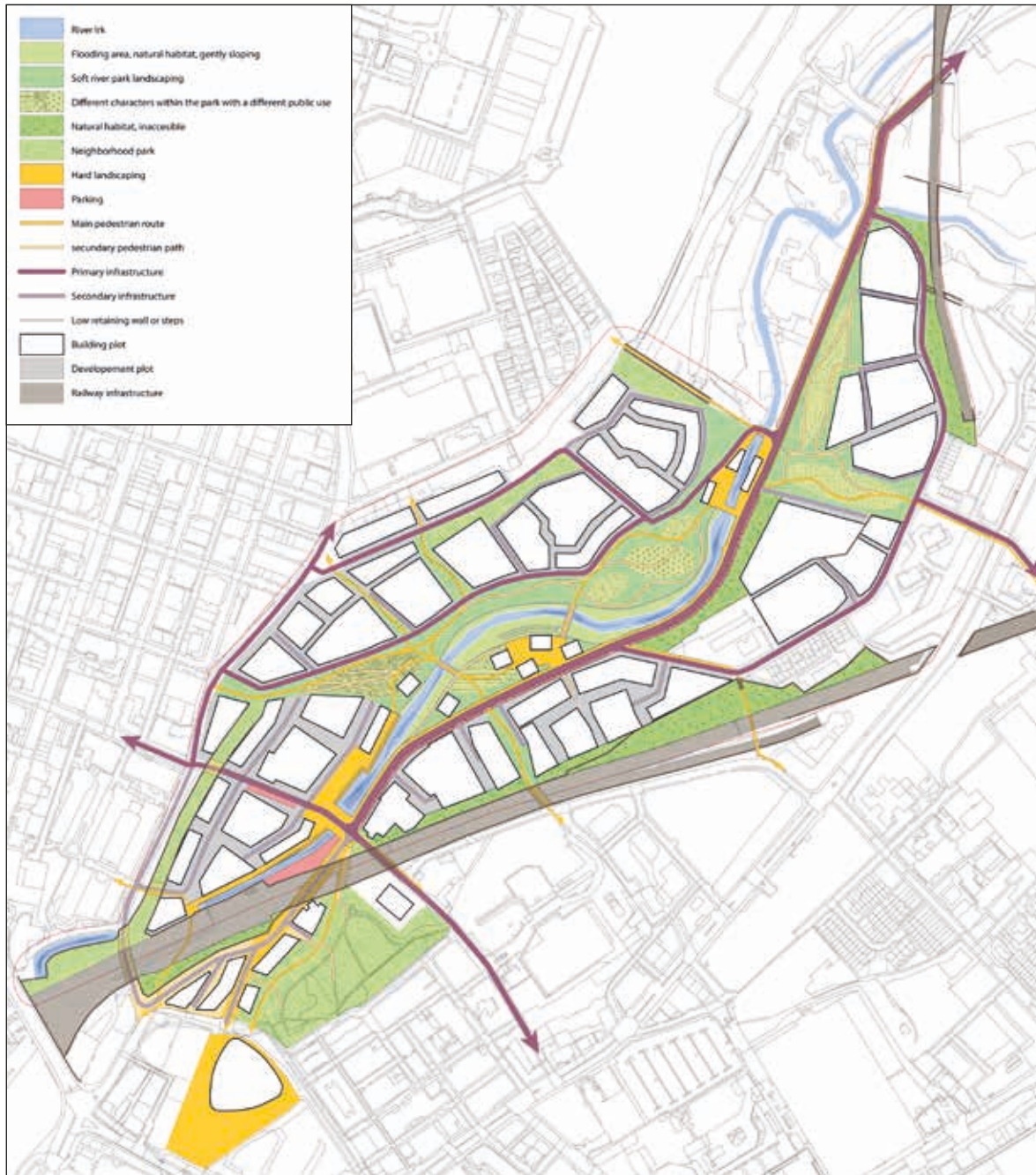
The Valley Core

- 4.9 In delivering the Masterplan strategy, it is likely that the core of the valley, defined by the Dantzic Street axis and the southern end of Collyhurst Road, will deliver important early opportunities for pioneering development in the area. These will form the first phases and it is worth emphasising the importance of delivering high quality development which accords with the principles set out within this NDF and, therefore sets an appropriate benchmark for the area's future development, and provides a catalyst for further development and regeneration that delivers the overall vision.
- 4.10 The valley core is defined by four key sections:
- One Angel Square to the 'Ragged School' and viaduct. This is covered in the NOMA extended Masterplan and includes a strategy that focuses on improving the streetscape, suppressing vehicle speeds and enhancing pedestrian and cycle connectivity, as well as improving the experiential qualities of the viaduct underpass.
 - Ragged School to the junction of Dantzic Street and Roger Street. Important principles are delivering:
 - Very high quality streetscape within a landmark public space at a key point of coalescence and gateway through to the City Centre core.
 - Coordinated works to improve adjacent viaduct bridges / arches, including lighting and surfacing.
 - Improvement works to the Listed 'Iron Works Bridge', with an aim to enable vehicular crossings.

- Junction of Dantzic Street and Roger Street to the junction of Collyhurst Road and Dalton Street:
 - A key opportunity to establish a high quality destination green space, subject to satisfactory relocation strategy for existing traveller site.
 - Coordinated works to provide footbridge(s) across the River Irk.
 - Coordination of adjacent development opportunity to provide bespoke, complementary development response.
 - Improvement works to Dantzic Street to provide better quality surfacing and pedestrian facilities (for example wider pavements, crossings, better lighting) including a potential new footbridge.
- Former Bridge Works building (Collyhurst Road and Dalton Street junction) and St Catherine's Park:
 - Refresh and upgrade of St Catherine's Park environment. Potential to integrate new river channel (floodable or permanent).
 - Improvement works to existing bridge and potential new bridge in proximity to existing weir.
 - Improved primary route along Collyhurst Road with generous pedestrian and cycle provision.
 - Creation of destinations / nodal points as a means of slowing vehicle speeds along this route.



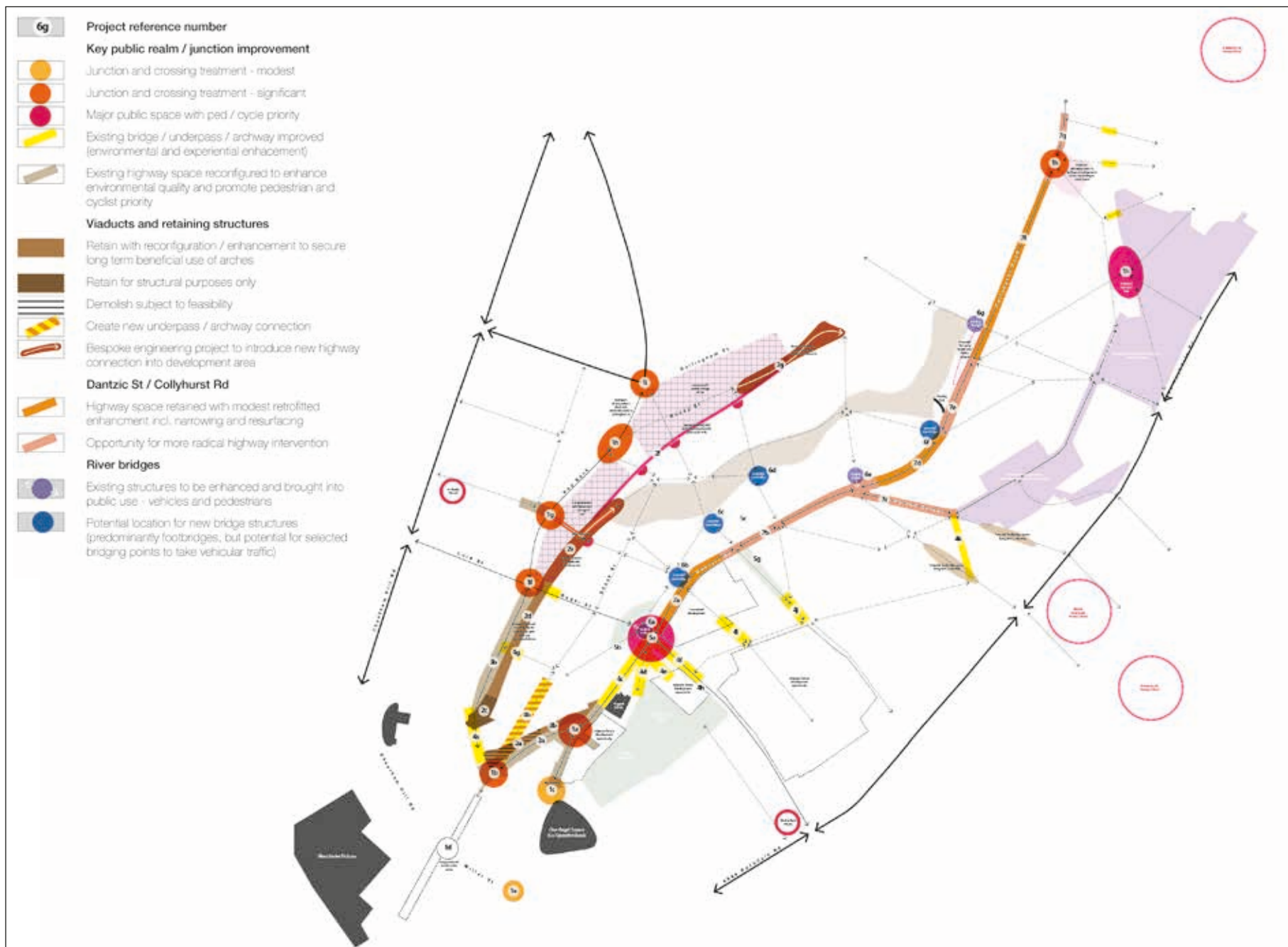
Landscape Masterplan application of key landscape principles











Developer Contributions

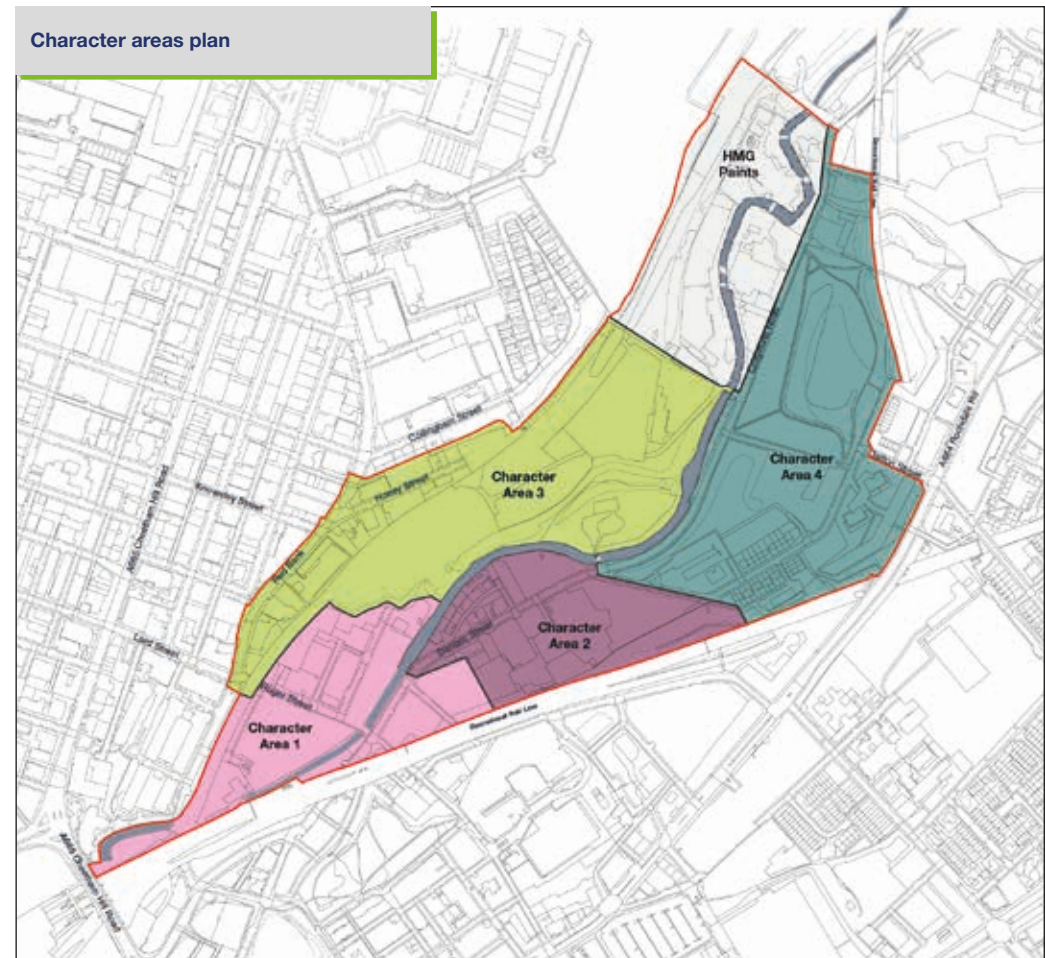
- 4.11 As emphasised from the outset, the purpose of this document is to create a series of safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live.
- 4.12 As such, the Local Planning Authority (LPA) will utilise this document to ensure that quality outcomes are achieved in terms of building design/architecture and that the key objectives in terms of public realm, open space provision, enhanced cycling and pedestrian connections, highways and community infrastructure, as identified in this document, are delivered.
- 4.13 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.”*
- 4.14 Paragraph 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.”
- 4.15 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,
 - Be visually attractive as a result of good architecture and appropriate landscaping.

- 4.16 It follows therefore that in order to secure a sustainable future for the Lower Irk Valley area and deliver neighbourhoods of choice, the Local Planning Authority will utilise all reasonable resources and mechanisms to secure appropriate financial contributions from landowner/developers which 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.
- 4.17 The site wide Masterplan strategy, together with the character area principles provided in the subsequent section of 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 attractive neighbourhoods 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.

5. Character Area Guidance

Introduction

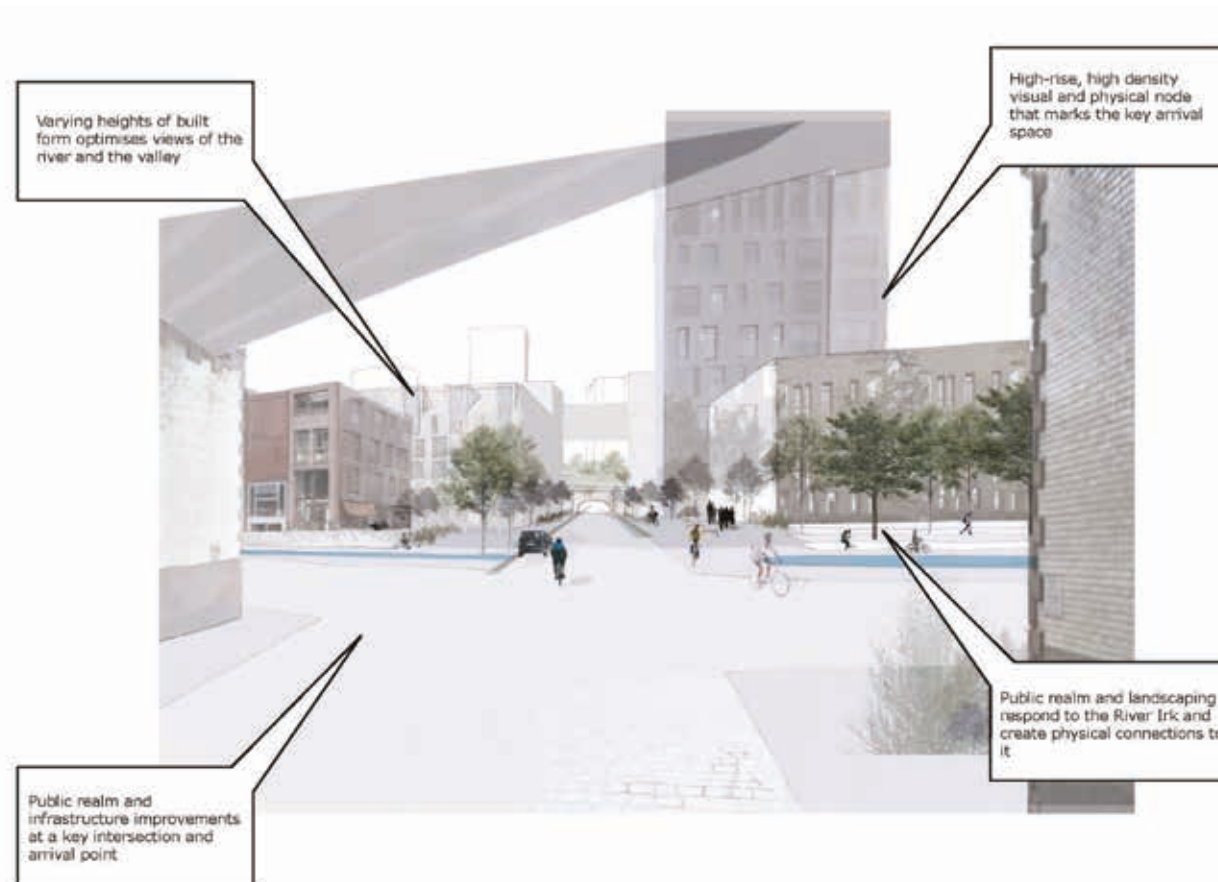
- 5.1 Four character areas within the Lower Irk Valley have been defined for the purpose of this Framework. This has been based on the contextual appraisals, site analysis and their identified role in delivering the site wide Masterplan strategy and vision.
- 5.2 For each character area, guiding principles have been produced which will be material consideration in the determination of future planning applications. In addition, illustrative material is provided to clearly represent those principles and the vision for Lower Irk Valley. This illustrative material is not intended to be prescriptive. It does however provide a demonstration of one way in which high quality development proposals could be made to work successfully within the parameters of this guidance.
- 5.3 For each character area, the guidance is provided with reference to the following key sections:
- Introduction
 - Character Area Principles:
 - Land Use
 - Built Form
 - Public Realm
 - Connections and Movement
 - Parking
 - Illustrative Layout
 - Spatial Framework



Character Area 1

Introduction

5.4 This Area provides some of the most immediately accessible development opportunities within the Lower Irk Valley area.

