12/04/22

Ancoats - Poland Street Zone

Public Realm Strategy

Neighbourhood Development Framework Addendum

MANCHESTER CITY COUNCIL

Contributors

This document has been prepared on behalf of Manchester City Council by; Planit-IE, Deloitte, Civic Engineers and Faithful+Gould.

List of Figures

Contents

The Vision

To support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place.

1 Introduction

This Public Realm Strategy acts as an addendum to the Poland Street Zone Neighbourhood Development Framework (NDF) (2020), building a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces. The document can be used to guide the design of public realm across the neighbourhood, providing both spatial and detailed design principles to ensure the public realm develops into an attractive and sociable setting for new homes, supporting public life and celebrating heritage.

The opportunity is to effectively complete Ancoats as a sustainable urban neighbourhood. It is a key element of a significant plan to continue driving Manchester forward as a city over the coming decade, through the delivery of the City Council's vision to create a place where residents from all backgrounds feel safe, can aspire, succeed and live well.

Investment has delivered award-winning public realm and buildings[1], revitalising Ancoats and neighbouring New Islington. With further committed investment within the neighbourhood it is necessary to ensure that the public realm is grounded in a strong, flexible, place-specific strategy that looks to the past as well as the future, and considers the detail as well as the wider masterplan area.

The high quality development of recent years, rooted in the heritage of the area, has helped Ancoats thrive as a neighbourhood. The evolving approach to development requires a reciprocal approach and detailed thinking about the public realm and infrastructure, within which around 1500 new homes will be sensitively integrated.

The Ancoats Mobility Hub, located on Poland Street, is the catalyst for these innovative, practical and deliverable proposals, shifting the emphasis of public realm design to support active travel and healthy lifestyles.

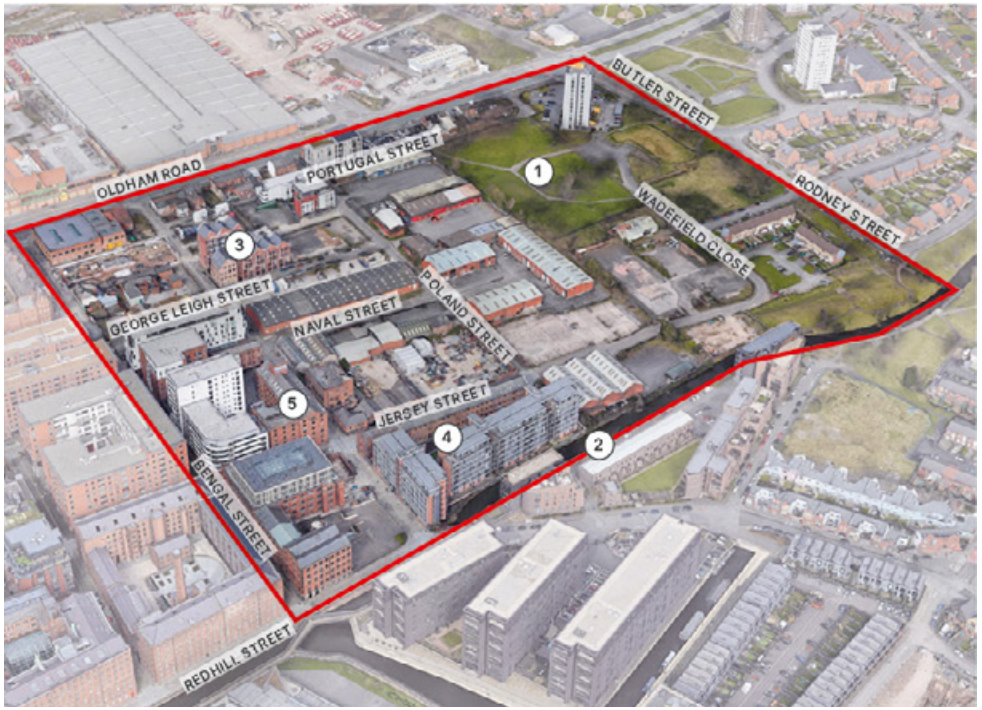


Figure 1 - Neighbourhood Boundary

1. **Ancoats Green**
   A substantial green space located to the north east of the neighbourhood.
2. **Rochdale Canal**
   A popular blue link running along the south eastern boundary of the neighbourhood.
3. **Warehaus**
   Mid-rise residential buildings fronting George Leigh Street.
4. **Flint Glass Wharf**
   Significant mixed-use development activating Jersey Street.
5. **Beehive Mill**
   Grade II* listed Cotton Mill on the corner of Jersey Street and Radium St.

[1]References

2020 Property Awards 'Placemaking Award'

RIBA Northwest Sustainability Award - Winner 2021 - The Oglesby Centre at Halle St Peters by Stephenson Hamilton Risley Studio

RIBA North West Award Winner - 2021 Murrays Mills -Fielden Clegg Bradley Studios

2 Public Realm Vision and Objectives

To support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place.

This vision will be achieved by rebalancing movement to promote active travel, and through the delivery of an enhanced green heart at Ancoats Green.

The green character will extend into the adjacent streets and spaces to create a liveable, healthy environment, which is climate resilient and supports the moves towards a Zero Carbon Manchester.

The public realm will be locally distinctive, utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area and facilitating the creation of a canal edge walk.

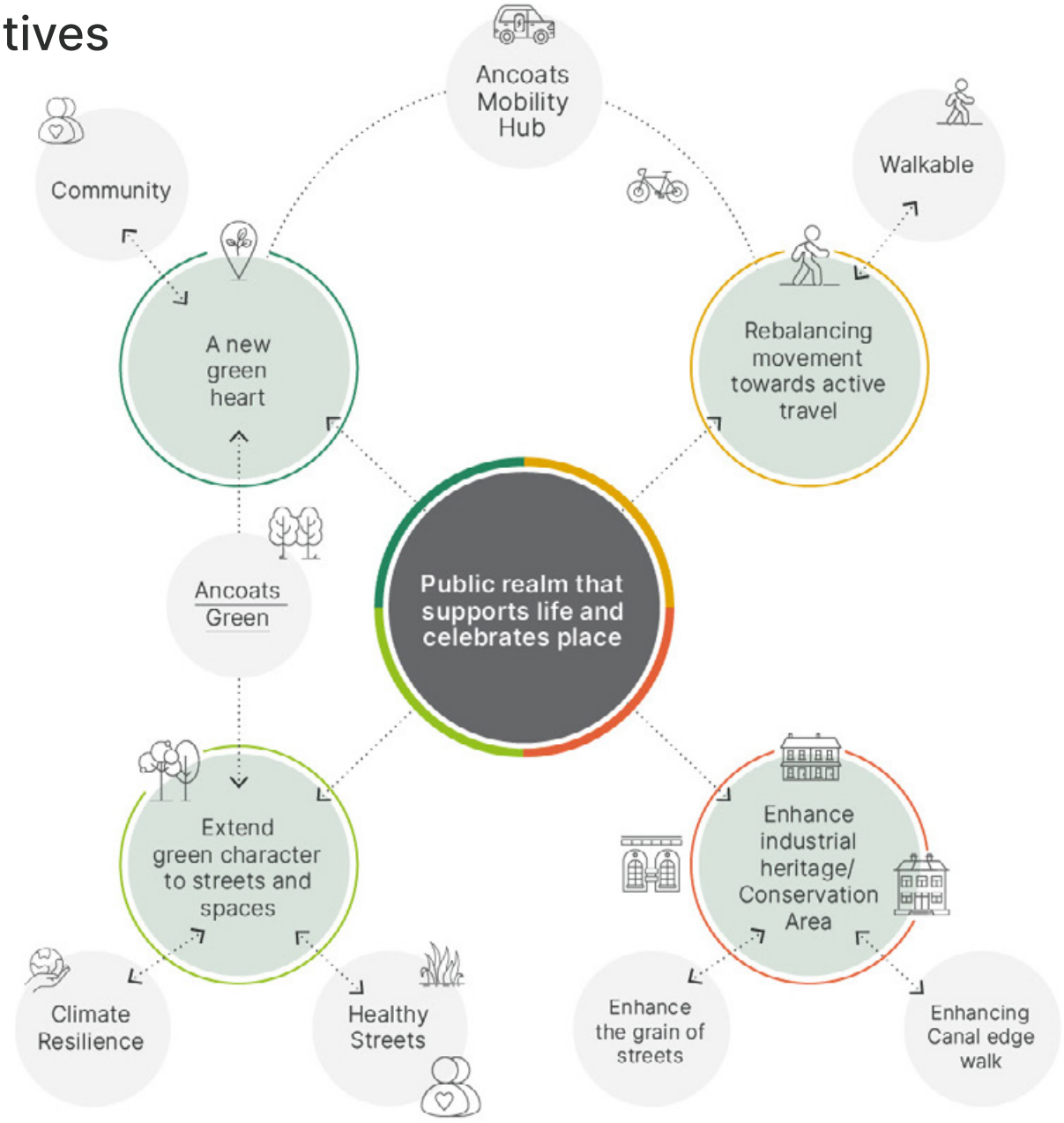


Figure 2 - Vision and Objectives Diagram

3 Contextual Appraisal

Figure 3 illustrates the strategic context of Ancoats, presenting a well connected and accessible neighbourhood.

Spaces that Serve Communities

The neighbourhood abuts several existing communities, despite a range of barriers stifling connectivity between them. The streets and spaces created by this new public realm strategy should create new opportunities for existing communities to come together.

Ancoats Green is currently under-utilised, tucked away behind existing industrial buildings. Creating a strong community function at Ancoats Green to include a mix of uses including, active recreation, play and also quiet contemplative spaces is of prime importance, adding to the City's Green Space Network.