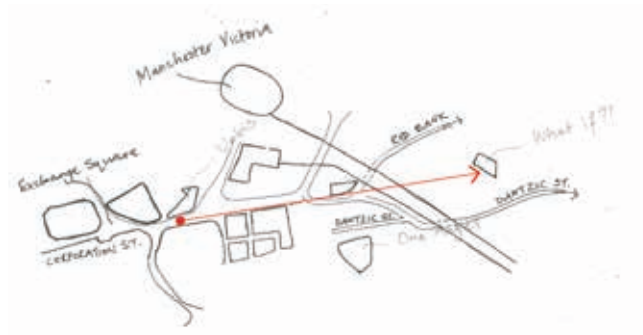
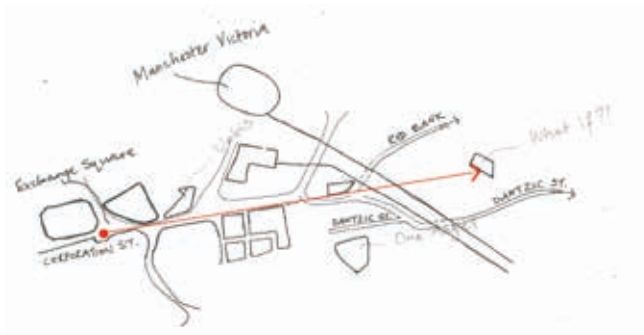


Character Area Principles

Land Use

- 5.5 Development will be residential-led in this Character Area but with an ambition particularly at the ground or lower levels of buildings – and within retained viaduct – to promote a variety of retail and leisure uses. This would add vibrancy to the area, and through the appropriate management of incoming tenants and uses, it could support the local community. In addition, as the area matures and develops, the mix of uses should combine to create a new distinctive City Centre destination which is vital and vibrant during the day and evening on weekdays and weekends.
- 5.6 Residential units above ground floor units should be designed to promote overlooking to encourage the development of a safe public realm and a walkable neighbourhood. In addition to the mix of ground floor uses, the creation of an appropriate mix of residential accommodation within a high quality and well-managed environment will be required to create a vibrant neighbourhood of choice.
- 5.7 The economic and market analysis presented in this document would suggest that the future housing need and growth will be fuelled by an economically active 20 to 39 year old age group. Within Character Area 1 this is likely to result in a development that is principally apartment led, including bespoke design and constructed open market rented / PRS units. It is however considered that there will be an opportunity to integrate lower density development into the area in order to allow for this variety in the built form and types of tenure. This typology has been successful in international examples such as Malmo, which has been used as precedent in considering how the urban grain within Character Area 1 should be developed. A Case Study of Malmo is provided at Appendix 6.1. This variety in tenure, development forms and typologies will also encourage active frontages where commercial development is not economically viable.
- 5.8 In addition, it is considered that there will be an opportunity to integrate lower density townhouse units within apartment led development plots. This would provide scope for provision of dwellings with 3 or more bedrooms, contributing towards the requirement identified for North Manchester in the adopted Core Strategy (Policy H3 North Manchester) and the Housing Need and Demand Assessment (2010). Policy CC3 Housing of the Core Strategy also encourages the inclusion of a range of accommodation types including meeting the needs of families within the City Centre.
- 5.9 The townhouse front doors would also provide an alternative way of providing active frontages to the street where commercial uses might not be appropriate or where there are concerns about viability.
- 5.10 This mixed typology approach has also already been successfully implemented at other locations at the northern edge of the City Centre, including:
- Eastbank, Ancoats – a mix of mews townhouses, apartments and duplexes located at the western edge of Great Ancoats Street.
 - Islington Wharf, New Islington – Phase 1 delivered a 20 storey apartment building, followed by Islington Wharf Mews, a range of townhouses, apartments and duplexes on Vesta Street.
- 5.11 Overall, Character Area 1 would offer the Lower Irk Valley's greatest variety of form and most activity because of the suggested mix of land uses, mixture of densities and its proximity to the City Centre; these all have the potential to combine to create a key gateway between Manchester City Centre and the upper reaches of the Lower Irk Valley. To avoid the noise amenity issues that have been associated with areas such as the Northern Quarter, where residential and night-time commercial uses are in close proximity to bars and other late-night uses, the type and range of uses will need to be carefully considered in order to avoid potential conflicts with the planned principal residential use of this area.

A landmark building for Lower Irk Valley



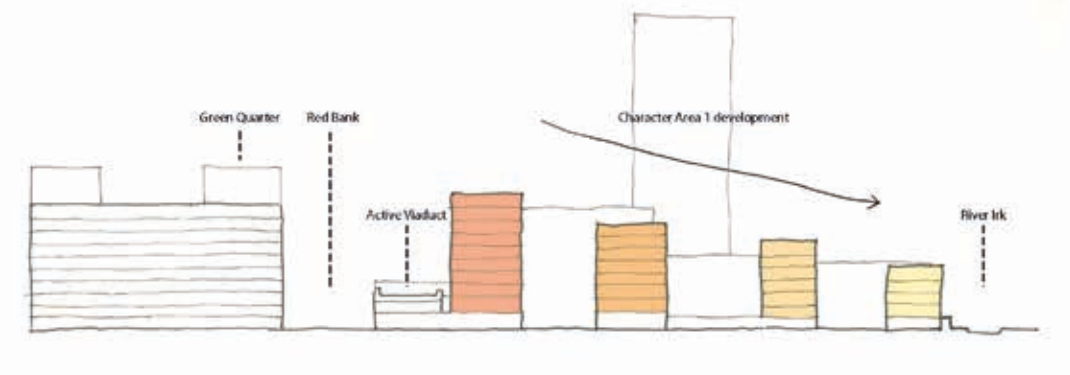
Built Form

- 5.12 The proximity of this area to the established City Centre will support higher density development; however, that should be programmed within a variety of building forms, heights and therefore densities reflecting a range of typologies which adds variety and interest and responds to the contextual appraisals of the area. In this regard, there is a specific opportunity to deliver varying heights of buildings to optimise views of the river and reinforce the 'river valley' experience of this area.
- 5.13 For example, a tall residential tower will create high density on a small footprint within the site, allowing for a contrast and variety in height, density and form with lower-rise elements of 5-8 storeys.
- 5.14 There is a specific opportunity to introduce a high rise visual and physical node, in the form of a tower which would mark a generous arrival space at a point of entry into the Lower Irk Valley.
- 5.15 A landmark tower will also form a visual and physical node, which is proposed to define this character area as a new destination within the City Centre and would act as the connection point between the City Centre and the Lower Irk Valley. This tower would sit on a prominent axis, along Corporation Street, establishing a striking and highly visible landmark for the character area. The tower would be designed to create interest; drawing people towards the Lower Irk Valley.
- 5.16 Surrounding this tower, the massing follows the valley height principle as expressed in the Masterplan Strategy section, with the higher forms of development located along the western edges of the site, reacting to the height of the adjacent Green Quarter and utilising the existing viaducts. In essence, forms should reduce in height towards the River Irk.
- 5.17 Higher development density is located to the south of the site; responding to the existing densities within the city grain, the proposals at NOMA and the existing density of the Green Quarter to the west of the viaduct structures.
- 5.18 Specifically in relation to the disused viaduct arches adjacent to Red Bank within this character area, there are 2 options that will need to be interrogated further on the basis of options analysis and commercial viability appraisals. In terms of design and placemaking, the preferred option would be to retain the viaduct as an integral part of the residential development proposals, providing a character feature and an active defining edge to the area. There are a number of advantages and opportunities in taking this approach:
- Retention of the viaduct would allow the arches to be re-established as commercial units creating active frontages onto Red Bank.
 - It would assist in creating a new urban community with local amenities and a distinctive character and identity.
 - The top of the disused viaduct could potentially provide a unique shared amenity space.
 - The viaduct would also provide additional breathing space between new development and the existing Green Quarter developments and an enhanced level of residential amenity in this regard.
- 5.19 As stated above, the commercial viability appraisals and further option appraisals will be required as part of a delivery strategy for the wider character area. In the event it is not possible to retain the viaducts, then the structural integrity of the adjoining operational viaduct would need to be carefully considered as part of any demolition proposals. The form and siting of any new development would need to provide an appropriate human scale development in its relationship with the Green Quarter to avoid it becoming an overbearing environment for pedestrians.

Components form and precedents

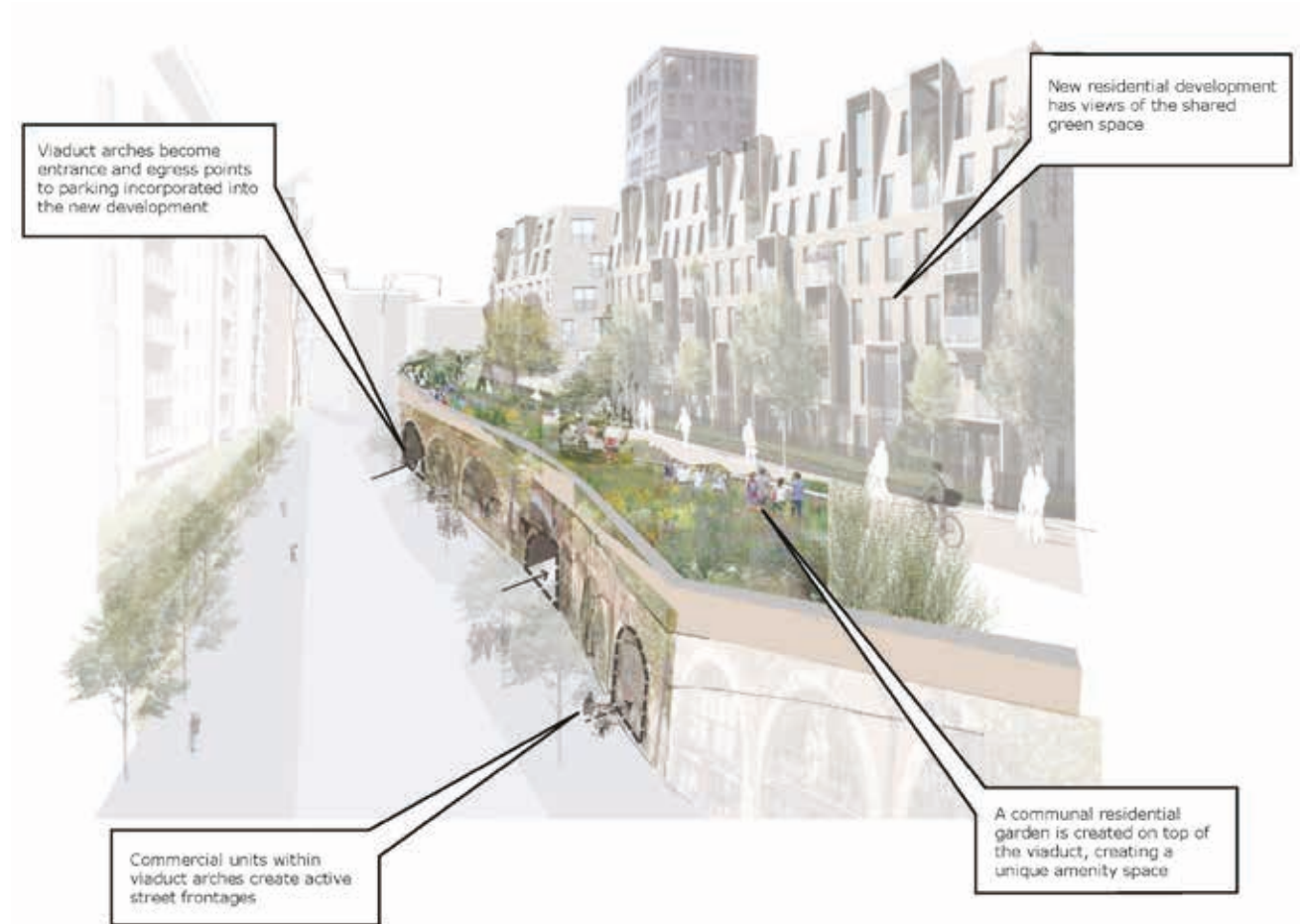


Heights and grain



Character Features

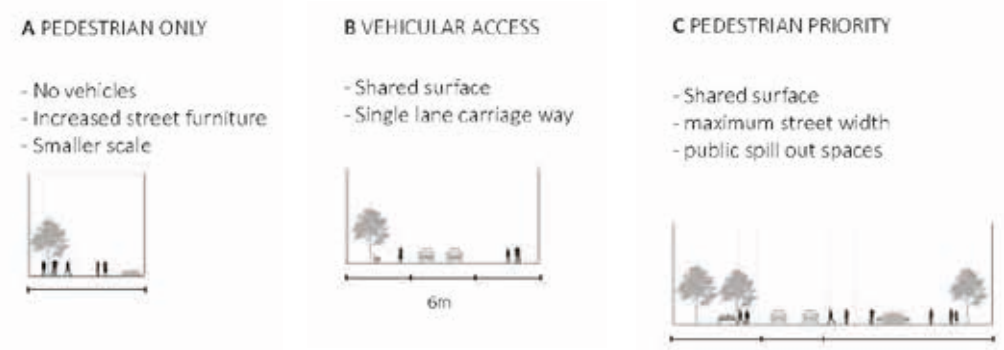
- 5.20 Overall, the celebration of the site’s topography and other character features such as the viaducts will be an important aspect of establishing a unique sense of place.
- 5.21 The opportunities to rejuvenate the viaduct arches as an identifying characteristic of this area, as described at paragraph 6.18, could act as a basis for targeting a larger and more diverse range of commercial businesses. This will create vibrancy, amenity and destination points along the perimeter of the site.
- 5.22 Environmental improvements to the viaduct arches along the site edges will create a much more connected and permeable approach to the site and importantly would strengthen links to the City Centre and reinforce east-west neighbourhood connections: achieved through lighting, signage, improved surface treatment as well as activation of the void space where possible. This would ameliorate the potential barrier effect of the arches, which has been identified as a current issue in relation to this area.



Connections and Movement

- 5.23 It is fundamentally important that Character Area 1 is established as a sustainable urban residential community with high quality and clearly defined connections between the City Centre, Green Quarter, the Lower Irk Valley and New Cross through to Collyhurst.
- 5.24 As Character Area 1 is the gateway to the Study Area from the City Centre, it must be successfully integrated through its visual and physical permeability. As highlighted in the key challenges section, the area suffers from a lack of direct permeability from the City Centre and is hampered by the River Irk and the viaducts with regard to the east-west connections that currently exist.
- 5.25 Instead, this area must act as a key gateway to the Lower Irk Valley and be viewed as a destination from the City Centre. Addressing entrance points and creating better east-west connections across the Lower Irk Valley is therefore of paramount importance.
- 5.26 Secondary spaces should be established to reinforce east-west connections between development parcels. These should have high levels of natural supervision created by a well-defined, although varied building line that would enhance the walkability of the environment from its current state.
- 5.27 Porous and passive viaducts would also substantially improve permeability into the area. The improved routes under the viaduct structures should draw people through a point of transition, signifying an arrival to a new vibrant place within the City.
- 5.28 The suggested development parcel structure indicated in the spatial framework diagrams would reinforce key connections across the site ensuring accessibility and movement and a series of secondary streets provide access to development parcels.
- 5.29 A significantly enhanced east-west route into the City Centre, connecting Corporation Street to Gould Street, is considered essential. The highway from the southern section of Red Bank where it passes under the Viaduct through to Gould Street (also incorporating a section of Corporation Street and Dantzig Street) should be downgraded to limit vehicular access and improve the public realm along the front of the viaduct structures.
- 5.30 A network of pedestrian and cycle routes will meander through development parcels and provide access to green spaces; connecting the River Irk to the proposed developments and River Irk parkland.

Typologies sections



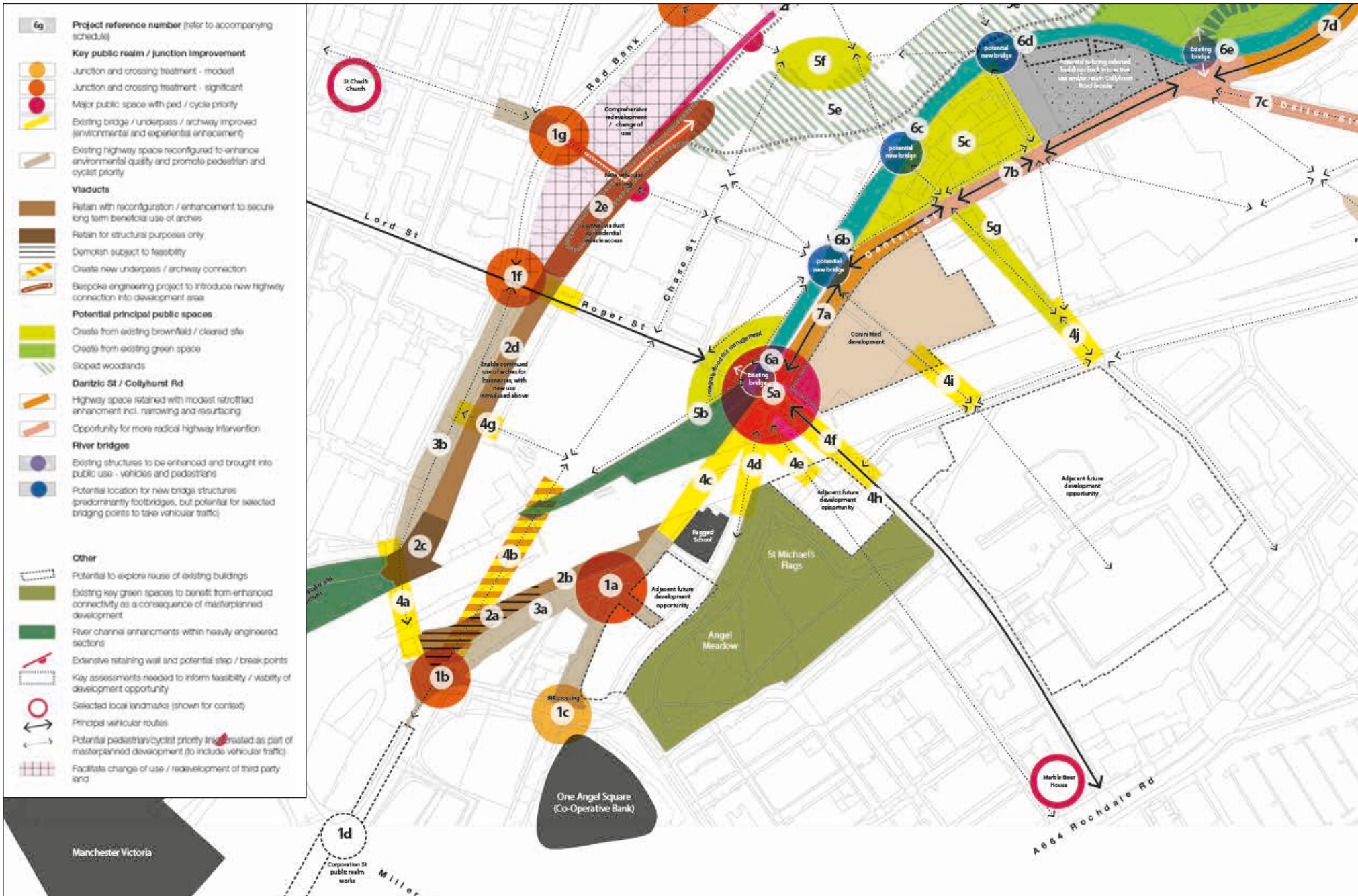
Movement framework plan

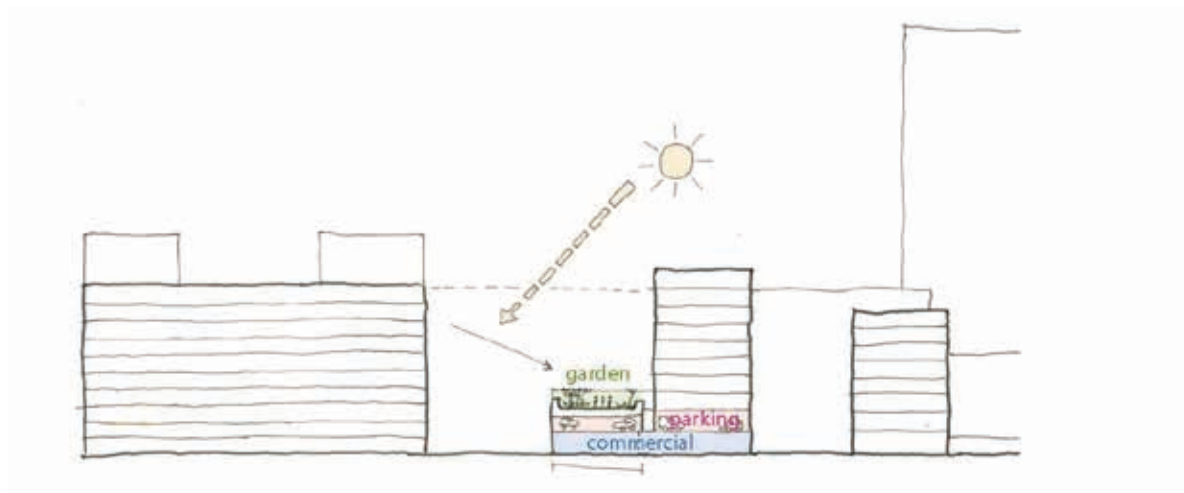


Public Realm

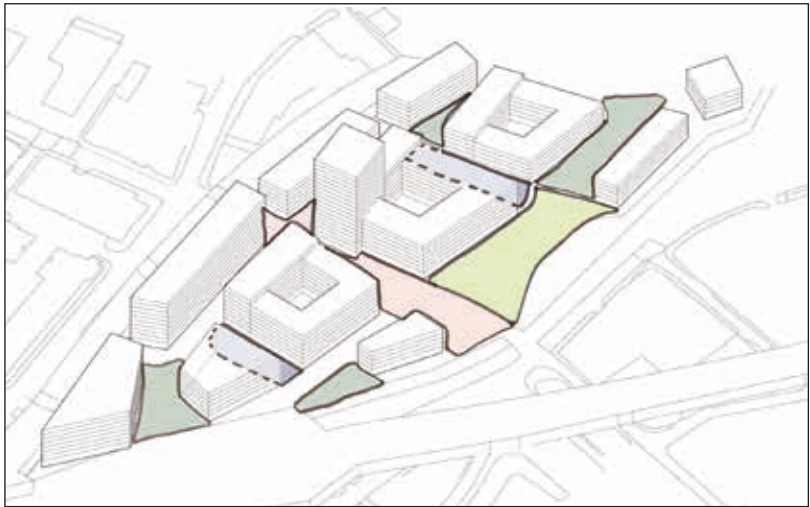
- 5.31 In devising the detailed public realm strategy for this defining character area, there is an opportunity to respond positively to the River Irk and to create physical connections to it. The feel of the public realm at this point is likely to be more urban and of a City Centre quality. As noted in section 5, opportunities for different landscaping typologies exist along the full extent of the river valley creating variety and interest.
- 5.32 A key Masterplan theme which applies to this area, relates to the promotion of irregularity and diversity as opposed to regular and monotonous built form and public space.
- 5.33 The creation of high quality public realm is seen as one of the most important principles of the development framework given the area's main draw-back is its disjointed and unloved streets and spaces. Therefore, a variety of public realm typologies that will complement the proposed building forms and existing site characteristics and connect with an overall plan for the area should be provided as an integral part of each redevelopment scheme.
- 5.34 The suggested hierarchy of public realm and variety in form within Character Area 1 would create strong definition between public and private space. This street and space hierarchy can be driven by adopting a development parcel structure, which provides the opportunity to establish a number of high quality areas of public realm focused around the existing features of the site.
- 5.35 To improve safety for future pedestrians walking through the site, spaces and routes should be well overlooked and enclosed with active building frontages and a variety of form.
- 5.36 As parts of the character area are at a high risk of fluvial flooding, preference should be given to multi-functional open space which provides a source of flood storage in these locations.
- 5.37 As already described, the arrival experience into the Lower Irk Valley should be supported by the new public space and wider public realm and infrastructure improvements. This space should be a key 'stepping stone' on the route into the Lower Irk Valley.
- 5.38 Landscaping principles are also considered highly important within streets and spaces. As such, a variety of surface treatments should be used to define each street's use; wide, shared surface streets for pedestrian and vehicular access, human scale pedestrian only streets with active frontages and street planting. Such areas of high quality public realm, located at nodal points of key routes onto the site, should create attractive arrival spaces within the development and help create a legible place.

Public realm and connections



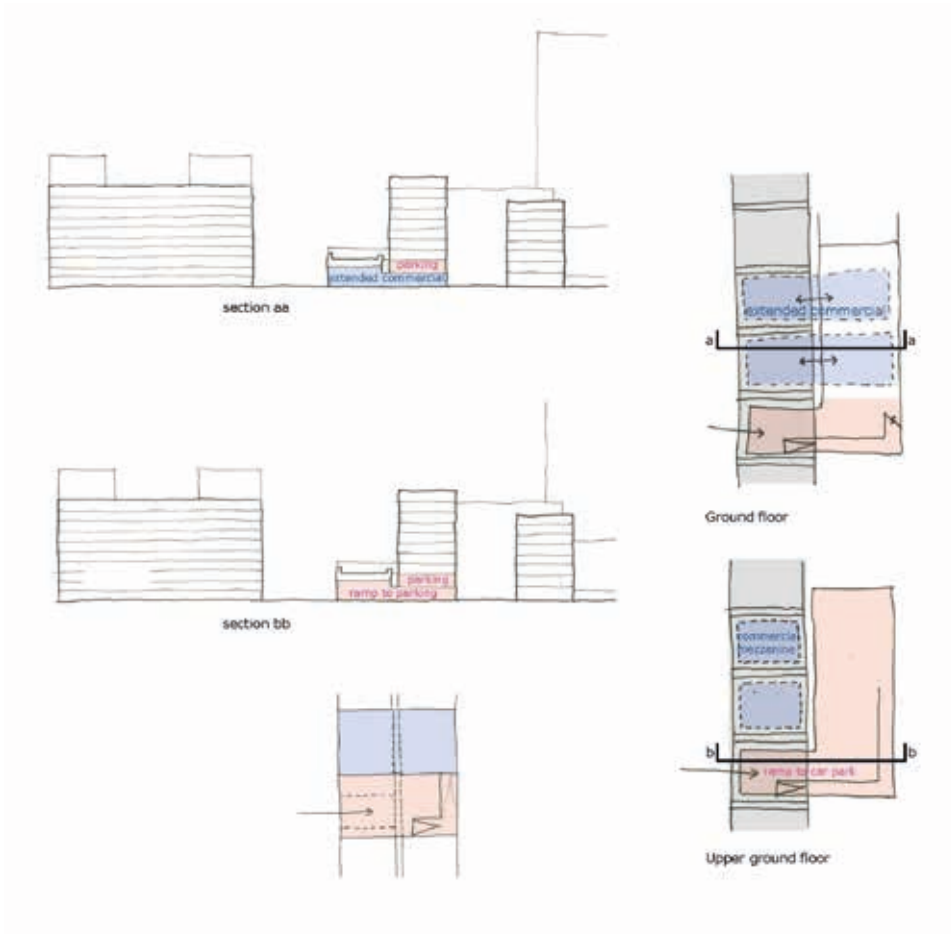


Public realm, enclosure and frontage

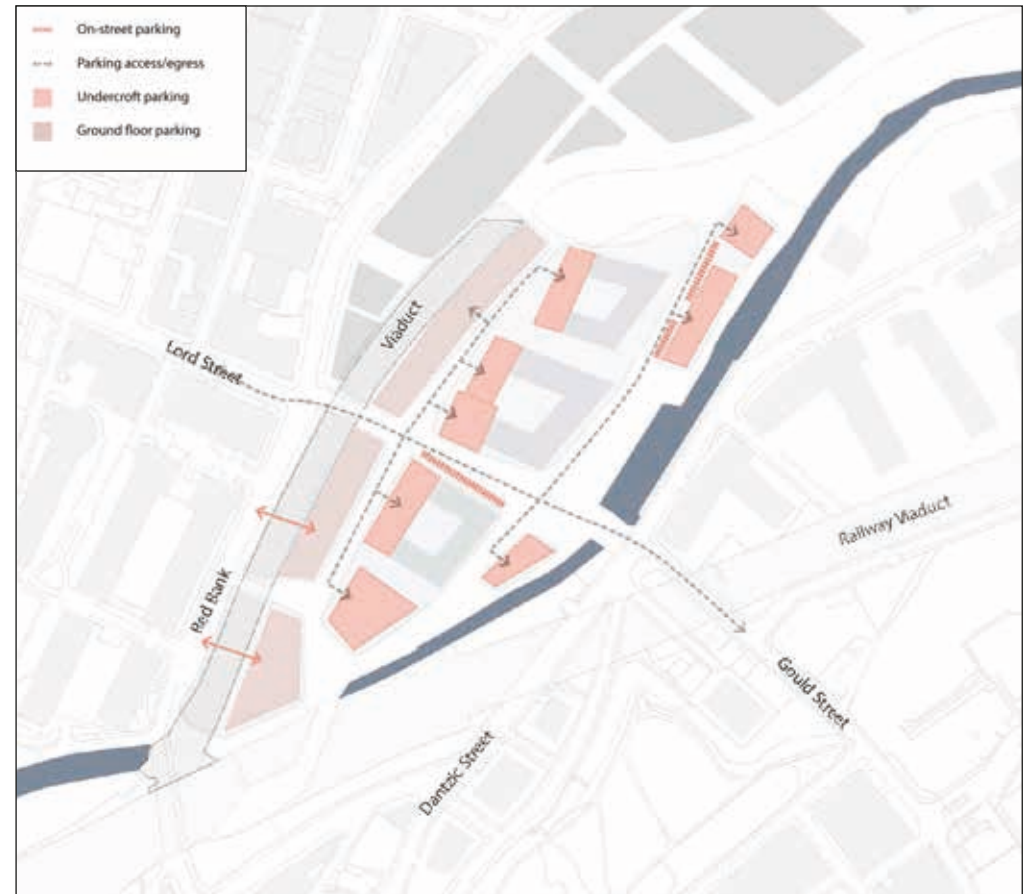


Parking

- 5.39 Residential development should adopt a combination of integrated on plot parking, ground floor and first floor and on-street parking pay parking. Parking could be integrated into the existing viaduct were it to be retained, using the viaduct arches as entrance and egress points.
- 5.40 Whole plot ground floor parking should be avoided in order to create active frontages and Red Bank and proposed internal linkages.



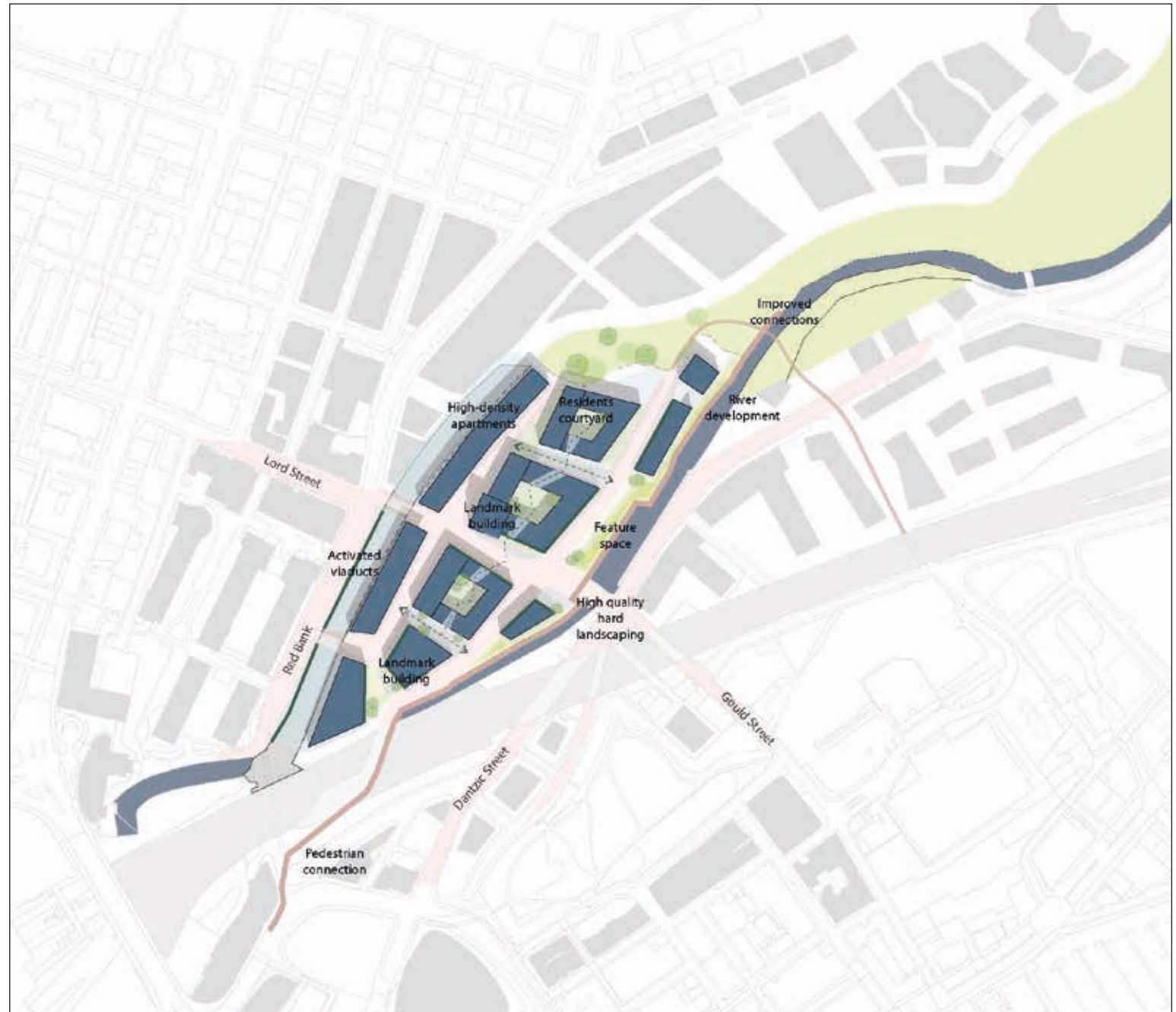
Parking framework plan and sections



Illustrative layout

Illustrative Layout

- 5.41 The illustrative layout demonstrates how Character Area 1 could be interpreted in line with its guiding principles. The layout responds to the area's key challenges and harnesses its particular characteristics in order to respond to the components and principles.
- 5.42 The illustrative layout and the development framework have been influenced by best practice examples, which are considered appropriate for this area of the Lower Irk Valley. The layout illustrates one possible response to the spatial framework plans, indicating how a new residential community could be established in this location.



Spatial Framework

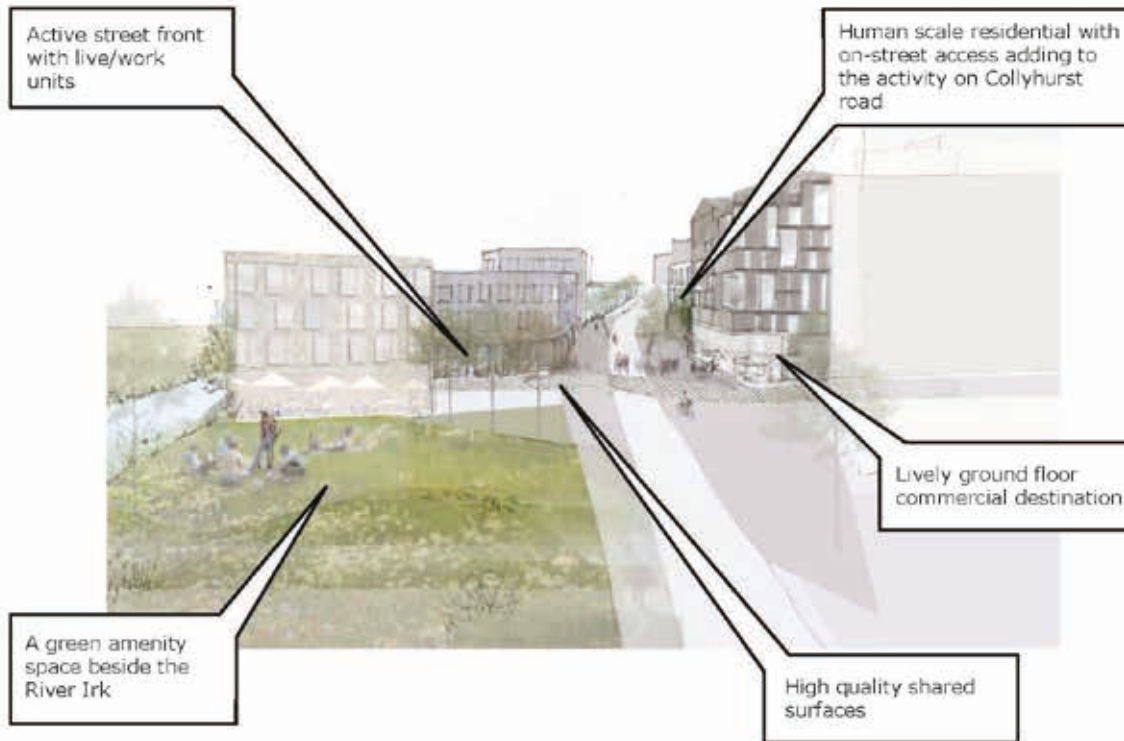
- 5.43 The Spatial Framework binds together the key principles in order to more directly guide future development. In addition, it assists in providing the foundation for future planning applications in this area.
- 5.44 A variety of development forms can come forward within the parcel envelopes as shown in the Spatial Framework; a mix of typologies and densities will characterise the site. These include the tower, mid-rise development, the arches below the operational railway viaduct and the arches contained beneath in the event the redundant viaduct along Red Bank if the structure is retained.
- 5.45 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of the Lower Irk Valley.
- 5.46 The Framework identifies areas appropriate for development and how they could respond to viaduct infrastructure and key internal and wider connections.



Character Area 2

Introduction

5.47 Due to its proximity to the City Centre, Character Area 2 has the scope for appropriate higher density development and will look to primarily capitalise on the riverside position to encourage a unique sense of place.