Linking to Existing Amenities

A number of key walking and cycling routes connect the neighbourhood to adjoining parts of the city. This excellent accessibility provides a baseline for Ancoats to be a walkable neighbourhood, with amenities located within a short walking distance, reducing the need to travel by car. The design of streets and spaces will encourage active travel, with the future location of the Ancoats Mobility Hub key in reducing the number of local vehicle movements.

The Rochdale Canal, in particular, provides not only a strategic Green/Blue connection between the countryside and the city, but also contributes to a rich industrial history.

Figure 3 - Contextual Appraisal Plan

3.1 Building on the Neighbourhood Development Framework

"The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future."

Poland Street Zone NDF, 2020

Evolution

The Public Realm Strategy is the next step in the evolution of the 2020 NDF and builds on the principles of that document by considering six elements in detail and how it is possible to:

Refine the street hierarchy as many of the streets proposed in the NDF shared similar characteristics. The strategy refines this to three street types, based on a common design language and philosophy.

1. Create a movement strategy which rebalances the streets, favouring active travel, exploiting the sustainable movement opportunities generated by the Mobility Hub.
2. Place a higher degree of emphasis on Naval Street as the direct connection linking Ancoats Green and Cutting Room Square.
3. Adjust the design of the Prussia Street Arm Greenway, creating a wider range of uses and heritage references. The removal of Jersey St Bridge is considered key in creating a level, pleasant and safe connection to the Rochdale Canal, integrating with development to ensure the neighbourhood reaches its potential.
4. Add design detail showing how the influence of Ancoats Green can be extended through the neighbourhood, along streets and beyond its current boundaries.
5. Explore how the benefits of extending Ancoats Green can be maximised, placing a strong emphasis on walking, cycling and healthy lifestyles.

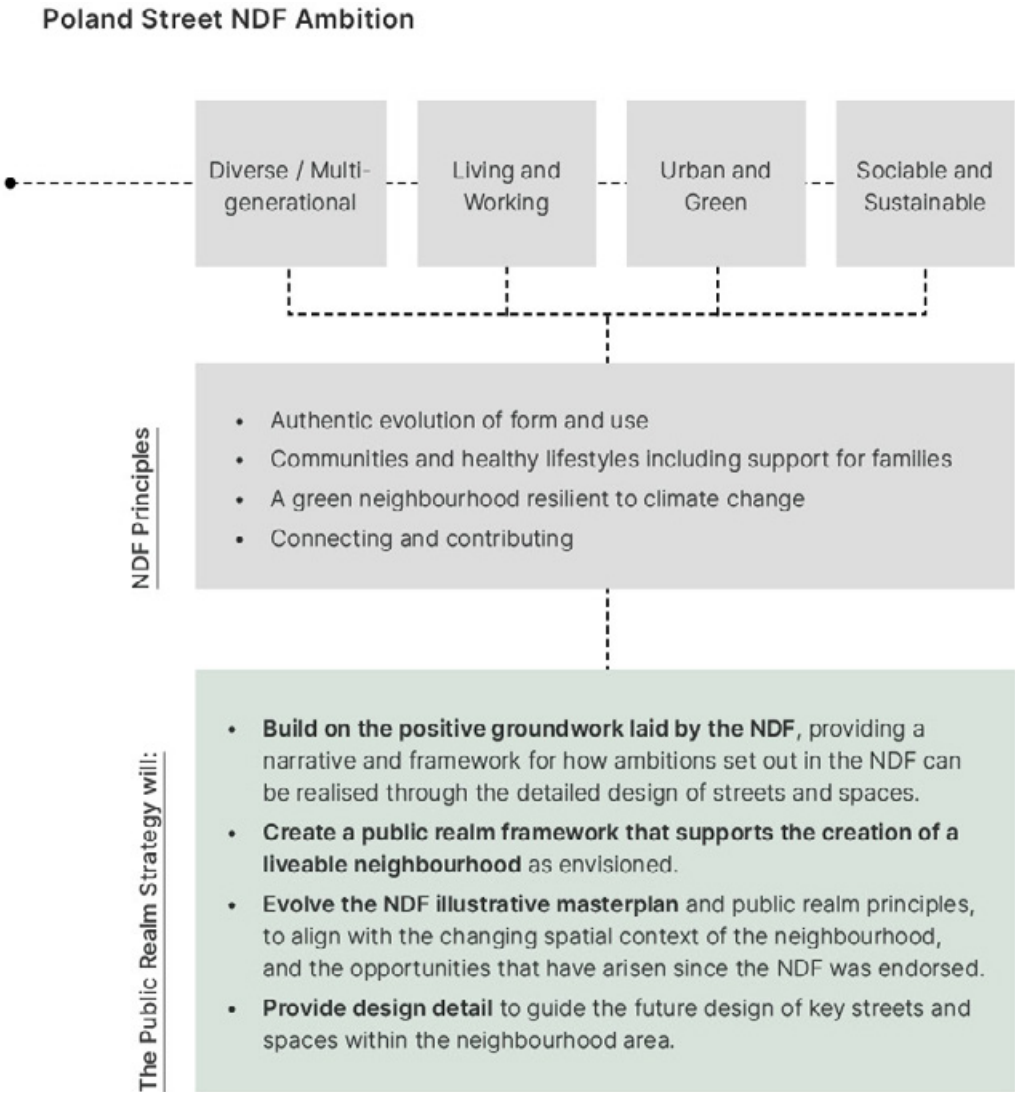


Figure 4 - NDF Review Diagram

3.2 An Evolving Spatial Context

Poland Street Zone NDF (2020) Illustrative Masterplan

Figure 5 - NDF Illustrative Masterplan

The NDF illustrative masterplan indicated potential for:

- A re-orientation of Ancoats Green along east-west alignment. New buildings within historic Ancoats Green footprint.
- A significant linear green space along former Prussia Street canal arm
- A large green space along Rochdale Canal at southernmost tip of the Prussia Street canal arm.
- Assumptions on what can be delivered within future development parcels - including new connections, spaces and buildings.

Evolving Development Context - Strategy Evolution

Figure 6 - Consented and anticipated developments with potential new connections and links

- The Ancoats Green alignment retained and expanded, providing more open space than the NDF.
- The consented Mobility Hub abuts the park, providing opportunity to create new Green Streets, rebalanced for active travel and a reduction in vehicular traffic.
- The removal of the Jersey Street Bridge will deliver safe, level and pleasant access to the Rochdale Canal along a new greenway.
- Revitalised Ancoats Green informs evolution of the greenway concept.
- The materials palette will be influenced by the industrial aesthetic of the Front of Ancoats and throughout.
- A green character could extend along three key east-west streets.
- The strategy can inform the design of future development parcels.
- More focus on the design of gateways to enhance sense of arrival.

3.3 Assets and Qualities - Heritage

Ancoats Conservation Area covers much of the neighbourhood, its character steeped in industrial narrative. A detailed appraisal* of the 'Poland Street Zone' is has been undertaken to inform the detailed design of the public realm. The slides 1-4 below illustrate the key characteristics of the Conservation Area.

1. The Industrial Grid - An efficient grid of streets creates permeability and is characteristic of the Conservation Area and it's former industrial era. The layout affords long, framed views along streets.
2. Rochdale Canal - The Rochdale Canal and its historic arms, the Bengal Arm and Prussia Street Arm mark the historic legacy and significance of water to the area.
3. Industrial Materiality - Cobbles run along streets up to the western boundary, complementing red brick structures such as Jersey Street arches and the former Flint Glass Works.
4. Former Mills and Warehouses - Varying in size and typology, mill buildings set a medium-rise height datum along the western boundary. A red brick materiality, distinct roof pitches, gables and vertical fenestration all contribute to a distinctive character.