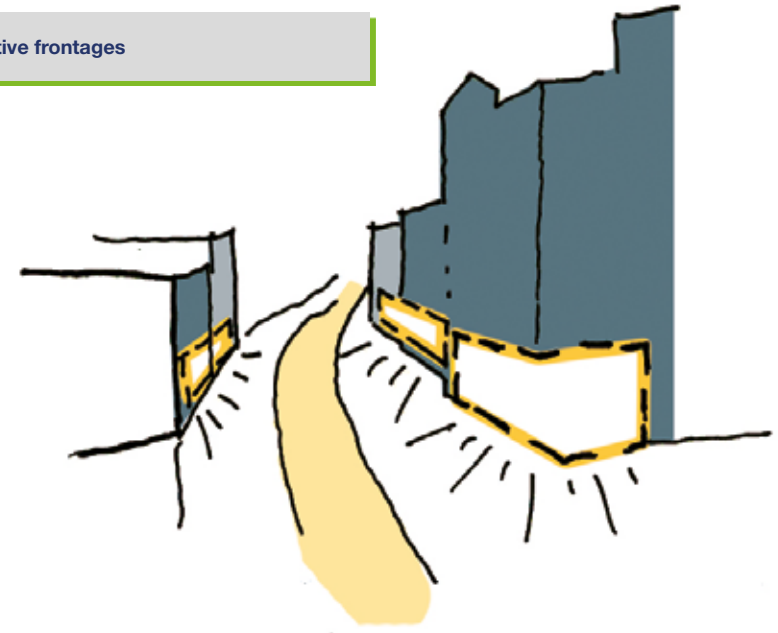


Character Area Principles

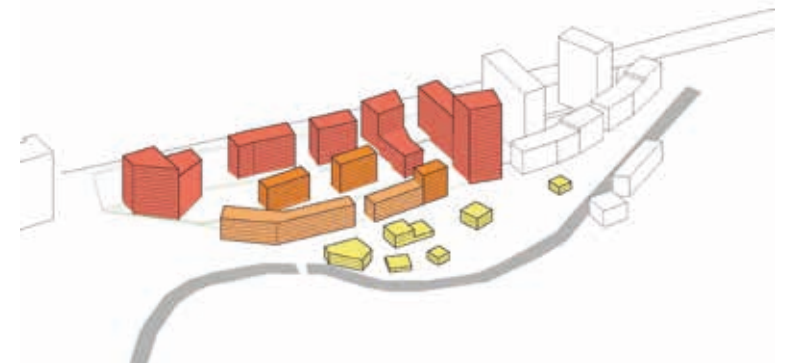
Land Use

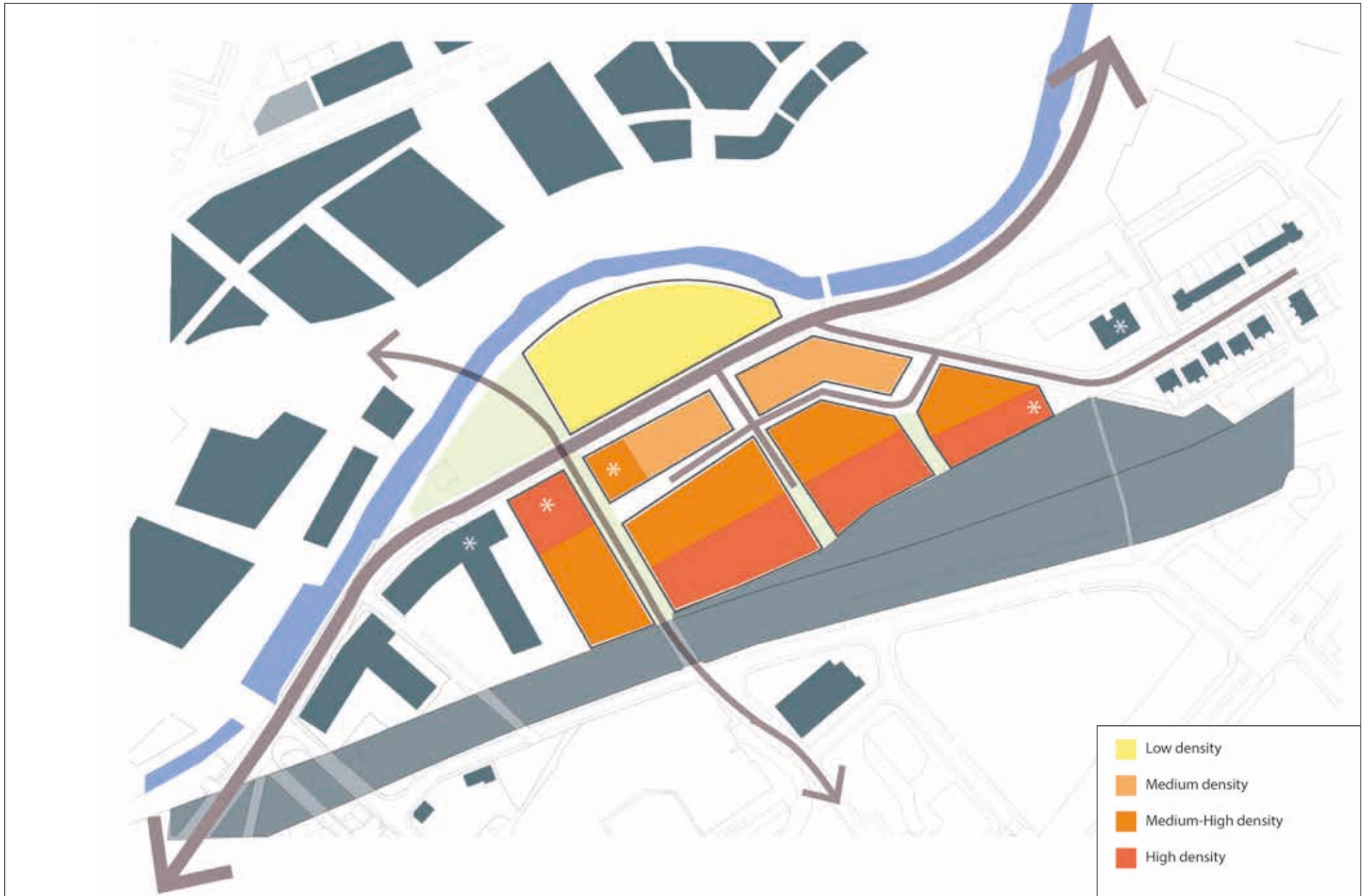
- 5.48 Land use in Character Area 2 will be similar to that found in Area 1 because of its proximity to the City Centre and the clear need to animate the road frontage. This will be necessary in order to reverse the currently bleak impression of the streetscape and create a vibrant street scene and destination. Ground floor commercial uses will also therefore be encouraged to combine with the new residential properties and create a distinctive sense of place that promotes vitality and viability on the weekend and weekdays. Where that is not possible, residential front doors and other means of activating the public realm within this area should be sought.
- 5.49 The area should support a residential focused community that reanimates Dantzic Street and the River Irk. This will be a diverse community, with a distinctive heart that is defined by the riverside and new public realms. Diversity within the community will be encouraged by the composition of a mix of tenures and types of housing, ranging from apartments to family townhouses.
- 5.50 Building heights and density should allow natural passive surveillance to exist between the residential properties, key public nodes and greenspaces to ensure that the neighbourhood emerges with new active, open and safe spaces throughout. Character Area 2 has the closest existing physical connections to the River Irk, and therefore some attenuation is required in order to reduce the risk of flooding and deliver the opportunity to promote a Riverside Park. There should be an aim to provide an enhanced and reconnected river for people and wildlife and a more resilient green infrastructure asset with regard to future flood risk.
- 5.51 Clear definition between the public and private open spaces should be introduced within development parcels and along key routes such as Dantzic Street.

Active frontages



Heights and grain axo diagram





Built Form

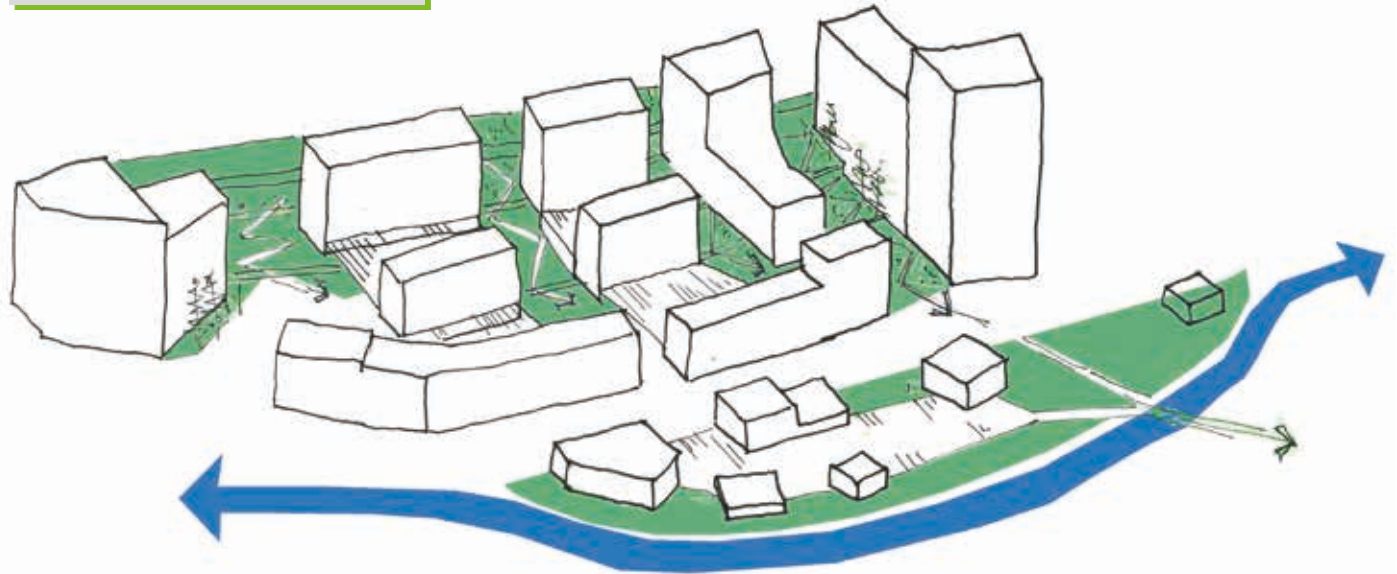
- 5.52 In line with the overarching Masterplan strategy, development should respond to the topography of the area, through expressions in form and creating a human scaled interface along Dantzic Street.
- 5.53 A range of typologies should be induced by considered responses to the form of development plots, the grid pattern and the suggested character and density of the Character Area. Within Character Area 2, there should be no tower element and instead, the area must conform to the general site-wide principle of working with the topography of the Lower Irk Valley and stepping down toward the River Irk.
- 5.54 As such, massing and form should follow the key guiding principle of the ‘valley effect’ as suggested within the Site-wide Masterplan Principles and therefore the variety in scale, typology and massing should respond to surrounding context and natural topography. The typologies that are encouraged within Character Area 2 include:
- Two / three storey dwellings situated between Dantzic Street and the River Irk and three storey townhouses fronting Dantzic Street.
 - Duplex units, with 3 or 4 storeys above a ground floor, stepping away from the River.
 - Apartment blocks of 6 to 8 storeys to relate to the existing railway infrastructure and valley form, located on the periphery of the study area.
- 5.55 As a result, massing and rhythm of buildings will be of a human scale along Dantzic Street, with less dense and more human scaled forms of development to be located along it. Building forms and density should vary to create an interesting streetscape.
- 5.56 The active frontage onto Collyhurst Road and Dantzic Street should be defined and enclosed by buildings of a human scale. Proposals should aim to create activity along Collyhurst Road and Dantzic Street in order to ensure it operates as a properly functioning key route into the City Centre to the south and Collyhurst to the north with facilities and amenities that serve a new community.
- 5.57 Taller buildings will be located to the south of the character area and provide separation to the existing railway line. Heights of buildings shall respond to the surrounding context; high rise to the south east along the railway infrastructure and with corner plots to the north-east reacting to the refurbished high rise residential tower blocks along Dalton Street.
- 5.58 In essence, a variety of development forms can come forward and are promoted within the parcel envelopes with a degree of flexibility. High quality semi-private open space will encourage a clear definition between public and private open space.
- 5.59 Development frontages are proposed along key routes such as the upgraded Collyhurst Road and Dantzic Street corridor and along the new east-west linkage which connects from the River Irk to Bromley Street.
- 5.60 Changing the nature of Collyhurst Road / Dantzic Street from a commuting ‘rat run’ to an active street that is a key component of a new ‘place’ will be essential. Destination points will help to slow traffic and contribute to creating a more pedestrian friendly space.



Valley form



Green movement sketch



Form and density

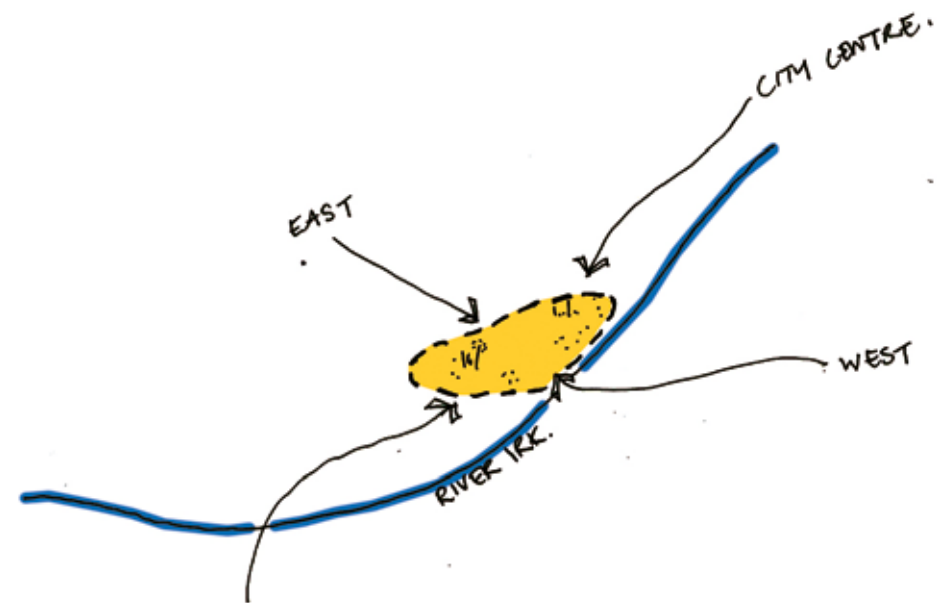


Valley effect: Allows all plots to optimise views of the green amenity space and the river valley corridor.

Public Realm

- 5.61 The creation of high quality public realm is seen as one of the most important principles of this Neighbourhood Development Framework. A variety of public realm typologies are proposed, which complement the proposed forms and existing site characteristics.
- 5.62 The stepped massing principle outlined in the built form principles, with taller and denser development furthest from the river following the valley topography down to low rise forms beside the river, will form sight lines to green amenity space and the river, which will promote safety and overlooking.
- 5.63 This relationship between private and public space is key as a Riverside Park and 'event green' (Bridgeworks Park) will provide open green space which is accessible to the adjacent neighbourhoods and therefore create a destination with a sense of place. It should be seen as an integral part of the Character Area 2 redevelopment and as such should be delivered via developer contributions from across the Character Area.
- 5.64 The park will comprise a high quality public space that opens up the River Irk, responds to the site topography and supports this new community with open, green and flexible amenity space. The green space should be multi- functional and adaptable, tying together the built form along Dantzie Street with the riverside edge of the Irk.
- 5.65 A key node sits at the confluence of key east-west routes that intersects with Dantzie Street / Collyhurst Road. Areas of high quality public realm located along Collyhurst Road / Dantzie Street and at the convergence of this cross site link will create an attractive arrival space within the development and help create a legible and distinctive sense of place.
- 5.66 The parcel structure of the Spatial Framework encourages clear definition between public and private space and creates opportunities for active frontages and defined public realms, as it is arranged in a manner that integrates the key challenges of the site, including the existing railway infrastructure and existing movement routes.

A shared amenity space for residents



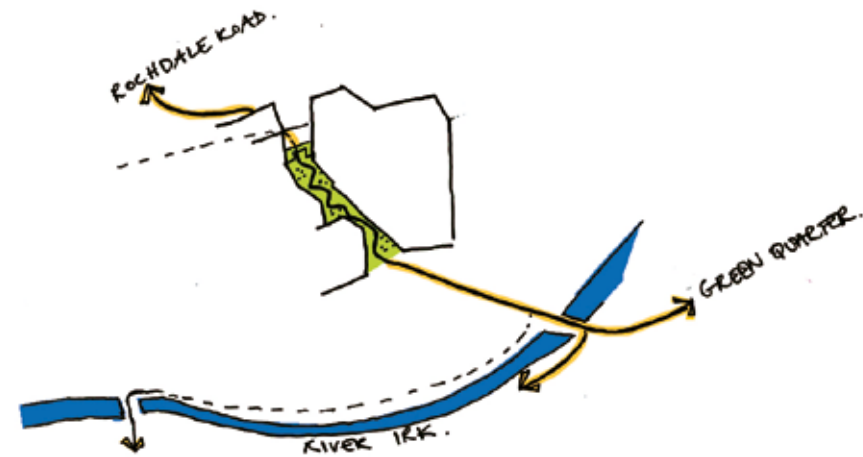
Public realm, enclosure and frontage plan



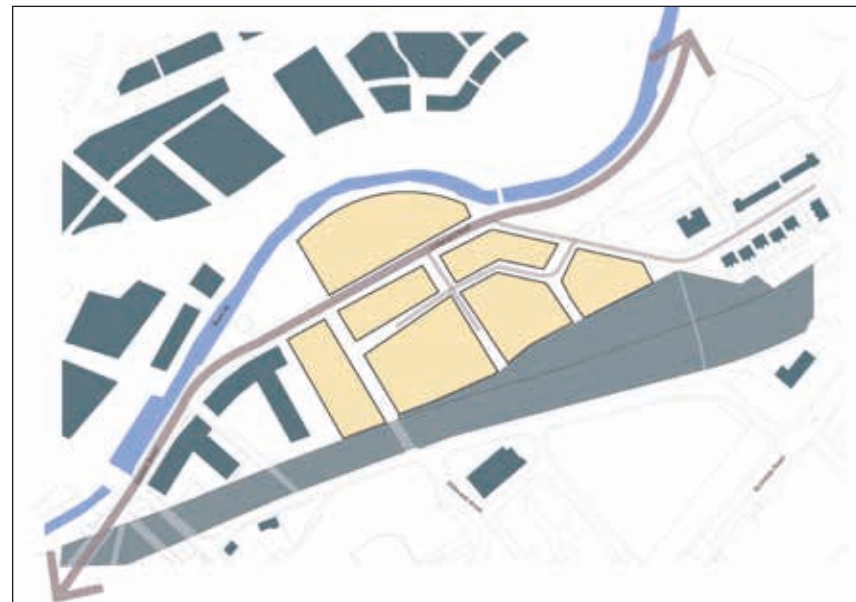
Connections and Movement

- 5.67 The aim is to create permeable pedestrian and cycle routes which interconnect via key greenspaces throughout the Lower Irk Valley and tie into the green infrastructure beyond the Study Area, especially to the north. Collyhurst Road and Dantzig Street will continue to form the principal north-south movement corridor and connect Character Area 2 with the rest of the Lower Irk Valley. In contrast, east-west connections are more limited and exist mainly in a pedestrianised form.
- 5.68 The primary north-south route along Collyhurst Road should be complemented with generous pedestrian and cycle provision and build upon the active frontages encouraged along these roads. The harsh vehicular-dominated streetscape must be transformed by destination places along Collyhurst Road and Dantzig Street, which will in turn slow vehicle speeds.
- 5.69 Creating new and strengthening existing east-west connections through the viaduct onto Bromley Street and across the river towards Red Bank, is considered essential as it will connect Character Area 2 to the wider network of streets and spaces and improve access to amenities for residents of Collyhurst and the adjoining areas to the south and east. A green connection should be made between Rochdale Road / Bromley Street and the riverside to improve this movement pattern for pedestrians and cyclists from within and outside the area.
- 5.70 This east-west connection should be well defined and overlooked, being integrated into the development as a feature that encourages movement and accessibility. Opening up the area near the river and providing a river walkway that connects main crossing points to sites 1 & 3 and beyond is viewed as essential to further develop east-west connections, which will be complemented by the development of the Riverside Park.
- 5.71 A series of secondary streets, connected to Collyhurst Road, Dantzig Street and Dalton Street, provide internal access to development parcels. The suggested development parcel structure reinforces key connections across the site ensuring accessibility and movement through visual and physical permeability and legibility of spaces.