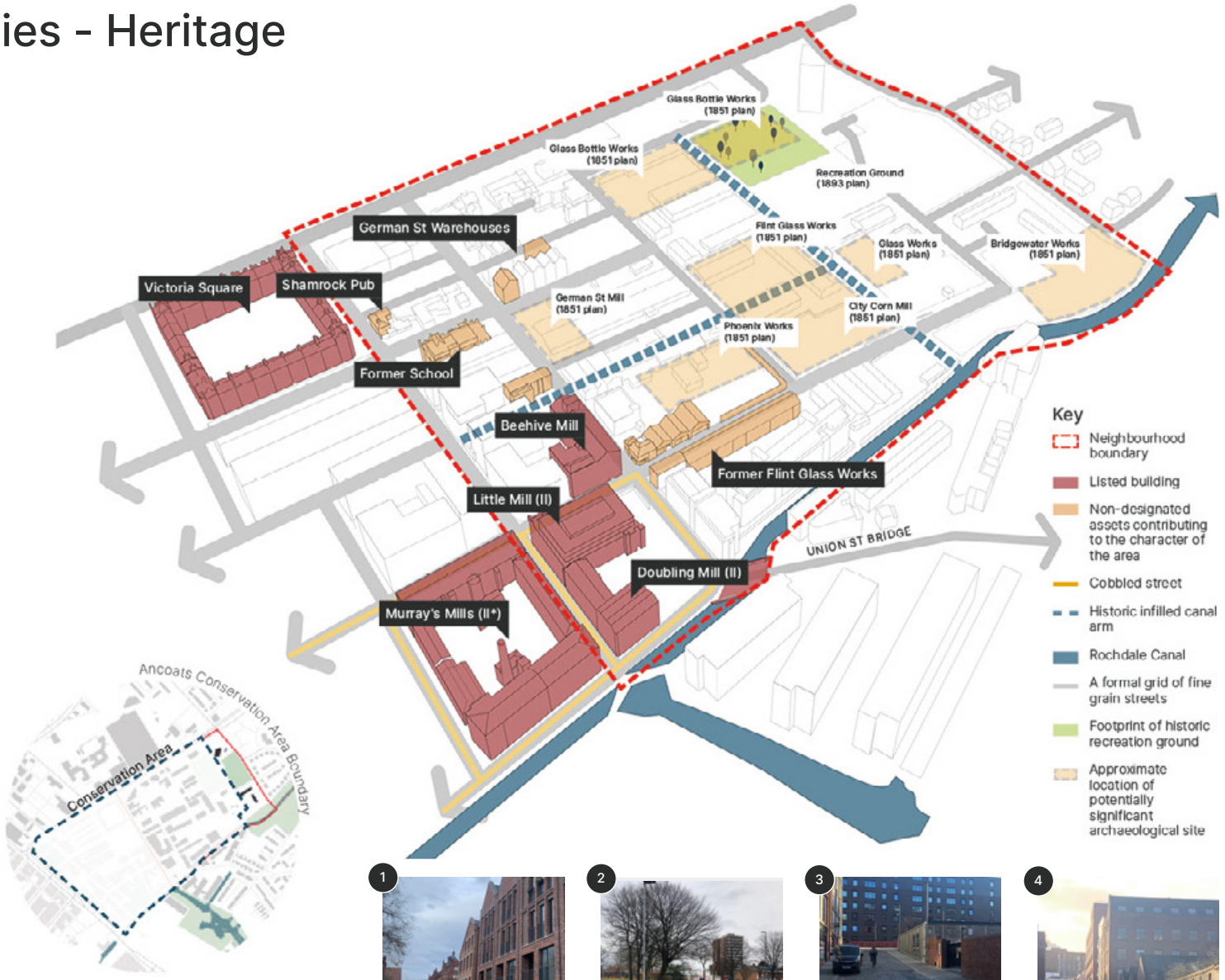


Figure 7 - Heritage Assets

Long framed views

Rochdale Canal

Re-used cobbles along Radium Street

Beehive Mill and Jersey St Arches

1

Figure 8 - Adshead Plan New cross Ward (c. 1851)

2

3

4

5

"(...) narrow, crooked, filthy streets, in which there is quite as much life as in the great thoroughfares of the town" (Engels, 1844)

The urban form of this part of Ancoats has been constantly evolving throughout its history, responding to social, political and economic shifts from the 19th century through to the current day. The area's affiliation with industry and its growth, change and subsequent decline has had the most telling impact on its form.

The foul conditions of Manchester's Victorian slums are well documented, with rows of workers 'cottages' intermingled amongst factories and mills. For all their issues, streets in Victorian slums were used as social spaces. Up until the mid-19th century, dwellings were predominantly back-to-back, and even from this point only small yards were provided dividing dwellings at their rear1.

Simply put, working-class residents had no amenity space, and the streets played a key social role in allowing communities to interact. As is evident in photography, doorsteps were social spaces where people conversed and children played. Towards the end of the 19th century, a recreation ground (now Ancoats Green) emerged on the site of a former Glass Bottle Works, representing some commitment to provide open space for workers.

This strategy will look to explore opportunities to interpret the area's history of evolution, capturing the notion that the street is a social space and celebrating the creation of the historic recreation ground as a vital community asset.

Key

1. Adshead Land Use Plan presents a collage of land uses within a compact neighbourhood (c.1851) © Ancoats Cradle of industrialisation
2. Back to back dwellings in Ancoats (c.1894) © Manchester Libraries
3. Jersey St housing (c.1894) © Manchester Libraries
4. Nurse visiting workers dwellings in Ancoats (c.1901) © Manchester Libraries
5. Rear yards to tenement dwellings on Oldham Road (c.1898) © Manchester Libraries

[1]References

Holder, J, Falconer, K and Rose, M.E. (2011) - Ancoats 'Cradle of Industrialisation'

3.4 Assets and Qualities - Neighbourhood

Ongoing Regeneration

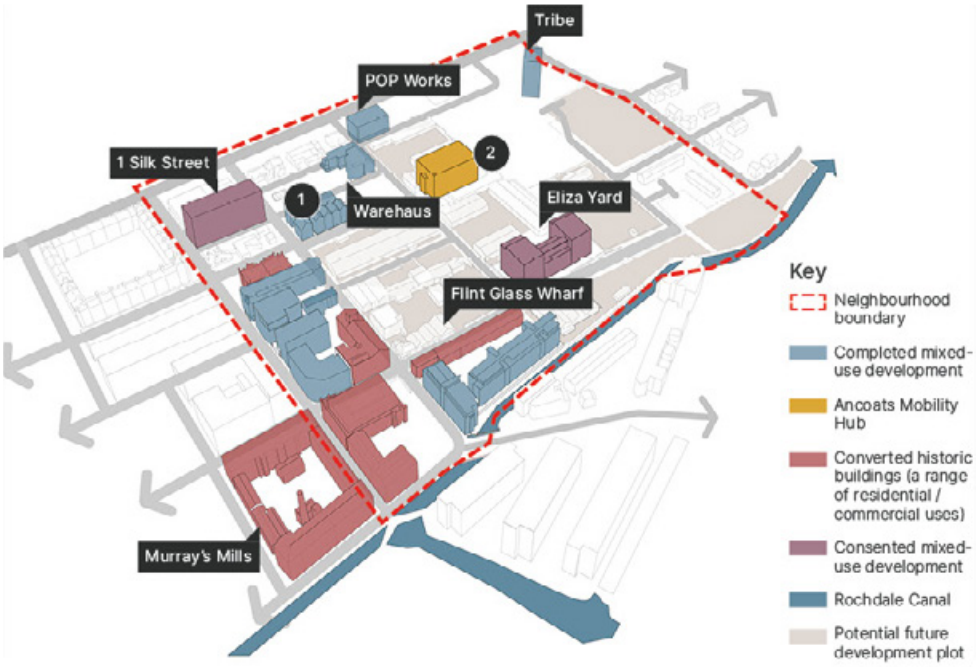


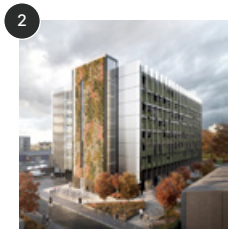
Figure 9 - Regeneration Assets

- New and revitalised buildings and spaces, most recently Warehaus and Popworks.
- A broad mix of uses across the neighbourhood establish a vibrant, live-work culture.
- Multiple live planning applications, including planning consents including the Ancoats Mobility Hub and Eliza Yard, providing new homes and amenities in the neighbourhood.

1

Sensitively designed new homes at Warehaus

2



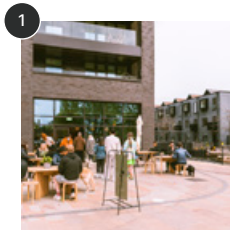
Ancoats Mobility Hub is a catalyst for change

Strategic Context and Linkages

Figure 10 - Linkages

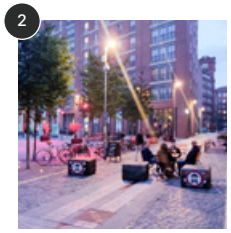
- Ancoats is well located strategically, adjacent to several neighbourhoods undergoing transformational change.
- Strategic linkages - the grid creates permeability and provides an opportunity to connect the Bee Network through the neighbourhood.
- A range of social, health, education and leisure facilities lie within 5 minutes walk.

1



A range of food and drink outlets, education provision and doctor's surgery in New Islington

2



Cutting Room Square provides a vibrant and active space

Blue and Green Infrastructure

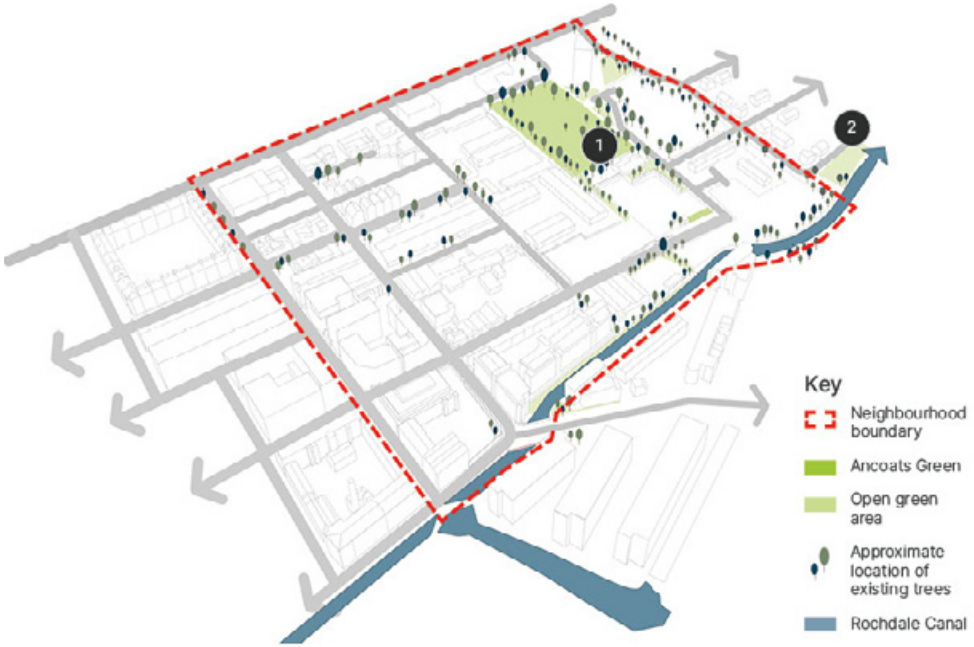


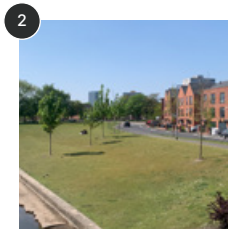
Figure 11 - Green and Blue Assets

- Ancoats Green is a key green space, providing recreational opportunities, mature trees and a natural focal point.
- The Rochdale Canal is a key Green and Blue corridor and amenity resource.
- A Arboricultural Tree Survey has been undertaken for all of the trees across the neighbourhood, particularly around Ancoats Green This identifies species, maturity and condition.

1

Significant amenity space at Ancoats Green

2



Linear green space along Rochdale Canal connects into the neighbourhood

Existing Industrial Materials, Features and Trees

Built Form

Multi-tonal brick facade with dark accents

Red brick facade with stone sills and timber

Distinctive red brick arches with brick detailing and stone sills

Street Materials

A complimentary palette of materials

Typical junction arrangement - Front of Ancoats

Re-used cobbles along various streets abutting the neighbourhood

Trees

Trees along eastern edge of the green

Trees along eastern edge of the green

A range of trees within Ancoats Green

3.5 Design Consider

Figure 12 provides an illustration of the assets and physical elements that can be considered and enhanced through the Public Realm Strategy.

The neighbourhood's location within the Ancoats Conservation Area is a key opportunity, with characterful buildings and industrial materials creating a unique baseline to respond to.

The Rochdale Canal is a key element, providing a valuable landscape asset and a strategic connection into the City Centre. The alignment of the former Prussia Street canal arm provides an opportunity to create a meaningful pedestrian connection between Ancoats Green and the canal, referencing the area's heritage and establishing a new landscape corridor. In order to establish safe, level and pleasant access to the canal, the removal of the Jersey Street bridge is considered necessary.

Building on this point, the design and layout of future streets and footpaths should draw pedestrians in to Ancoats Green, a key historic green space with the potential to become an active focal point to the future neighbourhood.

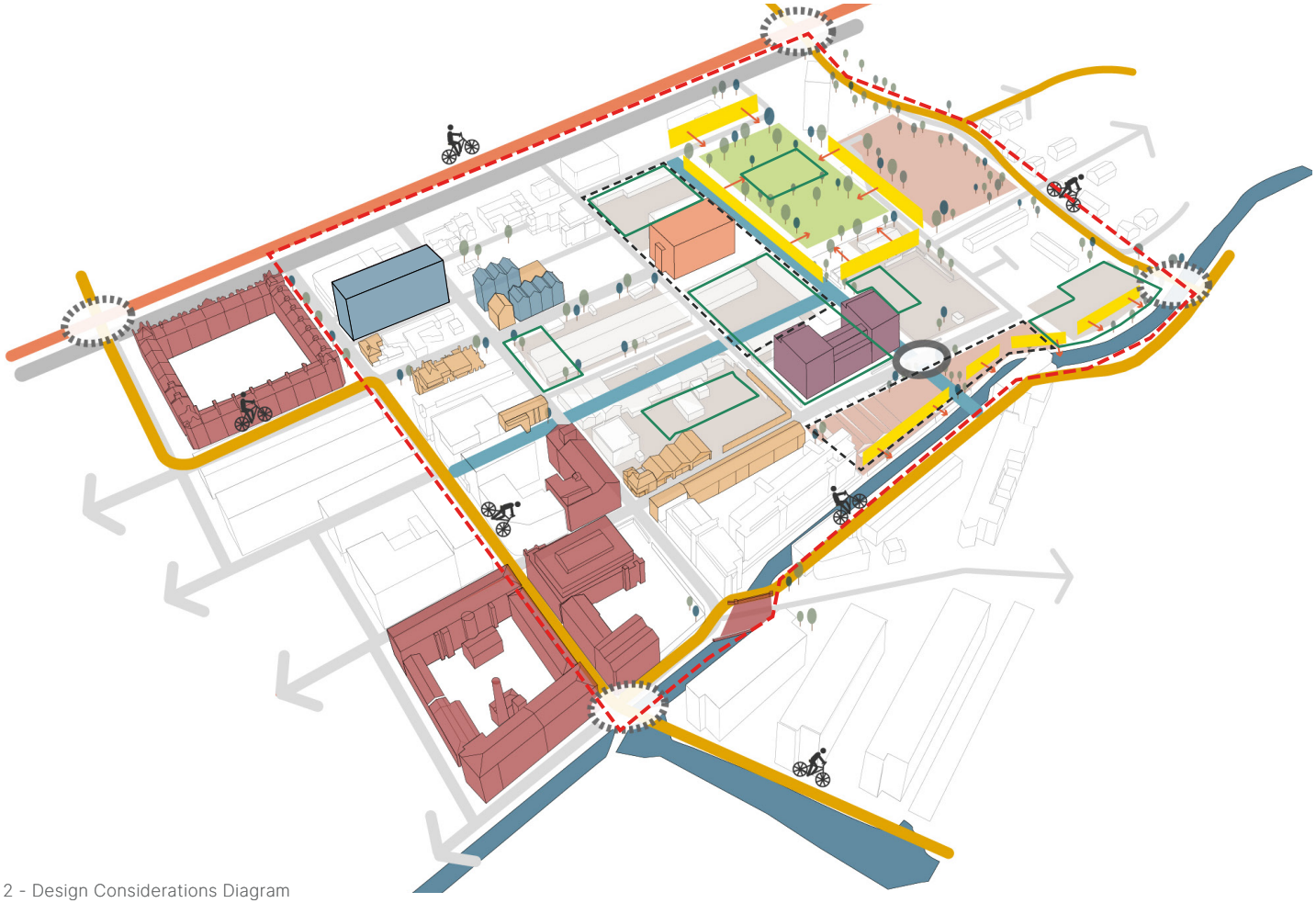


Figure 12 - Design Considerations Diagram

Key

- Listed building
- Heritage feature contributing to historic industrial character
- Historic infilled canal arms
- Rochdale Canal
- A formal grid of tight, fine grain streets
- Proposal with planning consent
- Ancoats Mobility Hub (consented)
- Recently completed development referencing industrial character
- Likely future development plot
- Emerging development proposal
- Ancoats Green
- Approximate location of existing trees
- Existing plot, bounded by walls and fencing, preventing pedestrian access and movement
- Jersey Street canal bridge
- Beeway cycle routes
- Inactive and poorly defined landscape edge
- Potentially significant archaeological site
- Beeway cycle route junction improvement

3.6 Opportunities

A series of key opportunities can be drawn from the analysis, helping to ensure the emerging strategy captures the unique elements of the neighbourhood.

The analysis shows:

- Ancoats Green is located within a wider regeneration context.
- The Green is located at interface of various existing communities.
- Several city linkages feed into the neighbourhood (with scope to extend).
- 'Front of Ancoats' to the west presents a hard, urban streetscene.
- Ancoats Green, along the western edge, provides a substantial green space.
- The range of functions provided in local green spaces is limited.
- The area is used as a transient neighbourhood by cars, with vehicles rat-running between Oldham Road and Great Ancoats Street.
- A neighbourhood with a rich history with strong potential to enhance
- A lack of parking for residents.

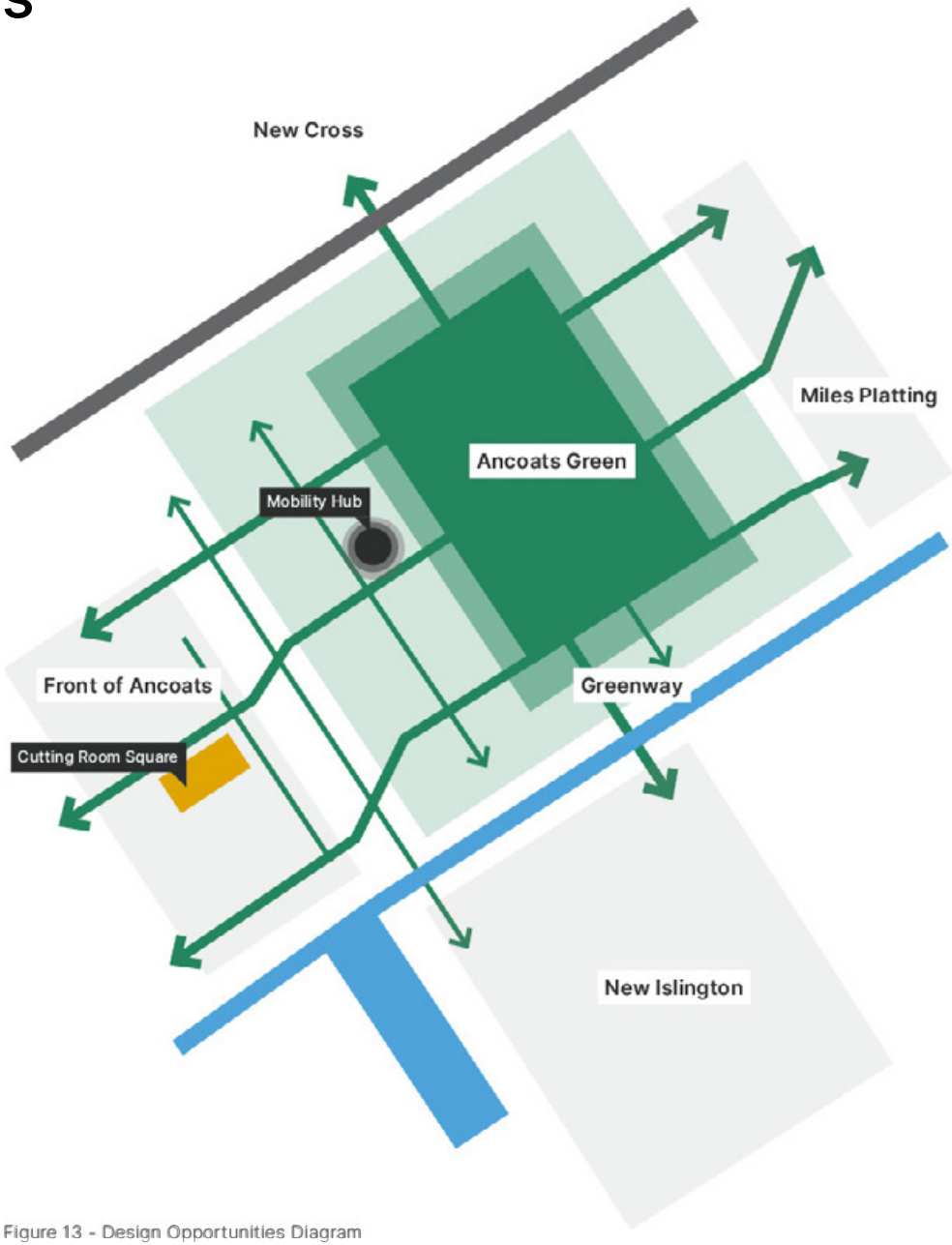


Figure 13 - Design Opportunities Diagram

Opportunities

There is a **real opportunity to extend the influence of Ancoats Green through the neighbourhood,** enhancing its functions and providing future residents opportunities for play and amenity.