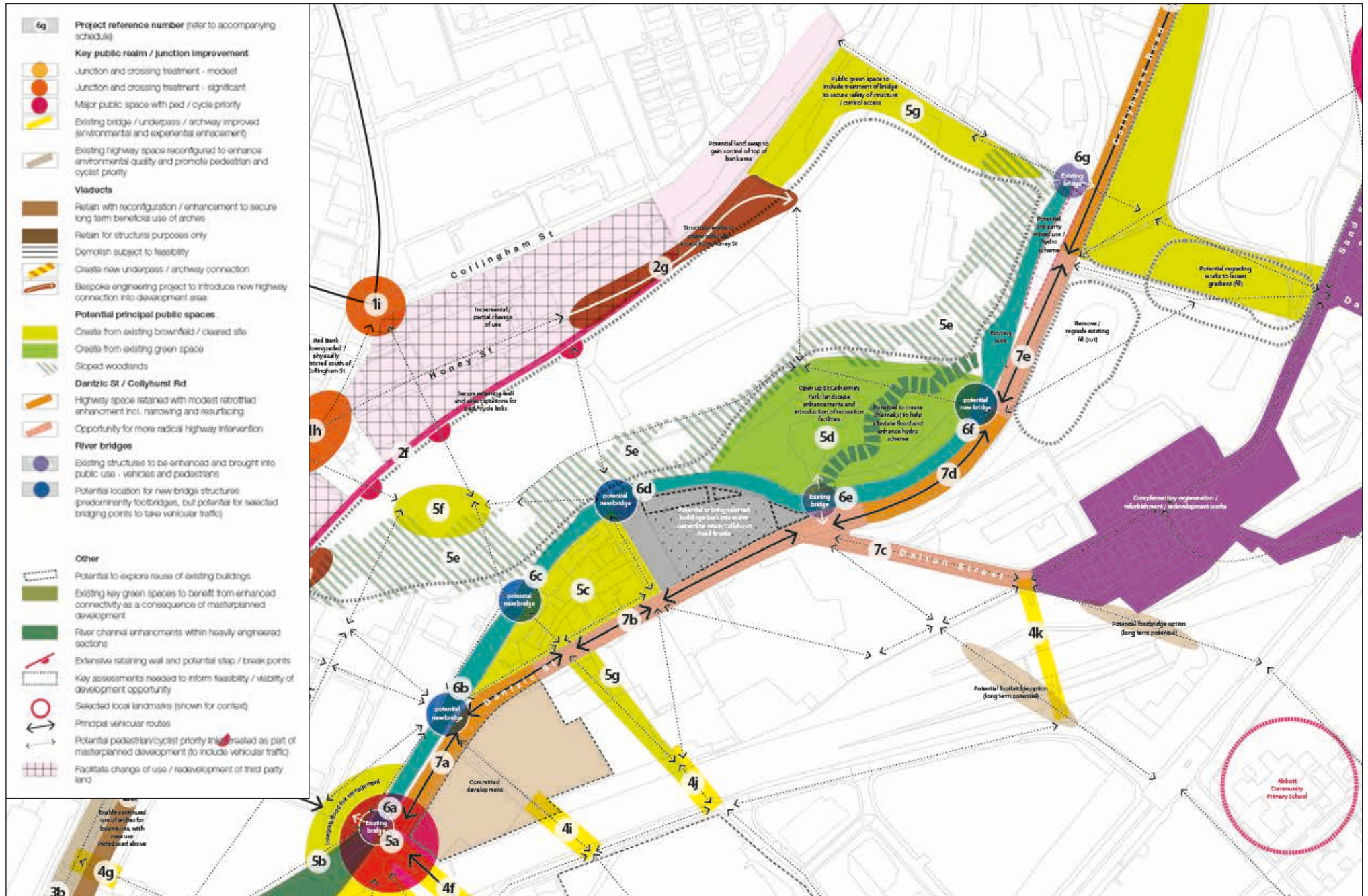
Strong east west linkages



Envelope parcel structure



Public realm and connections





event green



green link



active street frontage



cluster of mixed use buildings



residential amenity space

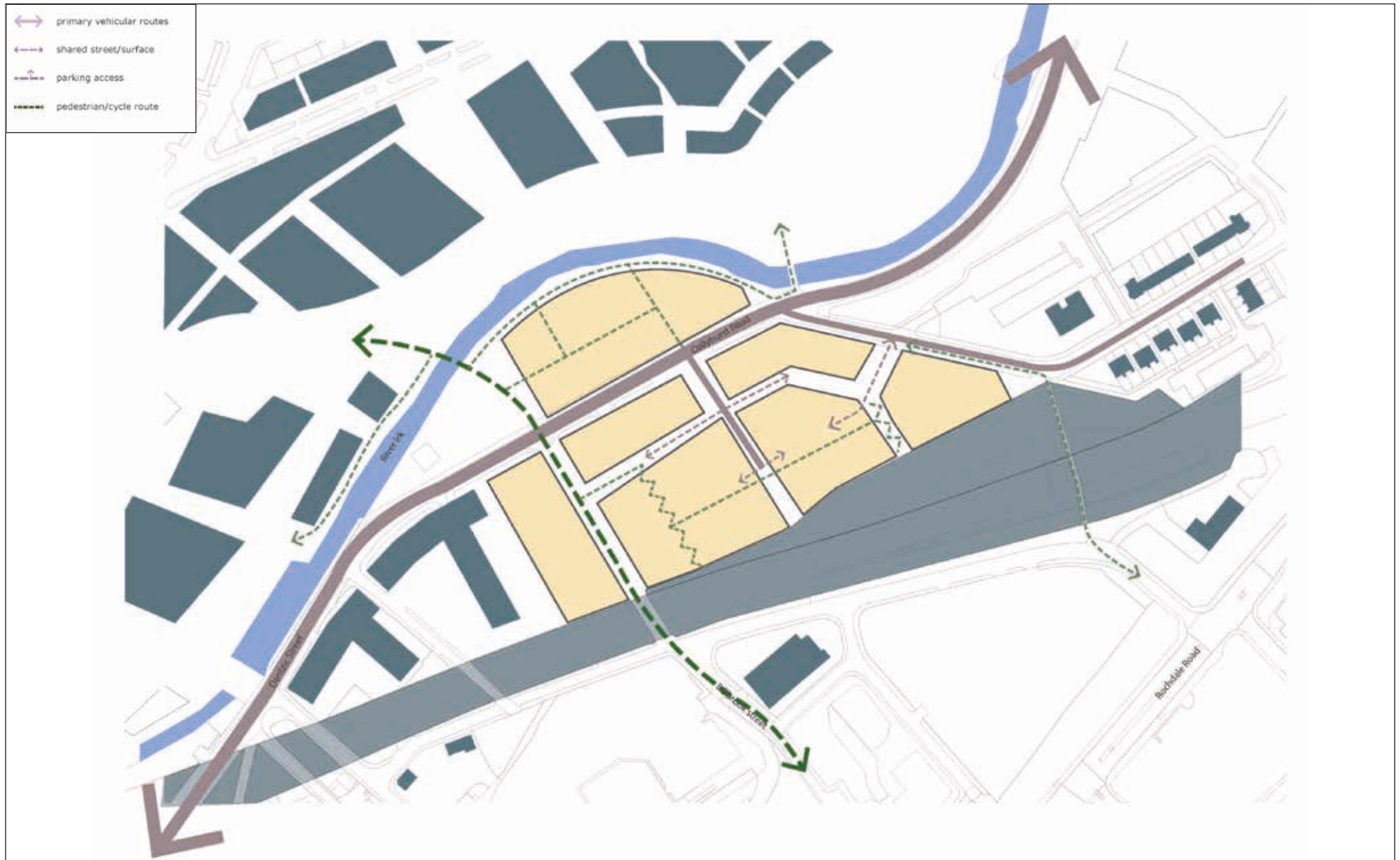


riverside walk



human scale streets

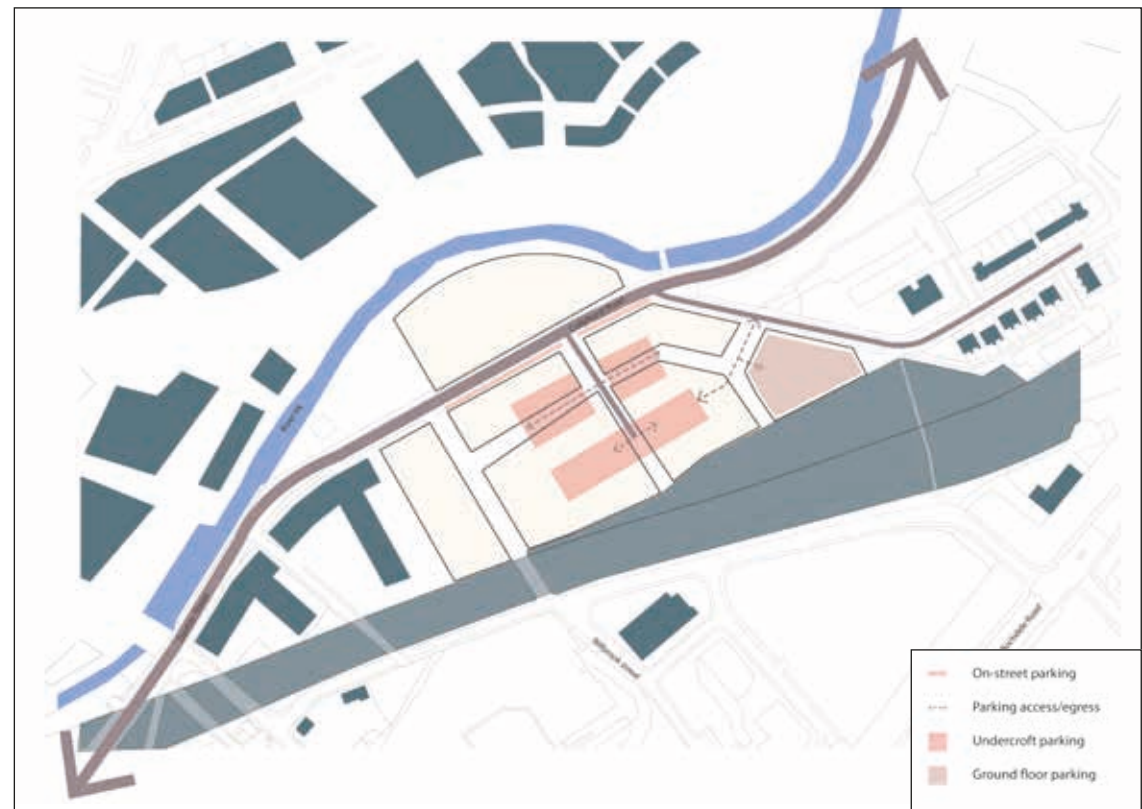
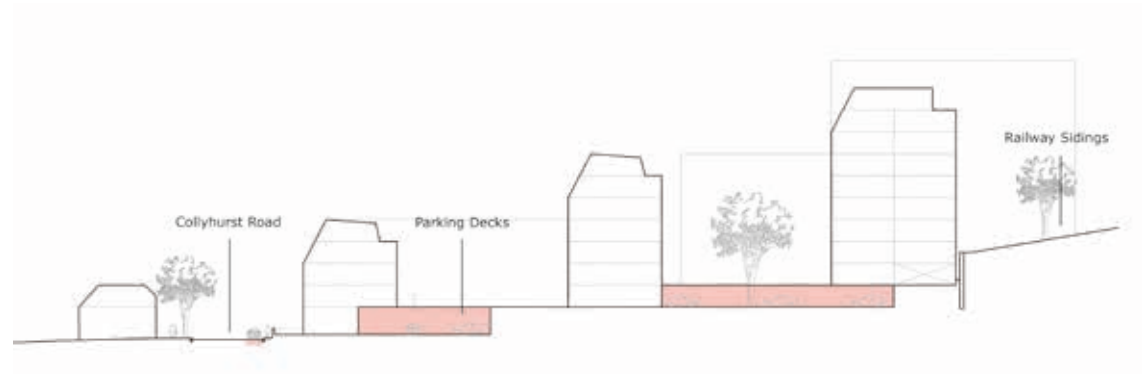
Movement framework plan



Parking

- 5.72 Character Area 2 will adopt a mixture of on-street paid parking, ground floor on plot parking and undercroft/decked parking, with access to undercroft car parking provided via the secondary street network. A decked parking solution that responds to, and can optimise, the site topography should also be utilised to full effect.
- 5.73 Any new development proposals should therefore be accompanied by an appropriate car parking strategy, which considers how the potential demand generated by future residents will be met. This, combined with increased restrictions for on-street car parking, should help reverse the current car-dominated street scene. 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.

Parking framework plan and section



Illustrative layout

Illustrative Layout

- 5.74 The illustrative layout demonstrates how Character Area 2 could be interpreted in line with its guiding principles. The layout responds to the area's key challenges and harnesses its particular characteristics in order to respond to the components and principles.
- 5.75 The illustrative layout and the development framework have been influenced by best practice examples, which are considered appropriate for this area of the Lower Irk Valley. The layout illustrates one possible response to the spatial framework plans, indicating how a new residential community could be established in this location.



Spatial Framework

- 5.76 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in this area and following key development framework principles set out elsewhere in this Section.
- 5.77 The framework identifies areas appropriate for development and how they should integrate with Public Realms, surrounding context, the River Irk, the existing railway infrastructure and key internal and wider connections.
- 5.78 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of the Lower Irk Valley.



Character Area 3

Introduction

5.79 Character Area 3 represents an important opportunity to rejuvenate a mostly derelict and abandoned area of the valley into a vibrant and diverse community integrated with its environment. This would be a community within a parkland setting that connects Red Bank to the River Irk.



Character Area Principles

Land Use

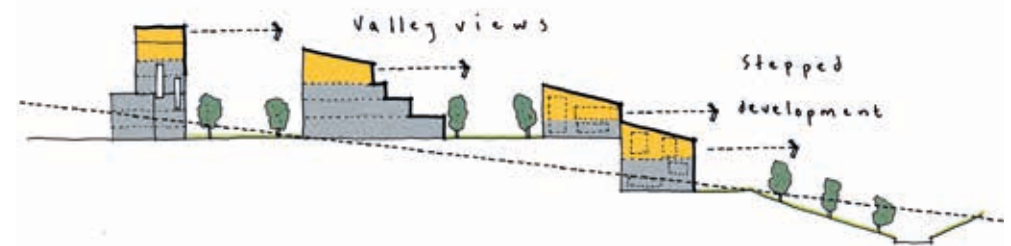
- 5.80 Character Area 3 represents an opportunity to transition from the predominant employment land use to the north west to a residentially focused neighbourhood integrated effectively with the area's green assets. Rationalising the existing employment land uses either side of Honey Street in line with the more residentially focused wider Character Area would visually and physically aid this transition into a residential neighbourhood.
- 5.81 Character Area 3 should provide a variety of development forms within identified development parcel envelopes, with higher density residential to the south west of the character area overlooking Character Area 1 and the City Centre and finer grained and family orientated housing toward the north east.



Built Form

- 5.82 In line with the site-wide Masterplan strategy, Character Area 3 should adopt a variety of building forms which work with the valley profile and 'step down' height towards the River Irk.
- 5.83 Within this variety of forms, typologies and densities are opportunities to deliver apartments to the south and low-rise family dwellings to the north.
- 5.84 In addition, there is an opportunity to provide development parcels which encourage interesting forms of development which work with and integrate the form of development with the existing topography and work with it.
- 5.85 Given that this area consists primarily of made ground, laid in the mid-19th Century for the construction of the sidings, new development within this area should be strategically located so that development will be less constrained as well as allowing future building forms to maximise the views and setting of the Lower Irk Valley.
- 5.86 Development should be arranged in a way which complements public spaces, promotes residential access to amenity, sustainable movement throughout the character area and integrates challenging features within the area, such as the retaining wall, into positive place making features.

Built form which works with the valley topography





Public Realm

- 5.87 Character Area 3 should be connected to the existing environment and the River Irk corridor through public spaces and green infrastructure.
- 5.88 Indeed, greenspace should be seen as a key land use within Character Area 3 and therefore development should have a primary directive to ensure established and valuable green assets are retained and become an integrated part of the development strategy for the area with new and upgraded parkland areas. The series of smaller, local residential amenity spaces should be connected to the Riverside Park through quality links.
- 5.89 To maximise the value of the valley setting, development should create a variety of spaces that open up the riverside and encourage interaction with the River Irk. Established and valuable green assets should be retained and integrated into new / upgraded parkland areas, allowing new development to connect with existing environmental features. Areas of high quality public realm should be provided at the intersection of key routes to create arrival spaces, promote legibility and ease of movement through the area.
- 5.90 Large parkland spaces will interact with the River Irk to create a more accessible waterside environment. These neighbourhood-scale spaces will be accessible to the public and surrounding communities, creating a high quality neighbourhood parkland setting along the banks of the River Irk, with development overlooking and fronting the river corridor.
- 5.91 A series of smaller, local residential spaces set amongst development blocks will be created, which are connected to the riverside park through quality links. Impact will be given to the street scene through the spaces and routes that will be integrated into the development by ensuring they are designed positively, well overlooked and enclosed by a variety of interesting and informal building frontages.
- 5.92 Buildings should face streets and spaces and animate them with the resulting active building frontages allowing passive surveillance to happen naturally. As such, activity should be promoted at ground level, which can be articulated through frequent use of doors and windows and in the arrangement of the facade, with narrow but regular building frontages giving vertical rhythm to the streetscape.
- 5.93 The separation between public and private space will be encouraged through allowing open space to operate at a variety of spatial scales (from internal block to open Public Realm), a variety of uses (from private residential amenity to public open space), and variety in their use (ranging from linear parks to smaller scaled pocket parks and urban residential squares); leading to a diverse assortment of places for residential amenity.
- 5.94 Arranging development with a relaxed geometry will promote this variety and interest and create a unique sense of place and character. As such, the development parcels are arranged in a way which would complement Public Realms, promote residential access to amenity, encourage sustainable movement throughout the character area and integrates the area's key challenges, such as the retaining wall, to create positive place making features.

A neighbourhood riverside park connected to local spaces



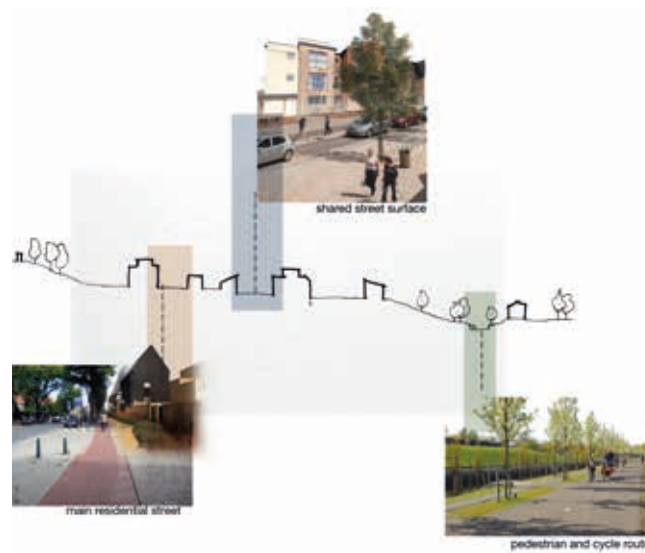
Public realm, enclosure and frontage plan



Street character



Variety of spaces



Variety of street topologies



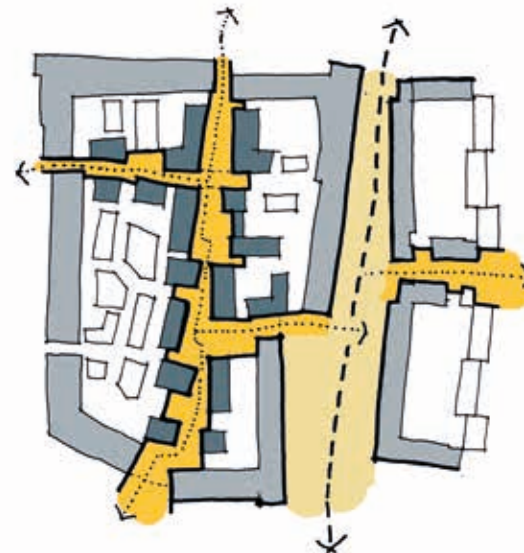
Variety of building forms,

Connections and Movement

- 5.95 Development must establish a number of direct links and spaces through more direct routes which connect to key places throughout the Lower Irk Valley. The creation of less direct, more meandering routes through residential areas will be crucial in creating a neighbourhood that differentiates itself from any other within Manchester.
- 5.96 In order to ensure Area 3 is well connected to the rest of the Study Area and beyond, primary streets must provide good quality vehicular access to the existing and surrounding street network, including access to the proposed downgraded Red Bank and to Collyhurst Road.
- 5.97 As the Site currently has no vehicular access from the west due to the physical barrier of the viaduct, an upgraded and rationalised Honey Street should form the basis of the primary internal circulation network and connect to a series of secondary and shared streets to serve the development parcels. This route would facilitate access to the northern part of the Character Area, which would otherwise be constrained by its topography and would also assist in integrating the Masterplan as a whole into the wider city including Collyhurst. Character Area 3 could also potentially incorporate vehicular access from Collyhurst Road as there is currently an access point situated adjacent to the south of the HMG Paints facility that could be redesigned to offer another possible route into the area.
- 5.98 High quality, multi-modal connections from Red Bank, across the river and onto Collyhurst Road, must be implemented through a network of dedicated pedestrian and cycleways. Shared streets will promote a safe family environment with high levels of enclosure and natural supervision to promote walking throughout this Character Area and beyond. This design principle will ensure the streets are not dominated by parked cars and traffic.

- 5.99 A number of pedestrian / cycle bridge connections are proposed across the River Irk, connecting public open spaces and residential areas with the rest of Lower Irk Valley.
- 5.100 Spaces and routes will be integrated into the development ensuring they are designed positively, well overlooked and enclosed by a variety of interesting and informal building frontages.
- 5.101 Buildings should face streets and spaces and animate them. Active building frontages allow this to happen and should be promoted at ground level. This can be articulated within this type of residential area through frequent use of doors and windows and in the arrangement of the façade, with narrow but regular building frontages giving vertical rhythm to the street.

Organic geometry creating variety in open space



Movement framework plan



Parking

- 5.102 Parking spaces could be provided internally underneath residential apartments on larger plots, which would be subsequently wrapped within the building by ground floor uses, or provided within garages / undercroft car parking with some on-street car parking within lower-density areas.
- 5.103 Secondary streets and shared streets will support a function to provide access to the development plots and their parking areas in addition to the introduction of higher levels of pedestrian and cyclist priority and integrated tree planting and landscaping elements.
- 5.104 The successful integration of sustainable transport modes through this road hierarchy will help alleviate the pressure on parking spaces throughout the area, meaning clear and well-managed pedestrian and cycle routes should be deemed an essential part of any development proposal.
- 5.105 In addition, any new development proposals should be accompanied by an appropriate car parking strategy, which considers how the potential demand generated by future residents will be met. Topography and level changes would be an important consideration and could assist in providing a viable parking solution for individual development plots.

Illustrative Layout

- 5.106 The illustrative layout demonstrates how Character Area 3 could be interpreted in line with its guiding principles. The layout responds to the area's key challenges and harnesses its particular characteristics in order to respond to the components and principles.
- 5.107 The illustrative layout and the development framework have been influenced by best practice examples, which are considered appropriate for this area of the Lower Irk Valley. The layout illustrates one possible response to the spatial framework plans, indicating how a new residential community could be established in this location.

Illustrative layout



Spatial Framework

- 5.108 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in this area and following key development framework principles set out elsewhere in this Section.
- 5.109 The framework identifies areas appropriate for development and how they should integrate with Public Realms, surrounding context, the River Irk, the existing railway infrastructure and key internal and wider connections.
- 5.110 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of the Lower Irk Valley.



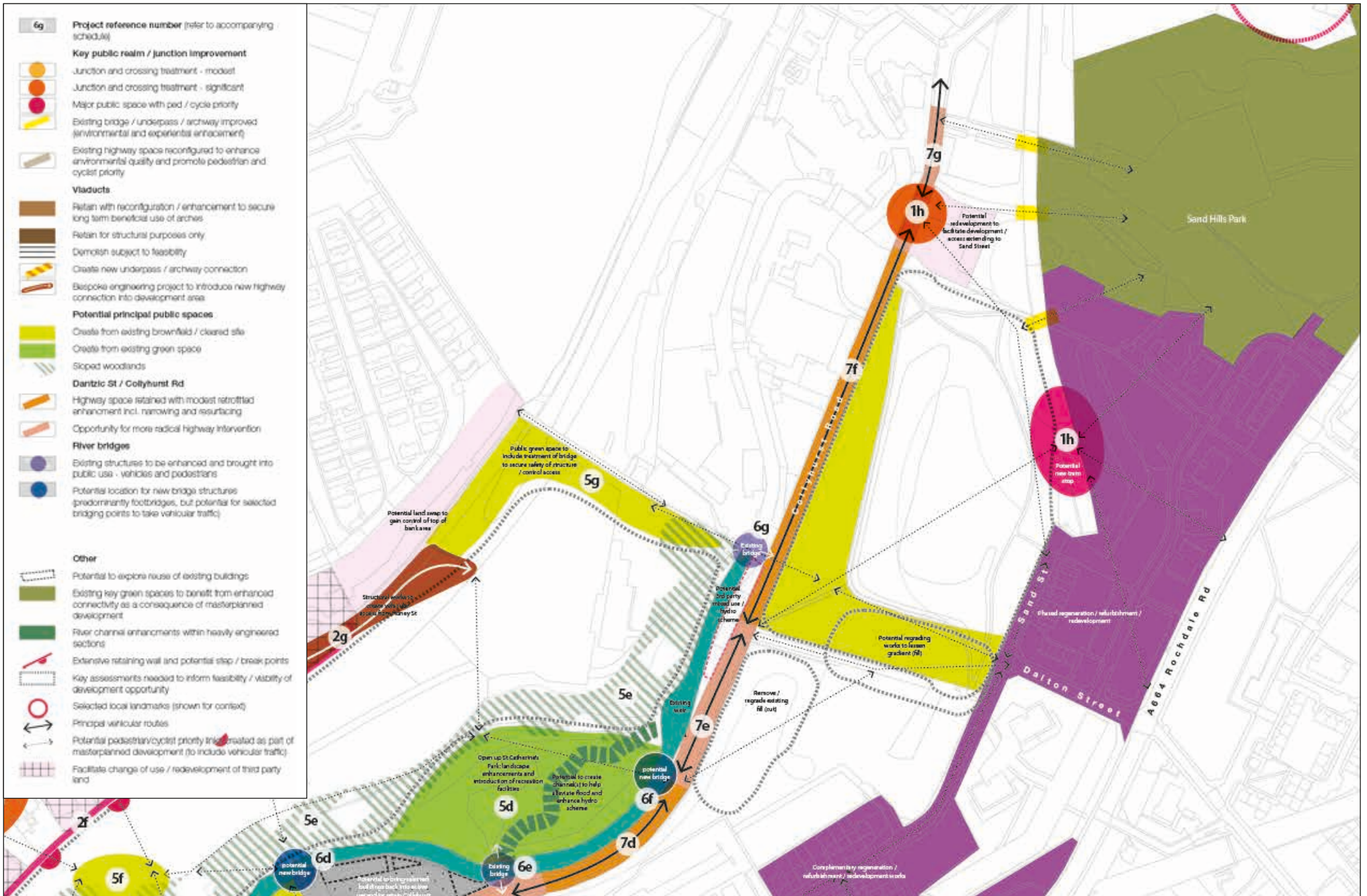
Character Area 4

Introduction

5.111 Character Area 4 represents an important opportunity to transform a forgotten area of the valley into a functional and active place that serves as the gateway from the north into the Lower Irk Valley. This will involve improving connections through the Character Area to enhance permeability and create a high quality development that is legible from



Public realm and connections



Character Area Principles

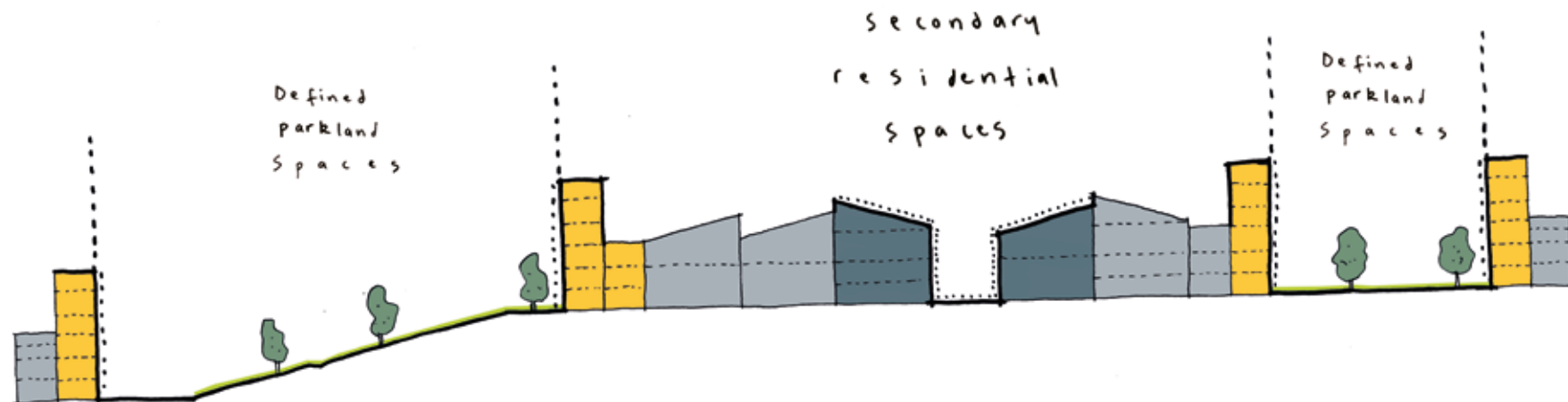
Land Use

- 5.112 Land use in Character Area 4 should predominantly comprise lower-density residential development in a high quality and well-managed environment overlooking the River Irk Corridor and City Centre to the south. The area should also provide small scale community retail functions at key internal nodes and street frontages with residential amenity green spaces between development plots.
- 5.113 A blended mix of predominantly family housing, with some townhouses and apartments will provide an integrated offer and diverse community.

Built Form

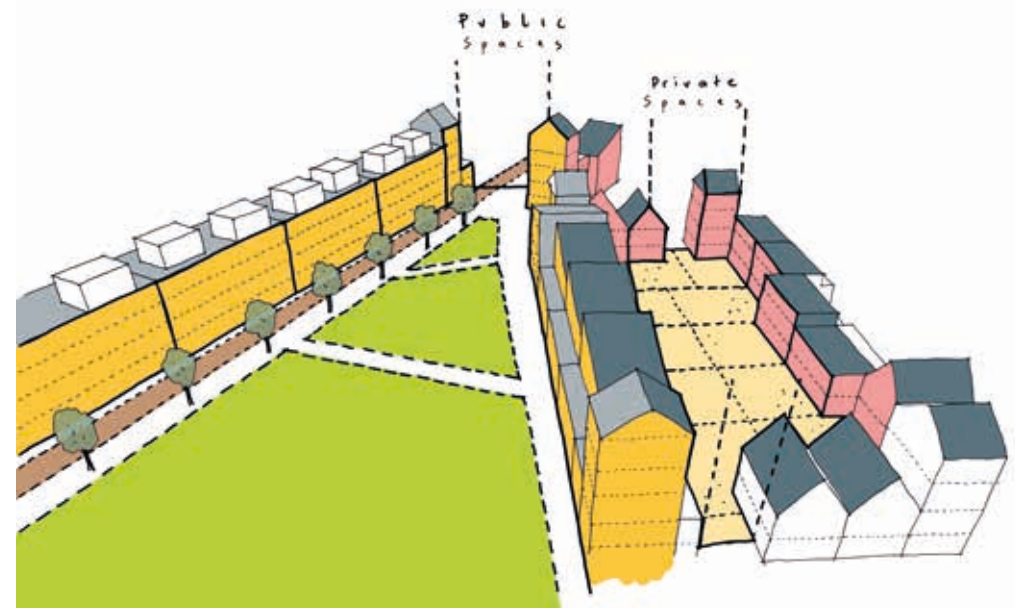
- 5.114 Working with the Irk Valley topography, Character Area 4 will provide a variety of development forms, which step down towards the River Irk and also towards the north. The density of this development will however be considerably less than that expressed in Character Areas 1, 2 and 3.
- 5.115 Higher building forms (5+ storeys) will be located to the south, responding to the existing residential towers along Dalton Street and Rochdale Road, creating a gateway and sense of arrival to this Character Area.
- 5.116 These taller elements capitalise on their position at the top of the plateau and feature as landmarks across the valley as a whole. Again, this variety in development form will address the topographical profile, technical challenges and levels found within areas across the character area.

Landmark buildings defining open public spaces

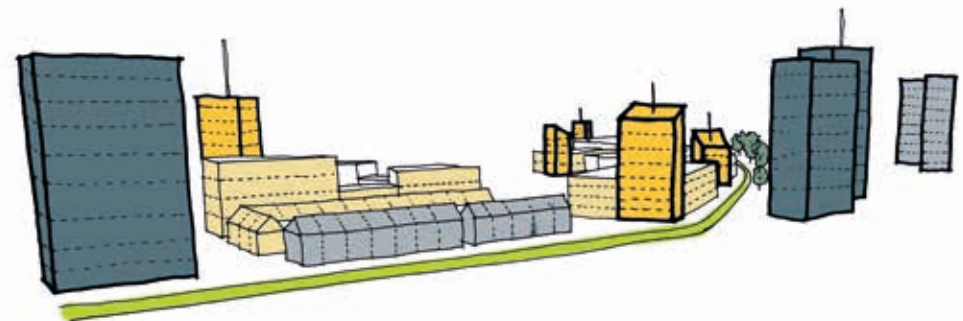


- 5.117 Areas of lower building heights further north along the Character Area (up to 2 storeys) will be support insofar as they respond to the residential nature of the adjacent communities and the scale of the HMG Paints facility.
- 5.118 Medium rise building forms in the heart of the character area (with some 5+ storey elements to define a central arrival space) would help to integrate the northern and southern parts of the Character Area.
- 5.119 Variation in the building form along key routes will help improve legibility across the character area. More significant buildings, located along key routes will complement the street hierarchy, helping to establish main streets and spaces and allow secondary and shared streets to become more of a residential / family scale in order to reinforce a sense of place.
- 5.120 Larger development parcels are positioned to the south to accommodate higher density forms of development, to address site levels and other key challenges. These particular development parcels have been adopted to reflect the adjacent urban grain along Rochdale Road and appropriately manage the transition from the existing urban area into the Lower Irk Valley. As recommended in the Illustrative Masterplan, finer grained and more permeable development parcels moving northwards can therefore accommodate townhouse and family housing.
- 5.121 A variety of internal block spaces should be designed to address level changes and complement higher density forms of development that are located to the south. These courtyard spaces would be semi-privatised, well enclosed and overlooked.

Clear definition between public and private spaces



Variety of form along key routes



Envelopes / parcels

Variety in development forms to address the topographical profile, technical challenges and levels found within areas across the character area.



Heights and grain plan

More subtle variations in building height within family housing areas combined with higher building forms to establish landmarks which complement the existing tower blocks along Rochdale Road.



Public Realm

- 5.122 Character Area 4 should offer a diverse range of greenspaces, streets and public nodes. These would include a reworked Collyhurst Road that will form a key part of this public realm, to intimate green spaces that will be shared between residents in the lower rise elements,
- 5.123 Public realm along Collyhurst Road must work with the existing topography as residential streets and spaces should be well overlooked, with high levels of natural supervision, creating a safe and family friendly environment. Residential scaled spaces should be designed to provide high quality amenity to local residents.
- 5.124 Development should use building forms and frontages to define areas of public open space, with buildings required to have an active frontage and positive interface with public realms and routes, in turn encouraging activity and vibrancy.
- 5.125 As such, it is important that streets should be considered a key part of the public realm, meaning pedestrian and cycle ways should move through these areas to create activity. Where pedestrian routes will pass through higher density development, active ground floor animation should be encouraged to create a vibrant place that is comfortable and safe to move through.
- 5.126 This area should encourage the development of a series of public open spaces that are well-defined by landmark buildings. This would reinforce the spatial hierarchy of public open space across the character area and define areas of public and secondary residential spaces. Well-defined and contained public open spaces can help to encourage movement through the spaces, allowing people travel through the area and access the City Centre and surrounding residential communities.
- 5.127 Open spaces should address level changes, technical challenges and form arrival spaces within the development area. Frontages along Collyhurst Road are to be set back and sit atop the plateau, thus providing containment and definition to the parkland space adjacent.
- 5.128 Building frontages should also define the eastern linear park and primary route creating a well overlooked movement corridor. Open and recreational spaces will predominantly exist to the north, encouraging north-south movement throughout the study area.

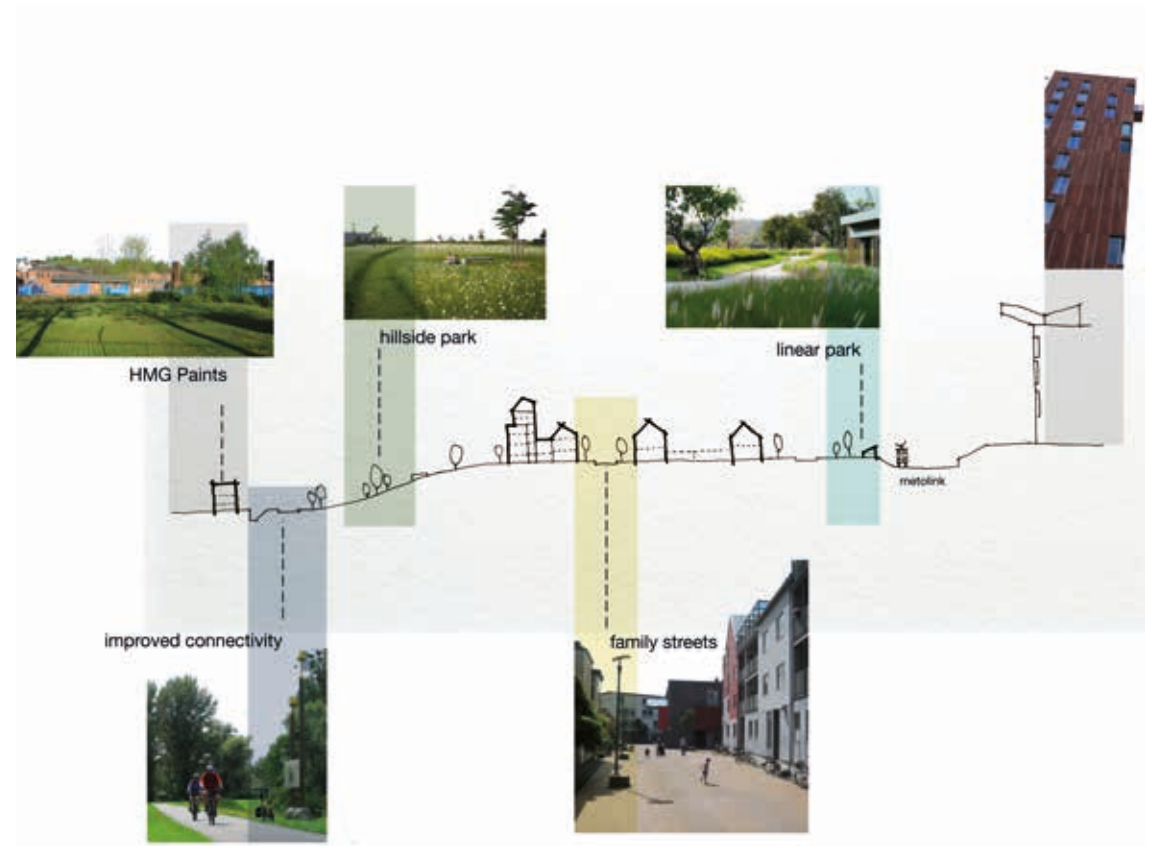
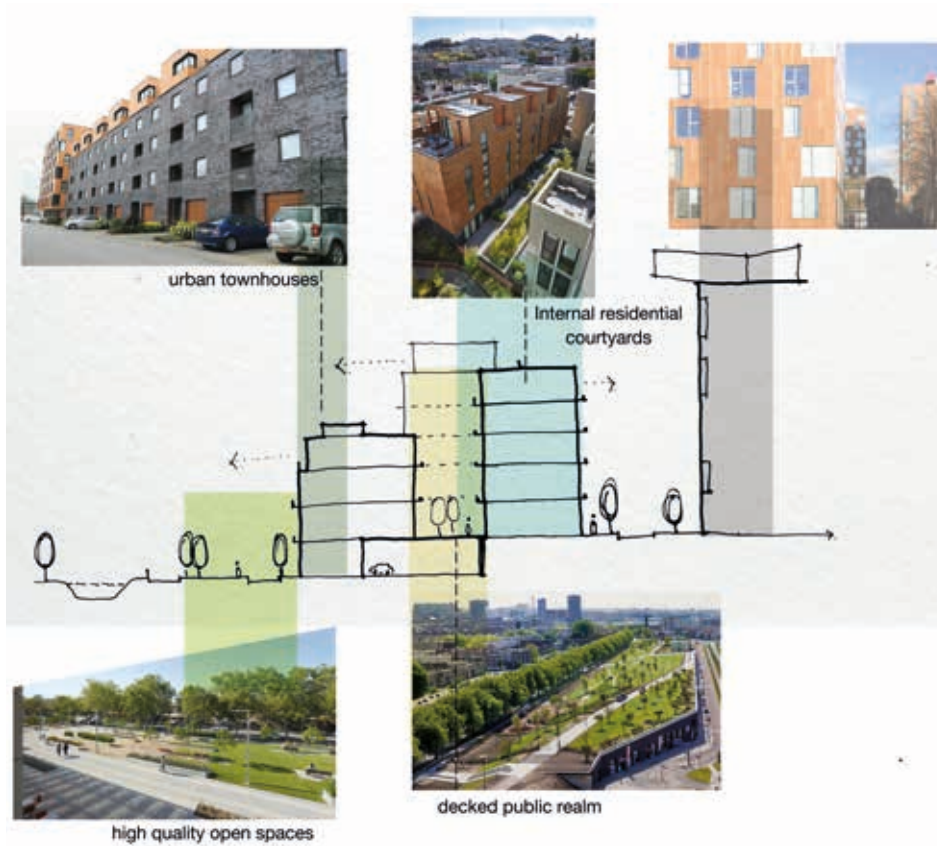
Well overlooked spaces for local families



Public realm, enclosure and frontage plan



Street and space character



Connections and Movement

- 5.129 This is an area which interfaces with and provides an opportunity to integrate with the adjacent communities along Rochdale Road and Collyhurst. This can only be achieved by following two basic principles: improving physical east-west connections to Collyhurst and Rochdale Road and adapting the typology of the built form to mirror to lower density neighbourhood when viewed in comparison to the City Centre. The aim for Area 4 is to not only allow connections to develop with Collyhurst to the north, but to encourage connections with the wider study area to the south and east and further down to link into the City Centre. This will help to create a neighbourhood that is well-integrated both internally and with surrounding areas.
- 5.130 High quality, multi modal links must be developed that connect Rochdale Road with Collyhurst Road. Well-connected pedestrian and cycle links, which work with the existing site levels, provide the opportunity for access between Collyhurst Road, Dalton and Sand Street and the River Irk. These should materialise as dedicated high quality pedestrian and cycle routes that traverse the site topography and level changes promoting east west connectivity.
- 5.131 A clear movement hierarchy across character area 4 will promote permeable and safe movement. A variety of street typologies are required to enable sustainable and permeable development.
- 5.132 It is important to ensure that additional high quality areas of public space are promoted by well defined, safe and rationalised internal shared streets. These series of secondary streets aim serve the development parcels that they surround. Shared streets predominantly address areas of public open space, creating a softer transition from urban development to public open space.