The area sits at the interface of several existing and future communities, and as such **creates a space where communities come together - encouraging integration, interaction and conviviality.**

To improve the range of functions and activities available in the public realm, including space for active play, biodiversity, local events and outdoor sport.

The Mobility Hub provides the opportunity to rebalance the streets in the area in favour of active travel, reducing car dominance and prioritising the health and wellbeing of people. It also allows for the reallocation of highway over to green space, planting and trees, in the form of Green Streets, which will in turn emphasise the grain of the streets.

Create strong pedestrian and cycle connections through the neighbourhood, such as the Prussia Street Arm Greenway, that connects with its neighbours, the key city spaces and the wider strategic cycle network.

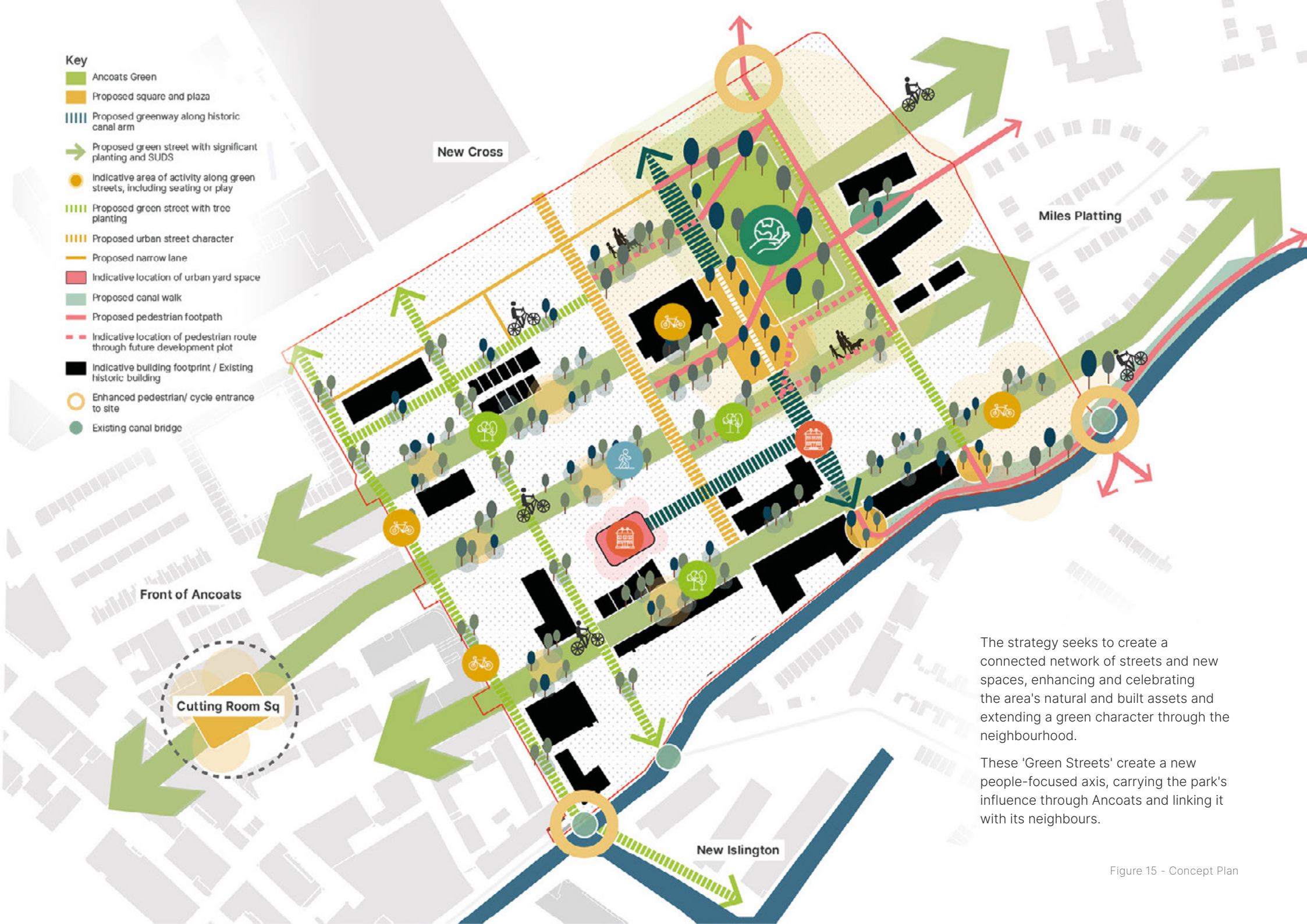
4.0 Public Realm Strategy

Figure 15 illustrates the application of the Public Realm Strategy objectives spatially, capturing the following design features.

- The importance of Ancoats Green as a focus/conduit for key routes between communities and destination points within the City.
- Strengthening desire lines as they permeate Ancoats Green, integrating them with the overall design and function of the space.
- A new plaza and playground around the Mobility Hub provides a focal point of activity, enhancing the active setting of this key building. The space connects the Mobility Hub and future developments to the park and becomes the centre of a new Greenway, along the alignment of the old Prussia Street Arm, which informs the character of this space. New Green Streets, pedestrian footpaths and cycleways will ensure safe and pleasant linkages between new homes and the Hub.
- The diagram also indicates a potential green connection along the Bengal Street canal Arm, along with other potential green corridors.
- Safety and security is a primary objective of the strategy. Active frontages will aid natural surveillance of the streets and spaces. Direct paths, improved lighting and removing hiding spots are all design considerations that encourage active use of the streets, spaces and Ancoats Green.

The objectives below build on those outlined in the Poland Street Zone NDF (2020), outlining what the future public realm in the 'Back of Ancoats' should achieve.

Figure 14 - Public Realm Strategy Objectives



The strategy seeks to create a connected network of streets and new spaces, enhancing and celebrating the area's natural and built assets and extending a green character through the neighbourhood.

These 'Green Streets' create a new people-focused axis, carrying the park's influence through Ancoats and linking it with its neighbours.

Figure 15 - Concept Plan

4.1 Illustrative Public Realm Masterplan

The implementation of the illustrative masterplan and delivery of the public realm strategy will help unlock and coordinate development throughout Ancoats, creating opportunities for future development to contribute to a sustainable urban neighbourhood. Interventions will not only create a green, safe and active setting for new homes, but would provide wider social, health and economic benefits for existing communities.

Figure 16 provides further detail on the design of streets and spaces, illustrating how the public realm strategy objectives can be achieved through detailed design.

The masterplan has evolved to:

- Incorporate the historic orientation of Ancoats Green;
- Integrate the Mobility Hub around an active space, which also links to the future development plot to the south. It also looks to integrate with the landscape proposals and desire lines created at Rodney Street; and
- Evolve the design of the linear park, responding to Ancoats Green to create a character space - 'Prussia Street Arm Greenway'. The removal of Jersey Street Bridge would extend the greenway through to the canal, creating a safe, level and pleasant pedestrian and cycle connection.

Finally, the masterplan indicates a detailed but flexible approach to delivering Green Streets across the neighbourhood.

Figure 16 - Illustrative Public Realm Masterplan

4.2 Refined Street Typologies

The design strategy draws on the guidance set out in Historic England's 'Streets for All - Advice for Highway and Public Realm Works in Historic Places'

A simple, consistent design language is proposed for streets through the area - focused on reducing vehicular traffic, encouraging active travel and integrating green infrastructure.

- Three street typologies are proposed across the neighbourhood, refining the hierarchy outlined in the NDF.
- Poland Street and the lanes will present a more urban character as a result of their narrow corridor width
- Green Streets run on an east-west axis, creating pedestrian and cycle movement corridors into Cutting Room Square and the City beyond.
- These will deliver substantial areas of soft landscape, tree planting and SuDs features, extending green infrastructure through the streets whilst acting as traffic calming measures (p. 20 for details)

Figure 17 - Proposed Street Typologies Diagram

4.3 Vehicular Movement Flow

The proposed new system will encourage driver movement **to** the neighbourhood rather than **through** it.

The approach will:

- Reduce the time benefits drivers currently gain from using the area to skip Great Ancoats Street / Oldham Road junction.
- Use the space gained from narrowing road carriageways to rebalance the streets - creating a people-focussed environment.
- To avoid rat running develop two movement cells divided by George Leigh Street, preventing vehicles driving directly through the neighbourhood.
- Provide residents and visitors with valuable amenity space, creating space for green infrastructure, children's play, seating and SuDs.