Movement framework plan



Parking

- 5.133 With higher density developments, it would be possible to achieve an undercroft car parking solution that is bounded by active ground floor uses. It would however be more viable to provide individual private parking spaces within lower-density residential dwelling areas. This too should have a considered design response and aim to conceal parked cars in innovative solutions.
- 5.134 Any new development proposals should be accompanied by an appropriate car parking strategy, which considers how the potential demand generated by future residents will be met. Topography and level changes would be an important consideration and could assist in providing a viable parking solution for individual development plots.

Illustrative Layout

- 5.135 The illustrative layout demonstrates how Character Area 4 could be interpreted in line with its guiding principles. The layout responds to the area's key challenges and harnesses its particular characteristics in order to respond to the components and principles.
- 5.136 The illustrative layout and the development framework have been influenced by best practice examples, which are considered appropriate for this area of the Lower Irk Valley. The layout illustrates one possible response to the spatial framework plans, indicating how a new residential community could be established in this location.

Spatial Framework

- 5.137 The spatial development framework binds together the key principles into development guidance, which helps provide the foundation for future planning applications in this area and following key development framework principles set out elsewhere in this Section.

- 5.138 The framework identifies areas appropriate for development and how they should integrate with Public Realms, surrounding context, the River Irk, the existing railway infrastructure and key internal and wider connections.

- 5.139 It seeks to ensure that any future development proposals in this area are appropriate and complement the vision for the whole of the Lower Irk Valley.





Appendix 1: Strategic Context

Introduction

- 5.140 This Framework 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.
- 5.141 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

- 5.142 Manchester is a national engine of economic growth with a population of nearly 514,400¹, 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.
- 5.143 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:

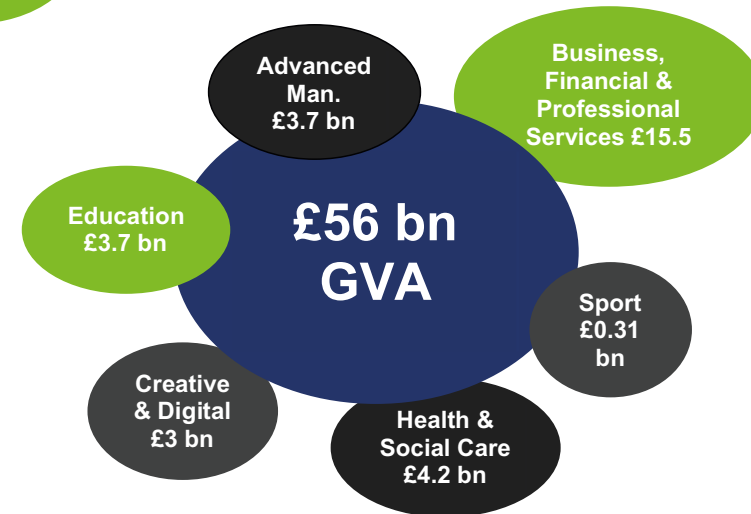


Figure 1. Greater Manchester Economic Outputs (Source: GM Key Facts, March 2015)

- 5.144 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 respectively².

Population Growth

- 5.145 Reflecting this phase of economic growth, Manchester's population growth increased by nearly 18% (+77,700) between 2003 and 2013³, 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 seen as a desirable place to live and that it is creating the economic opportunities to attract and retain people.

¹ Manchester Population is 514,400, Source Greater Manchester Key Facts, March 2015

² Source: Annual Population Survey, Oxford Economics

³ Source: ONS, Census 2011

5.146 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%) since 2001. The 25-29 age band also witnessed a significant increase of just fewer than 30,000 over the same period. 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% ⁴.

Economic Growth

5.147 The national economy has begun a new growth cycle. While Manchester, because of its diversified economy and expanding business base in key growth areas, 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.

5.148 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.

5.149 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 to maintain a sustainable economy and need to be planned for (as established in the adopted Manchester Core Strategy Policy H1 Overall Housing Provision).

5.150 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; and
- 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.

5.151 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.

⁴ Source: *New Economy, Census 2011 – First Release: Age Band Analysis*

Manchester City Centre and Edge of City Residential Market

Supply

5.152 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.

Manchester: residential development pipeline

No. of units

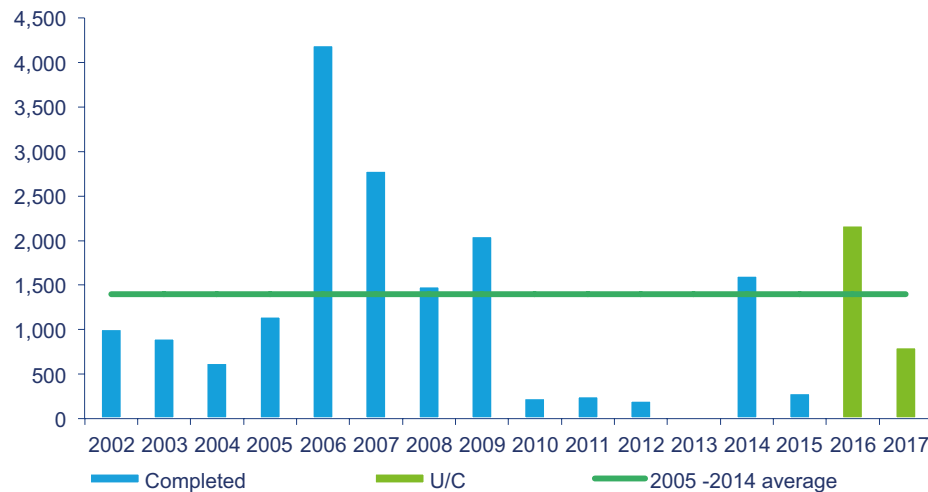


Figure 2 - Manchester Residential Development Pipeline, Source, Deloitte Manchester Crane Survey 20

5.153 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 started to re-emerge as a method for delivering residential development since the economic downturn in 2008. Stalled sites at the edge of the City Centre have particularly benefitted from Government funding.

5.154 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. The Lower Irk Valley therefore has a clear opportunity to capitalise on this northbound City Centre expansion.

Pipeline Supply

5.155 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.

5.156 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 more than 4,500 units.

- 5.157 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.
- 5.158 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 current and future demand for new dwellings in quality neighbourhoods, which is required in order to support population and economic growth.
- 5.159 In the context of the economic rationale provided in the above paragraphs it is clear that the Study Area truly has the potential to be a high quality and sustainable residential development and 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.
- 5.160 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.
- 5.161 The site is located to the north of Manchester City Centre, 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.
- 5.162 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 Ancoats and New Islington, New Cross and the application for Planning Permission which was granted in March 2015 for 458 residential units within the 'Plot L' development in NOMA.
- 5.163 The Study Area has the same key benefits that other sites in the northern edge of the City Centre enjoy: adjacency to the City Centre and its good transport links and an availability of land.
- 5.164 It is important to recognise that if the Lower Irk Valley is going to capitalise on its strategic context, connectivity would need to be enhanced to facilitate the best use of these advantages.

Strategic Policy Context

- 5.165 The Lower Irk Valley 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 Lower Irk Valley 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 and North Manchester and their constituent parts.
- 5.166 The Study Area forms a substantial part of the Collyhurst Local Plan area; correlating with the border of the Lower Irk Valley Neighbourhood. A number of neighbourhoods located within Manchester's northern and eastern City Centre edge have been the focus of significant regeneration activity and public sector investment over the last decade. Strategic planning and regeneration policy guidance is increasingly being developed to provide frameworks for the transformation of these areas into vibrant new residential-led mixed use neighbourhoods of choice such as the Ancoats and New Islington Strategic Regeneration Framework in 2014 and the New Cross Neighbourhood Development Framework in 2015.
- 5.167 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.
- 5.168 Through the adoption of appropriate development and urban design principles for the area, the Lower Irk Valley 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)

- 5.169 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.
- 5.170 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.
- 5.171 The Budget announced by the Chancellor in July 2015 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.

- 5.172 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 2015 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)

- 5.173 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.
- 5.174 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.
- 5.175 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.
- 5.176 There is an opportunity to provide strengthened, high quality connections between the City Centre and the Study Area and the surrounding regeneration areas including communities within North Manchester.

Manchester Core Strategy (2012)

- 5.177 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.
- 5.178 Part of the Study Area falls within the defined Regional Centre as set out in Policy EC3. The Study Area also falls within North Manchester.
- 5.179 The Study Area has the potential to contribute strongly to a wide range of Manchester's strategic policy objectives as summarised below:

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

- New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
- Affordable housing units will be inclusively designed to reflect the character of development on the site.

- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances would include:
 - Where there is a very high level of affordable housing and there is either a high proportion of social rented (35%), or low house prices compared to average incomes in the immediate area. Affordable housing would be prejudicial to the diversification of the existing housing mix.
 - The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - It would financially undermine significant development proposals critical to economic growth within the City;
 - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

Policy C10 Leisure and the Evening Economy: new development and redevelopment that supports the evening economy and supports a balanced and socially inclusive evening / night-time economy will be permitted, subject to considerations of cumulative impact, residential amenity and balance.

Policy EN1 Design Principles and Strategic Character Areas: the Study Area forms part of the Irk Valley Character Area, which should be considered in bringing forward development. Development within or alongside the valley sides should seek to enhance the valley's semi-natural appearance and function. Views into, out of and along the valley are to be considered.

Policy EN2 Tall Buildings: proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively towards sustainability and place-making and will bring significant regeneration benefits. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites that can be easily served by public transport nodes.

Policy EN4 Reducing CO2 emissions by Enabling Low and Zero Carbon Development: where possible new development projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Policy EN6 Target Framework for CO2 reduction from low or zero carbon energy supplies: new development will be expected to make a contribution to the Council's carbon reduction requirements by meeting the targets set out in the Core Strategy as a minimum.

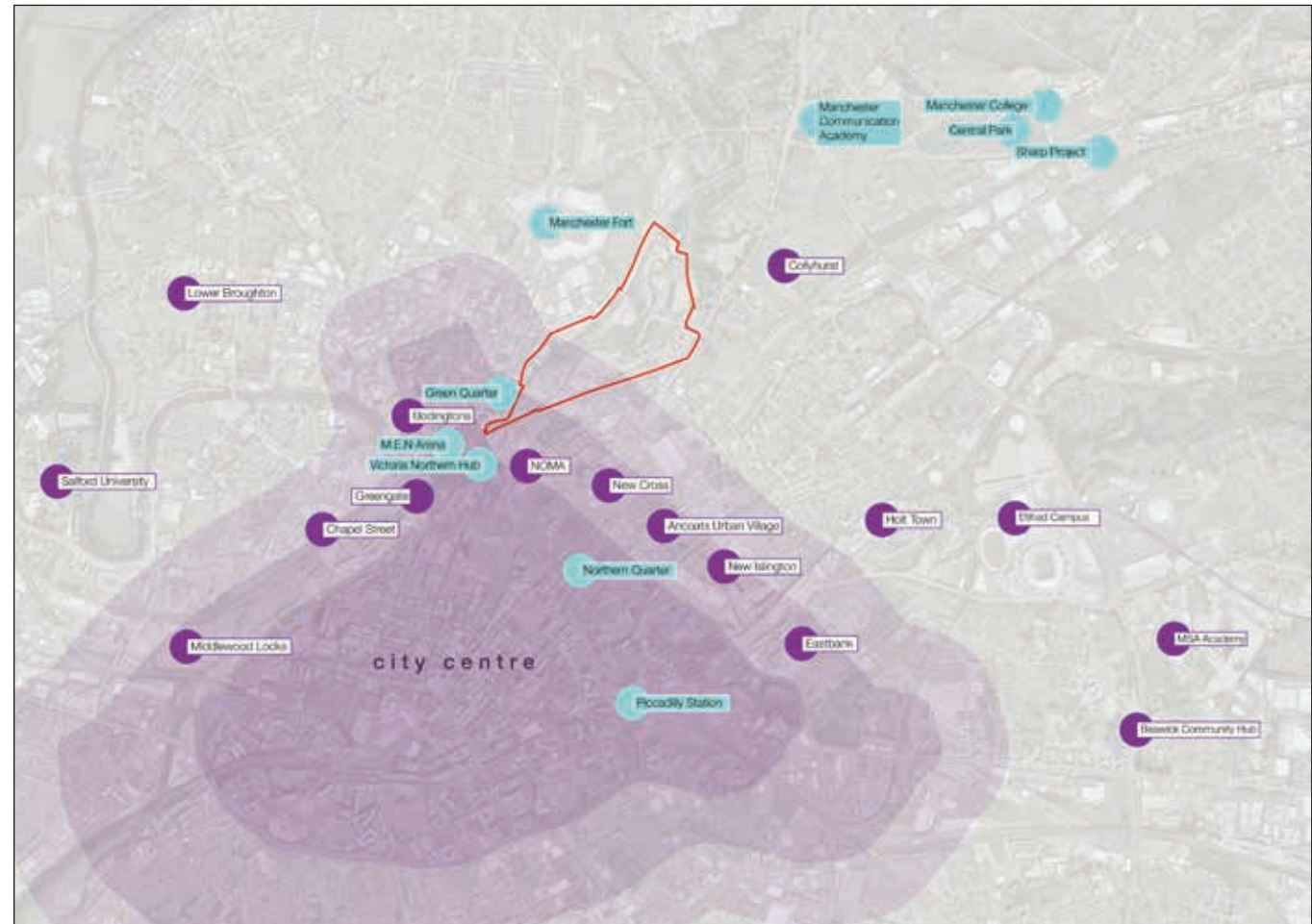
Draft Residential Growth Prospectus (2013)

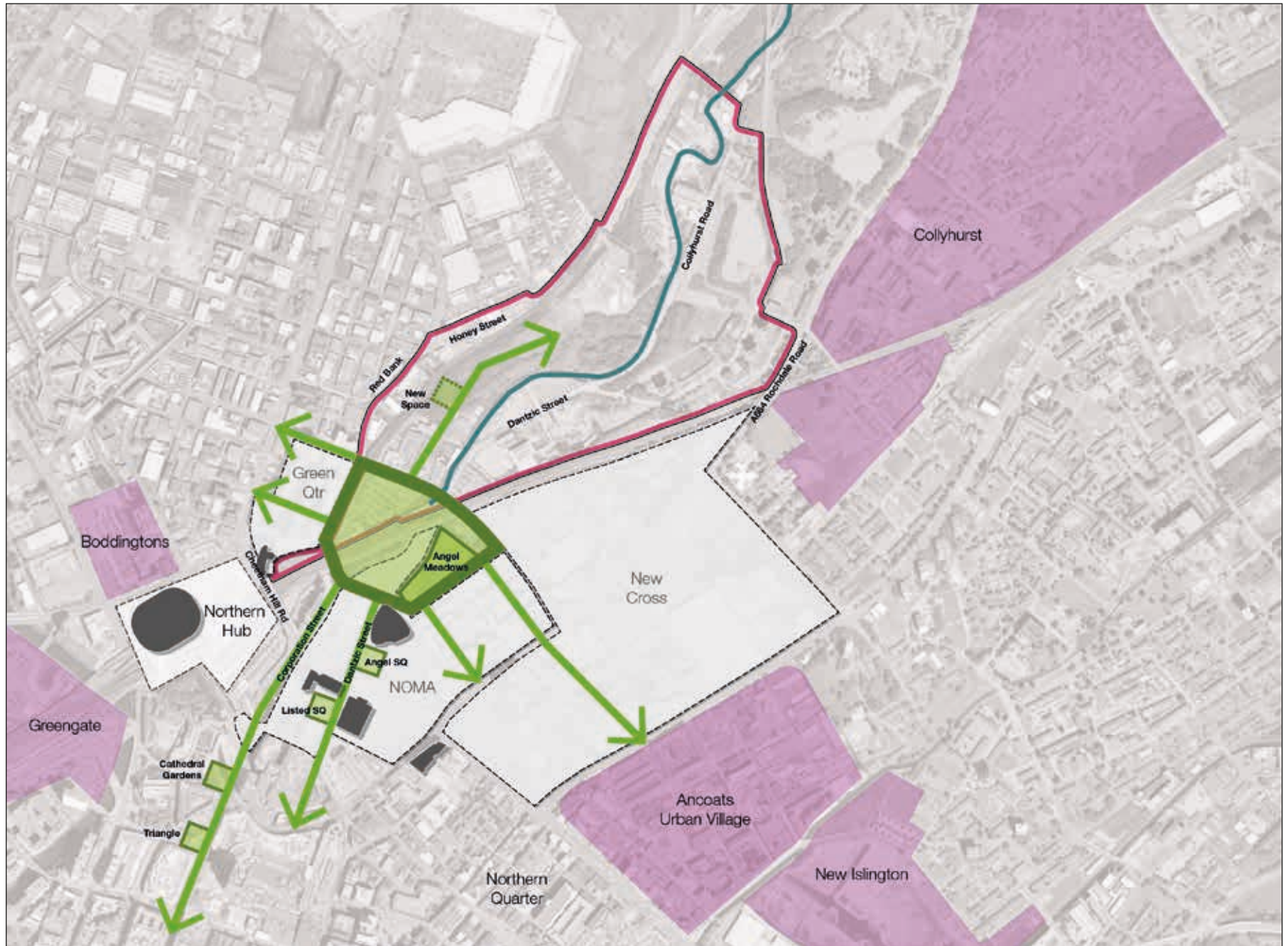
- 5.180 Recognising the critical relationship between housing and economic growth, Manchester City Council is in the process of preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point is the urgent need to build more new homes 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.
- 5.181 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.
- 5.182 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.
- 5.183 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.