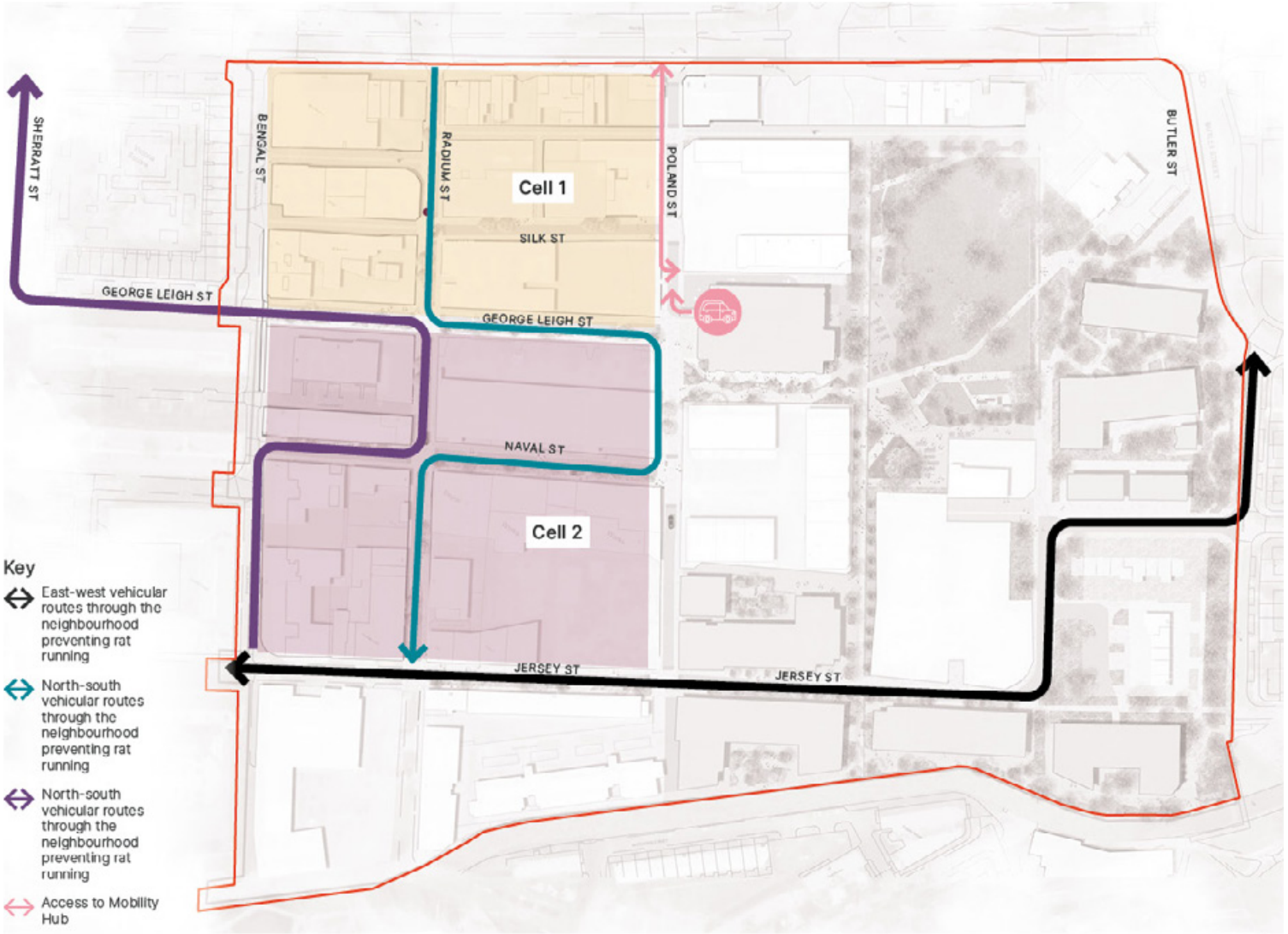
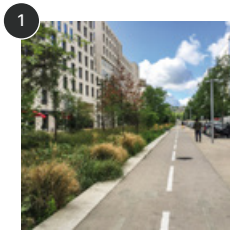


Figure 18 - Movement Cells to prevent Rat-running Diagram

1



Planting and SuDs along street edge

2

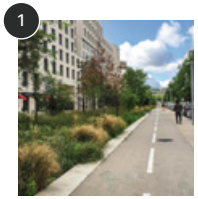
Trees to create pinch points to streets

4.4 Vehicular Movement Access

Parking provision and vehicular circulation have been considered within Poland Street Zone in order to decrease the street space dedicated solely for cars and deter rat-running.

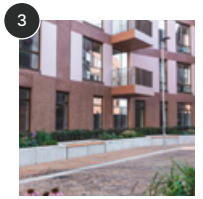
The approach will:

- Within the streets, a provision for some bays is proposed, principally to enable short-stay parking and servicing in close proximity to existing and future residential buildings, whilst the Mobility Hub will address the majority of the latter. The strategy recognises the impact of on-street parking and careful management of this is a key consideration going forward.
- As part of the detailed design stages several streets will, with the exception of bicycles, become one-way to deter vehicular rat-running through the neighbourhood, thus decreasing the area of the street dedicated solely to cars.
- Deliver vehicle filter points to slow traffic down up to junctions by narrowing carriageways and creating a one car access. No entry with the exception of specific vehicles, for example servicing vehicles and cycles.
- With the exception of cycles, create one way sections of road using green infrastructure as a traffic calming measure.



1 Planting and SuDs along street edge

2 Trees create pinch points



3 Furniture and finishes define street character

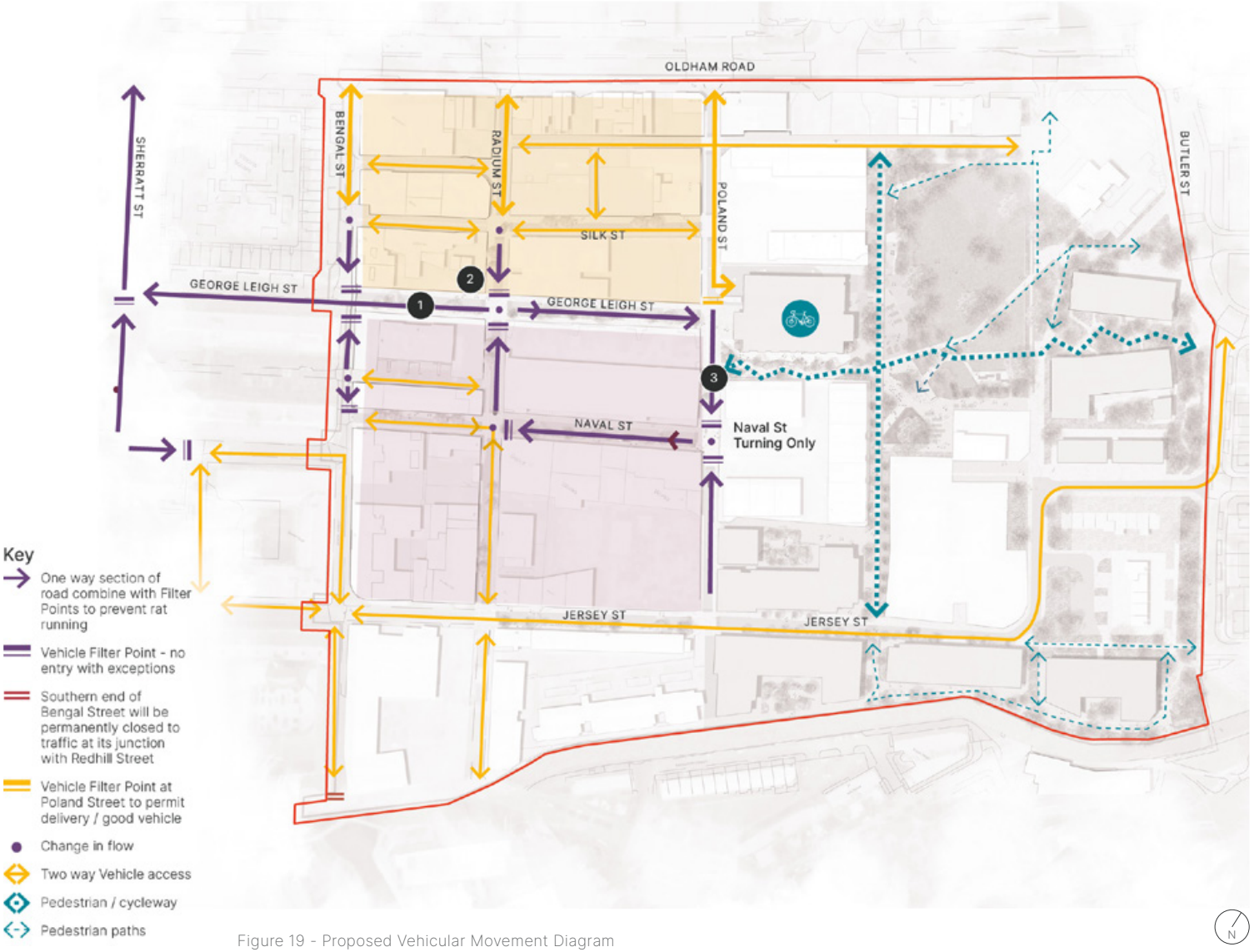


Figure 19 - Proposed Vehicular Movement Diagram

4.5 Character Spaces
Green Streets

What are we trying to achieve?

A street typology that achieves three basic functions - integrate green infrastructure and amenity, reduce the speed and volume of vehicular traffic, and encourage Active Travel.

Key requirements include:

- A refinement and simplification of the NDF street hierarchy. The strategy develops a common design language, applied to the street depending on its context and dimensions.
- Reduce the volume and speed of vehicular traffic.
- Integrate green infrastructure and connectivity
- Create flexible, multi-modal streets
- Develop a residential street character, providing amenity and interaction.

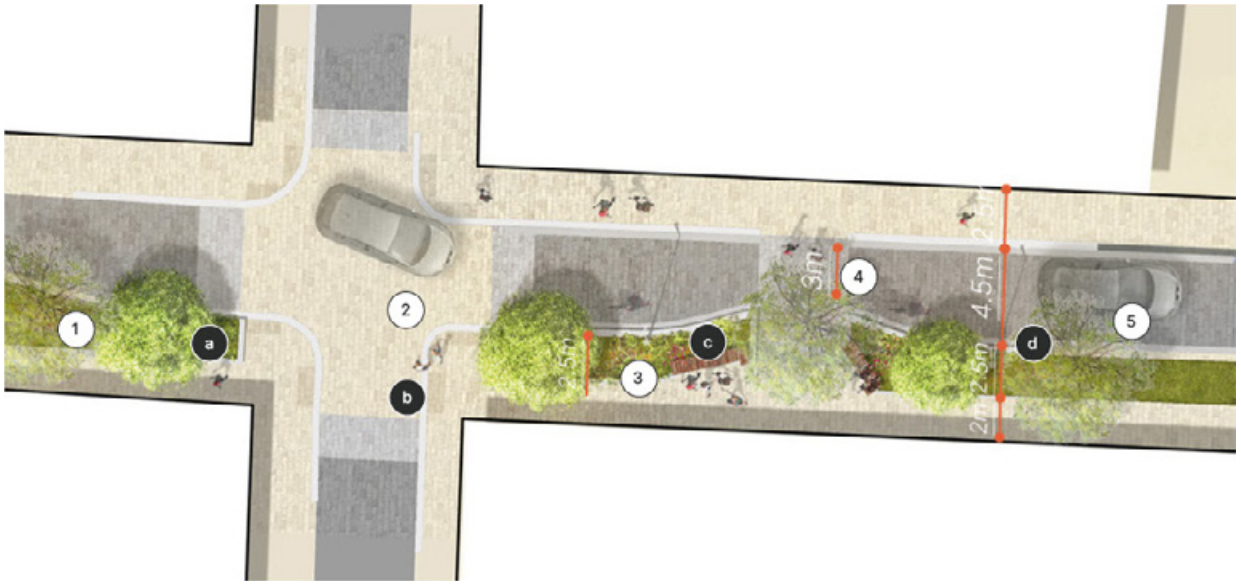
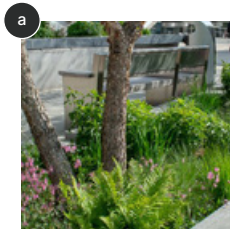


Figure 21 - Illustrative Green Street Layout

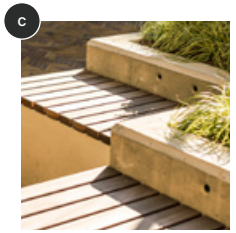


a

SuDS climate appropriate planting

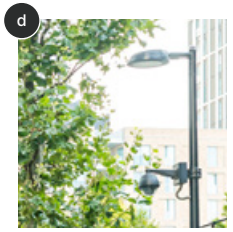
b

Pedestrian movement improved



c

Integrated timber seating



d

Coherent lighting strategy

Figure 20 - Green Street along Jersey St

1. **Planting**
Planted area to form part of the street drainage strategy, helping to attenuate rainwater and encourage habitat links.

2. **Raised junctions and crossings**
Crossing points raised to pavement level, slowing traffic and creating variation in the carriageway.

3. **Opportunity for dwelling and interaction**
Multifunctional street furniture creates pockets of useable space in the street, encouraging interaction.

4. **Narrowed carriageways including contraflow**
Carriageways are narrowed to 3m, extending green infrastructure into the road to create pinch points.

5. **Integrated cycleways**
Contraflow cycleways are integrated into the carriageway, creating flexibility and choice for cyclists.

Delivering the Principles

Rebalance streets

The movement framework enhances the historic grid, creating permeability and encouraging two-way cycle movement.

Lane width encourages two-way cycle movement to all streets, ensuring streets encourage cycle priority.

Enhance industrial character

Street furniture could reference the uses of existing and former historic buildings on adjacent plots, along with the canal, creating and enriching Ancoats' industrial narrative.

Extend green character

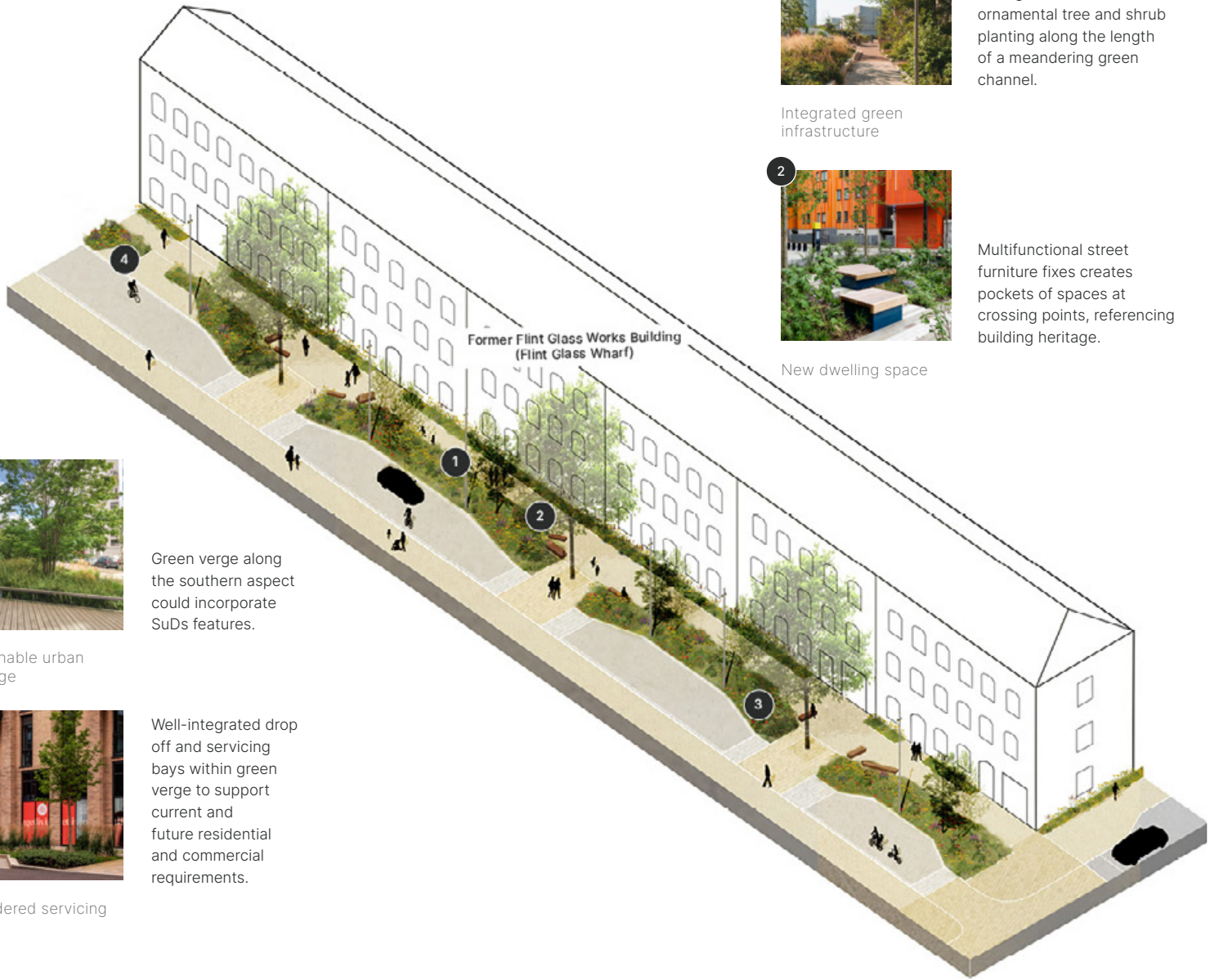
Significant green verges are proposed along streets, creating opportunities for a range of planting, SuDs features and street trees.

Active, healthy, walkable

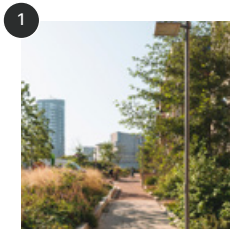
Seating is proposed within the green channel, encouraging interaction with nature. Streets prioiritse pedestrian movement.

Community

Flexible street furniture proposed in green verge creates opportunities for dwelling, interaction and play.



1



A range of native and ornamental tree and shrub planting along the length of a meandering green channel.

Integrated green infrastructure

2

Multifunctional street furniture fixes creates pockets of spaces at crossing points, referencing building heritage.

New dwelling space

3

Green verge along the southern aspect could incorporate SuDs features.

Sustainable urban drainage

4

Well-integrated drop off and servicing bays within green verge to support current and future residential and commercial requirements.

Considered servicing areas

Figure 22 - Illustrative Green Street View

4.6 Character Spaces
Rochdale Canal Walk

What are we trying to achieve?

An active and verdant canalside, creating opportunities for physical and visual interaction with the water. The space should provide opportunities for pedestrian movement, play and dwelling, activating the canal and celebrating its significance.

Key requirements include:

- Significant areas of planting abutting the canal edge, integrating seating in key viewing locations.
- Pedestian routes through new green pockets, linking Ancoats Green, along the proposed greenway and east along the canal to Victoria Mill Park.