Areas of change

Regeneration Context

- 5.184 The Study Area is in a key location that is influenced by a number of Frameworks, supporting the regeneration of adjoining neighbourhoods. The Frameworks are considered in this section to ensure that the Lower Irk Valley Framework principles complement these surrounding areas and the principles established within the existing adopted Frameworks.
- 5.185 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 Collyhurst, New Cross to the east and Angel Meadows to the south through improved pedestrian connections, high quality new development, and investment in the public realm.
- 5.186 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)

- 5.187 The North Manchester Strategic Regeneration Framework (SRF) was originally adopted by Manchester City Council in 2004, providing a framework for six Wards to the north of Manchester City Centre, including Cheetham, Crumpsall, Charlestown, Harpurhey, Higher Blackley and Moston.
- 5.188 The 2004 SRF 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, 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.
- 5.189 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.
- 5.190 The vision for North Manchester was to:

“...to create a series of high quality sustainable communities, each providing a broad range of living facilities and services that meet the life demand of existing and new residents.”

- 5.191 At the heart of this vision is quality of life and choice, with a focus on providing a wide range of housing choice in terms of tenure, value and size, supported by high quality amenities including public realm.
- 5.192 The 2012 SRF update maintained the original vision of the 2004 SRF, whilst focusing on a refreshed set of Core Objectives in response to on-going consultation with local communities.

- 5.193 It recognised that the 2004 SRF shaped a period of significant improvement across North Manchester, which placed it in a much stronger position to take advantage of the opportunities presented by the wider Greater Manchester economy.
- 5.194 The 2012 SRF identifies the Study Area as part of the Northern City Centre Fringe 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.

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

- 5.195 The CLIV Planning and Development Framework was prepared in 2012 to guide the future regeneration and development of Collyhurst and the Lower Irk Valley as key strategic opportunities on the northern edge of the City Centre. The Framework built upon a suite of regeneration and planning policy guidance, including the Core Strategy, the 2012 North Manchester SRF update and both the Collyhurst (2006) and Irk Valley (2010) Local Plans.
- 5.196 Collyhurst is an area that has experienced considerable population loss since the 1980s, triggered by the loss of traditional manufacturing industries and a decline in local employment and post war housing redevelopment that failed to create a safe and attractive neighbourhood of choice. The area contains some of the most deprived communities in the country and is currently characterised by an oversupply of socially rented accommodation, with a poor design and layout and a lack of core neighbourhood infrastructure.
- 5.197 In contrast, the Lower Irk Valley predominantly comprises a mixture of derelict and underutilised sites, some active employment uses, surface car parks, open space and a number of housing sites (both recently developed and vacant sites), stretching along the River Irk. Along with the Mersey and the Medlock, the River Irk is one of three major rivers that flow through Manchester.

- 5.198 The Framework reiterates earlier studies in identifying Collyhurst and the Lower Irk Valley as strategically positioned to make a significant contribution towards the regeneration of North Manchester as well as supporting the economic growth of the City Centre. It is one of only a minority of locations in the City Region able to accommodate significant population and employment growth over the next twenty years.
- 5.199 As a key strategic housing location, there is an opportunity to diversify the housing offer in Collyhurst and the Lower Irk Valley to create high performing neighbourhoods, building on the exceptional locational advantages close to the City Centre and the unique natural features of the River Irk, capable of driving investment from the City Centre along key gateways (including Rochdale and Oldham Road) into North Manchester.

Collyhurst Masterplan (2014)

- 5.200 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.
- 5.201 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.
- 5.202 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.
- Sandhills Park as a retained and improved open space.
- 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.

- 5.203 Whilst the Lower Irk Valley Study Area falls predominantly outside the boundaries of the Collyhurst Masterplan, the two areas must complement one another to create both a sense of coherency and co-dependency through their proposed and existing infrastructure.

New Cross Neighbourhood Development Framework (July 2015)

- 5.204 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, has resulted in significantly increasing levels of development interest in certain parts of New Cross. As with the Lower Irk Valley Study Area, New Cross is strategically located on the edge of the City Centre and is a major location for future growth.
- 5.205 The NDF 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.

- 5.206 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 on Zone A initially. 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.
- 5.207 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.
- 5.208 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.
- 5.209 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 Lower Irk Valley Framework Area is a successful transition between New Cross, Angel Meadows 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 Lower Irk Valley Framework. Gould Street is the clear North – South connecting route, connecting Irk Valley, Angel Meadow and New Cross Zone A, with Dantzic 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.

Angel Meadows

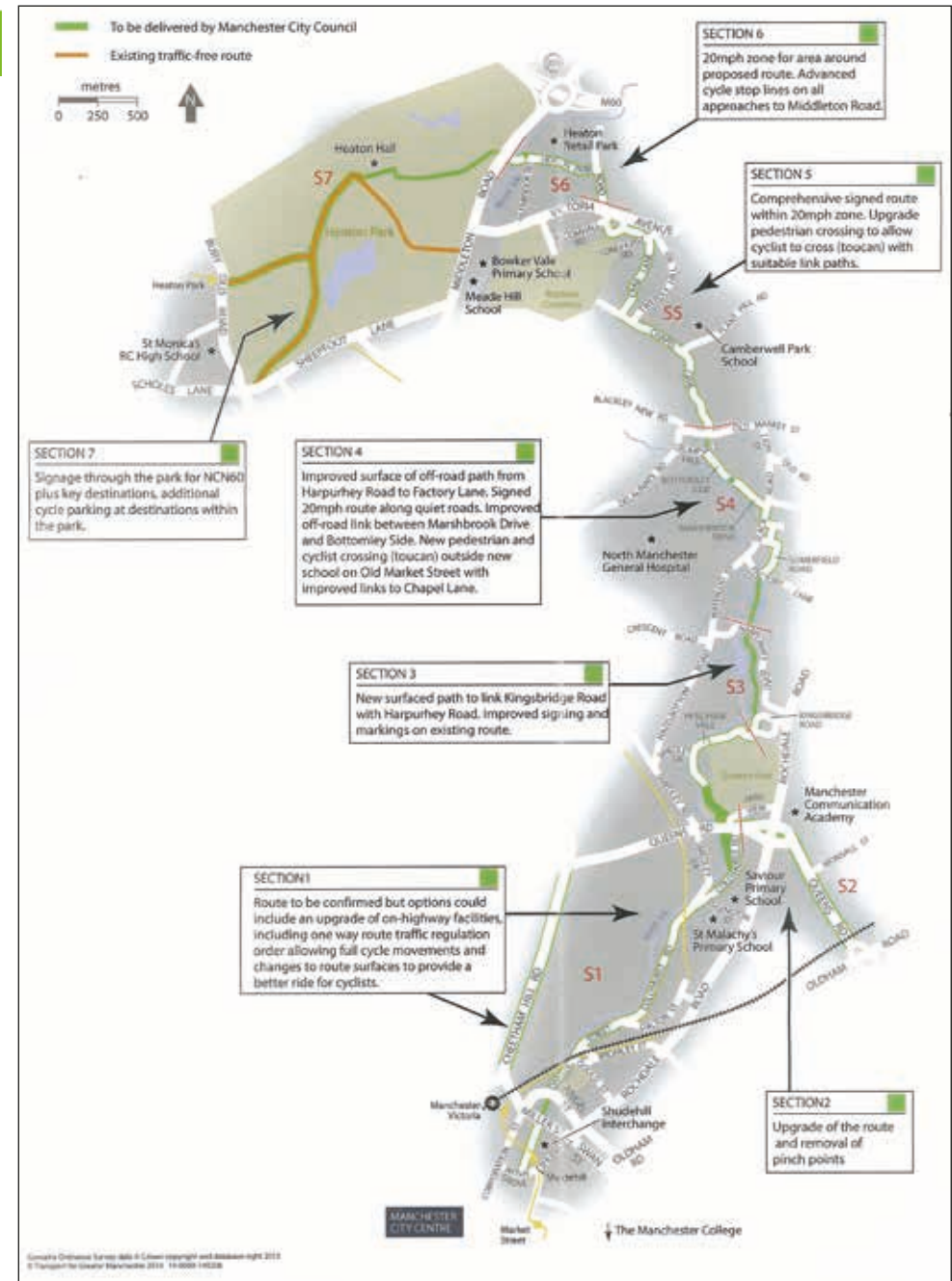
- 5.210 A Strategic Update for the NOMA Development Framework is currently being considered for adoption by Manchester City Council to ensure development around Angel Meadow is brought forward in a comprehensive and complementary manner. The land adjacent to Angel Meadows partly falls within the adopted 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, the Framework extends the NOMA Masterplan area to better connect it to the further regeneration opportunities areas to the north.
- 5.211 The update to the NOMA Development Framework suggests that these areas represent a major opportunity to collectively 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.
- 5.212 The key development plots within the Angel Meadows area are owned by Manchester City Council and The Co-operative Group. Both landowners have recognised the strategic importance of this area and are therefore working in partnership to assemble and comprehensively plan within Angel Meadows. The Framework identifies potential opportunities to support and enhance the existing residential neighbourhood bounded by Gould Street, Old Mount Street/ Style Street, Angel Street and Rochdale Road.
- 5.213 The principles established in the update to the NOMA Development Framework have been developed in order to ensure a quality and form of new development within and adjacent to Angel Meadow, which 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 such as the Lower Irk Valley.

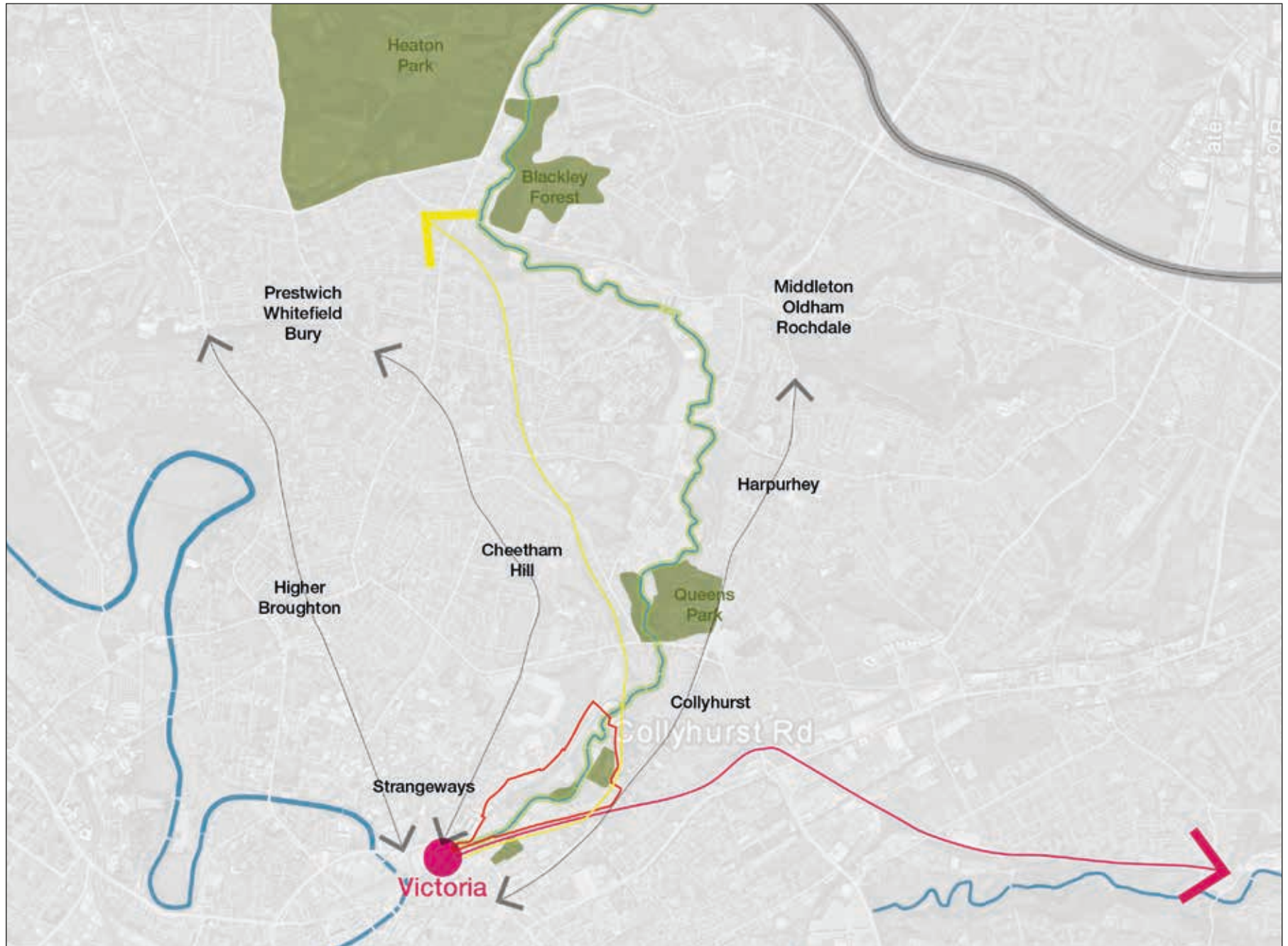
Transport Infrastructure Investments

- 5.214 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.
- 5.215 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 following approval from the Greater Manchester leaders, with completion scheduled for 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.
- 5.216 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.
- 5.217 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.
- 5.218 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.

Heaton park connections

- 5.219 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.
- 5.220 On a regional level, Transport for Greater Manchester have recently consulted on their document 'Transport Strategy 2040', which outlines their vision for Greater Manchester over the next 25 years. The key elements of their vision is to support sustainable economic growth, protect the environment, improve quality of life for all and develop an innovative city region through deliver of world class connections across the Greater Manchester region.
- 5.221 If the delivery of the vision is successful, TfGM believe that by 2040:
- Our town centres will be transformed into vibrant and attractive destinations with more diverse economies, and with more people living in and around them. Attractive streets and public spaces will help bring in new investment. Most trips to our main town centres will be made by sustainable transport, using high quality public transport services and walking and cycle routes.
 - Effective connections for orbital journeys will make it much easier to reach key Greater Manchester destinations such as hospitals, colleges and employment areas without a car. Integrated ticketing, services and bespoke, 'real time', travel information will enable more seamless public transport interchange, while walking and cycling will be modes of choice for short trips.
 - Journey times on the busiest local roads will be more reliable, air quality improved, and roads will be better maintained.
 - New development will be focused in areas with good public transport and served by good quality walking and cycle routes.





Appendix 2: Malmö

– Best Practice Model

Best Practice : Malmö model

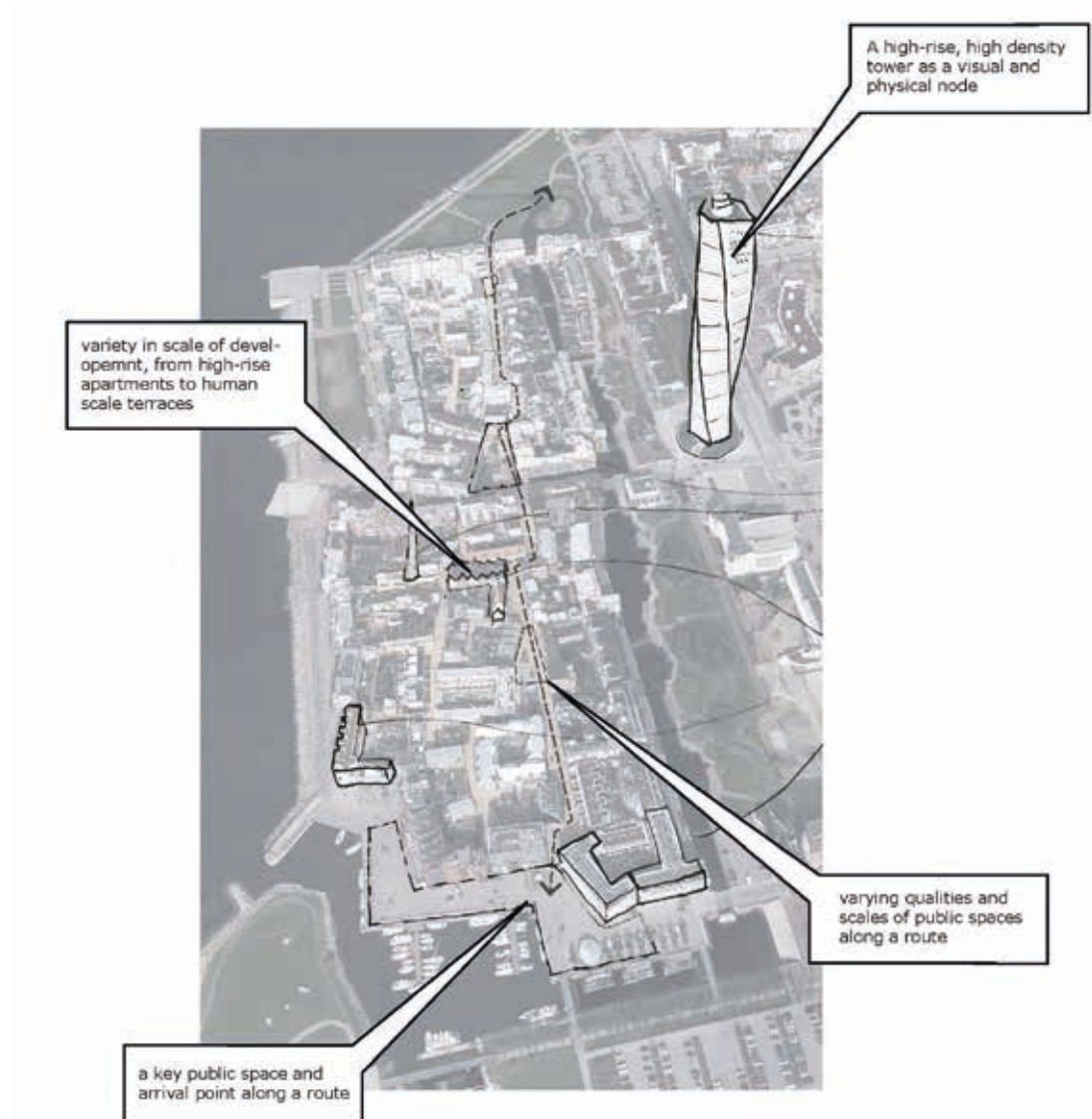
- The Malmö model is a contemporary development in Malmö, Sweden, which has been considered as part of a best practice review, informing our development response for character area 1.
- Malmö exhibits an interesting mix of form and appearance, with interesting and diverse public spaces, human scaled streets and a variety in density.

Some additional features which we feel lend themselves particularly well to character area

1 include;

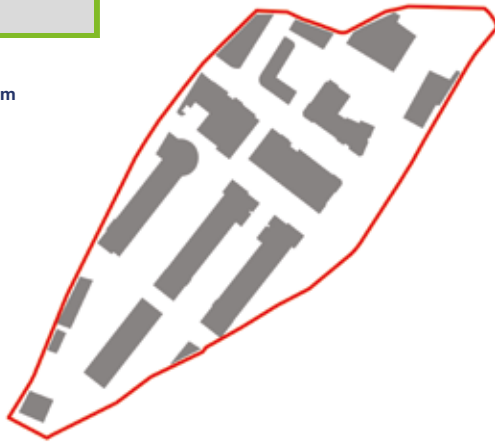
- Off-set geometry creating interesting incidental spaces between buildings.
- A landmark high density tower allowing for lower density forms across the rest of the site and a larger variety in their massing.
- Meandering routes through development, prioritising pedestrian movement throughout the area.
- High quality public spaces connected along key links.
- Variety in building forms and appearance creating interesting and varied streetscapes.

Best Practice : Malmö model sketch



Green Quarter, Manchester

Green Quarter and the monotony of form and over scaled development.



Amsterdam, NL

Combined with the human scale streets of old Amsterdam.



Northern Quarter, Manchester

The more organic city grains such as the historic northern quarter.



Malmö, Sweden

The modern interpretation of this organic city form within character area 1.



Appendix 3: Site Photos

Area 1



Area 2





Area 4





Lower Irk Valley
Neighbourhood Development Framework

January 2016

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