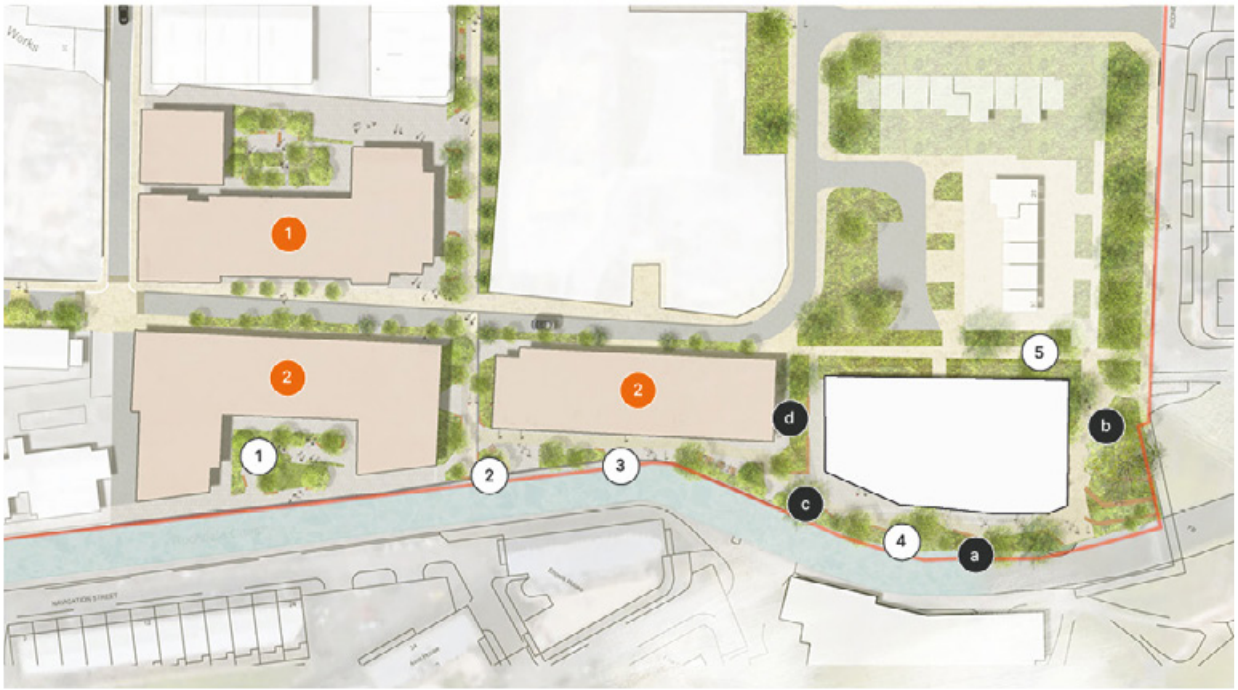


Figure 24 - Illustrative Rochdale Canal Walk Layout

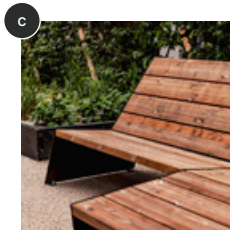
a

Aquatic / Marginal planting

b

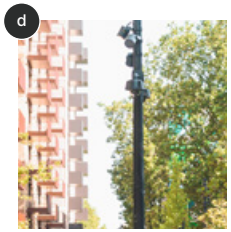
Subtle integration of industrial materials

c



Canalside seating opportunities

d



Space specific lighting

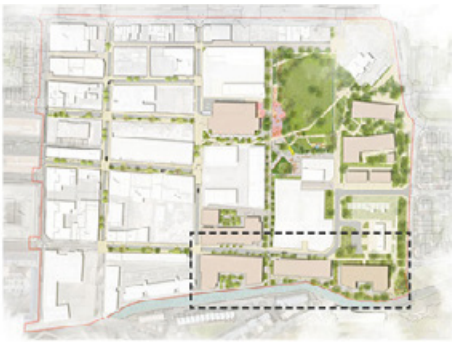


Figure 23 - Rochdale Canal Walk Location Plan

1. **Spaces interface with canalside walk - green connections**
   Private areas interface with the canal to extend the perception of a green corridor.
2. **Prussia St Greenway provides connection**
   The proposed Greenway extends through to the canal, providing a new habitat corridor.
3. **Opportunity for dwelling and interaction**
   Raised planters provide opportunity for seating and creates continuous green edge.
4. **Pocket space**
   A new public space could be established adjacent to the Rochdale Canal bridge, creating a sense of arrival. Seating terraces could be integrated into the landscape, with opportunity for public art that celebrates heritage.
5. **Footpath link**
   The footpath and cycle link between Jersey Street and Stephen Hunt St would be create an improved car free link to Miles Platting and the canal bridge.

Delivering the Principles

Rebalancing movement

New footpaths meander through pockets of green along the canal, up to Jersey Street where a new crossing point prioritises pedestrian movement.

Enhance industrial character

Materials and street furniture could complement and celebrate the presence of the historic Jersey Street Mills and Bridgewater Works.

A green heart

The new landscape corridor links through to Prussia Street Greenway linking surrounding public open spaces and neighbourhood to Ancoats Green.

Extend green character

A new green link continues the Rochdale Canal linear park to the east through the neighbourhood to Miles Platting, further enhancing the canal as a valuable habitat and amenity resource.

Active, healthy, walkable

Proposed seating, new lighting and a new walkway encourages walking and cycling.

Community

A variety of spaces provide opportunity for dwell and community interaction.

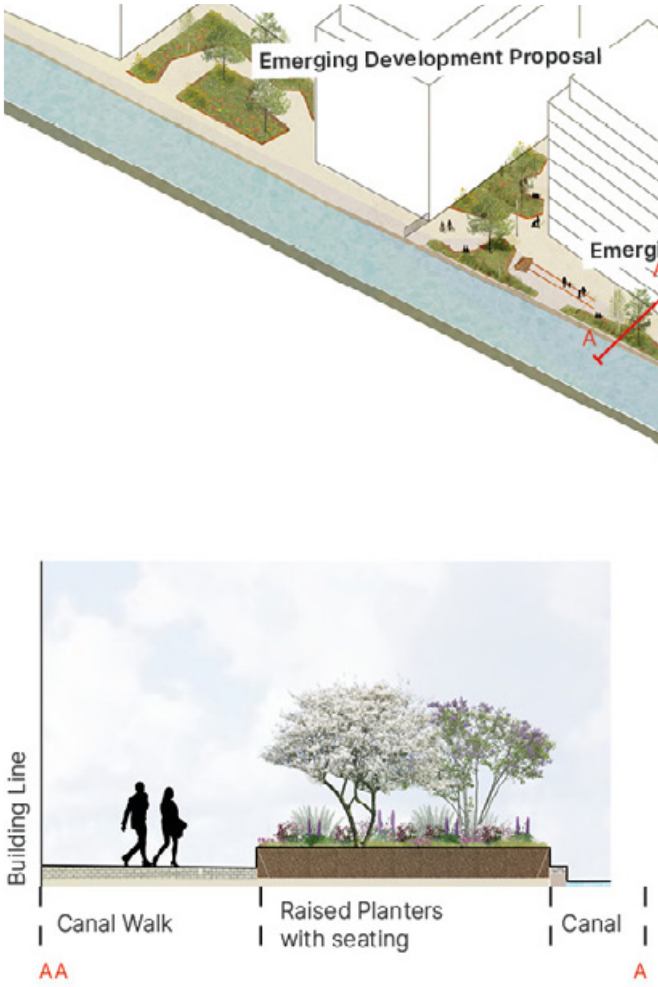
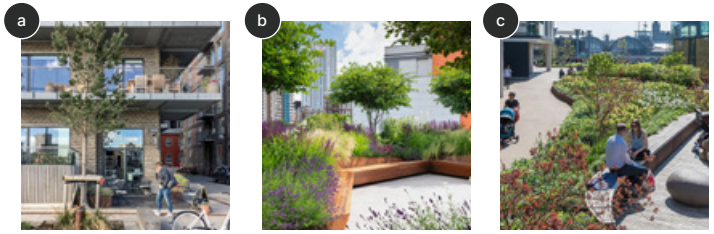


Figure 25 - Cross section example of canal treatment



Materials enrich industrial character

Integrated seating activates space

Planting and SuDs along canal edge

Figure 26 - Illustrative Canalside Walk View

4.7 Character Spaces
Prussia Street Arm Greenway

What are we trying to achieve?

A simple linear green connection from the Rochdale Canal edge through Ancoats Green to Portugal Street.

Key requirements include:

- A refinement of the NDF masterplan reflecting the emerging plot designs and land ownerships.
- A new linear green space that celebrates the hidden alignment of the Prussia Street canal Arm.
- Provide a direct and safe pedestrian/ cycle connection across Ancoats Green to the canal.
- Provide a setting to adjacent new development and opportunity for smaller recreational park spaces next to new homes and facilities.
- The illustrative plan will be developed in conjunction with the adjoining landowner so that the Prussia Greenway successfully integrates with the proposed ground floor uses.

Figure 28 - Illustrative Greenway layout

Figure 27 - Greenway location Plan

1 **Green edges**
Creating new places for seating and tree planting with wildflower and potential SuDs below.

2 **The old waterway**
'Memory' of the Prussia Street canal Arm now planted with reeds and rushes. Potential to break channel for pedestrian access to adjacent plots.

3 **The edge**
A continuous stone edge, with integrated seating in sections, celebrates and defines the former canal alignment.

4 **Central walkway**
A new footpath imitates the former towpath, accommodating pedestrians and cyclists. Mixed materiality, including re-used cobbles in parts to celebrate heritage.

5 **Wider links**
Lowered street levels allow for a direct connection to new walks and gardens along Rochdale Canal.

Delivering the Principles

Rebalancing movement

Promotes cycle and pedestrian movement, terminating at an new crossing point at Jersey Street.

Enhance industrial character

A green channel and a range of industrial materials celebrate the canal arm.

A green heart

The greenway creates a verdant amenity space and green setting for future homes.

Extend green character

Pockets of wildflower and grasses, linear tree planting and an interpretive SuDs feature establish a new green axis.

Active, healthy, walkable

A significant new footpath/cycleway connects with the existing network, encouraging active travel.

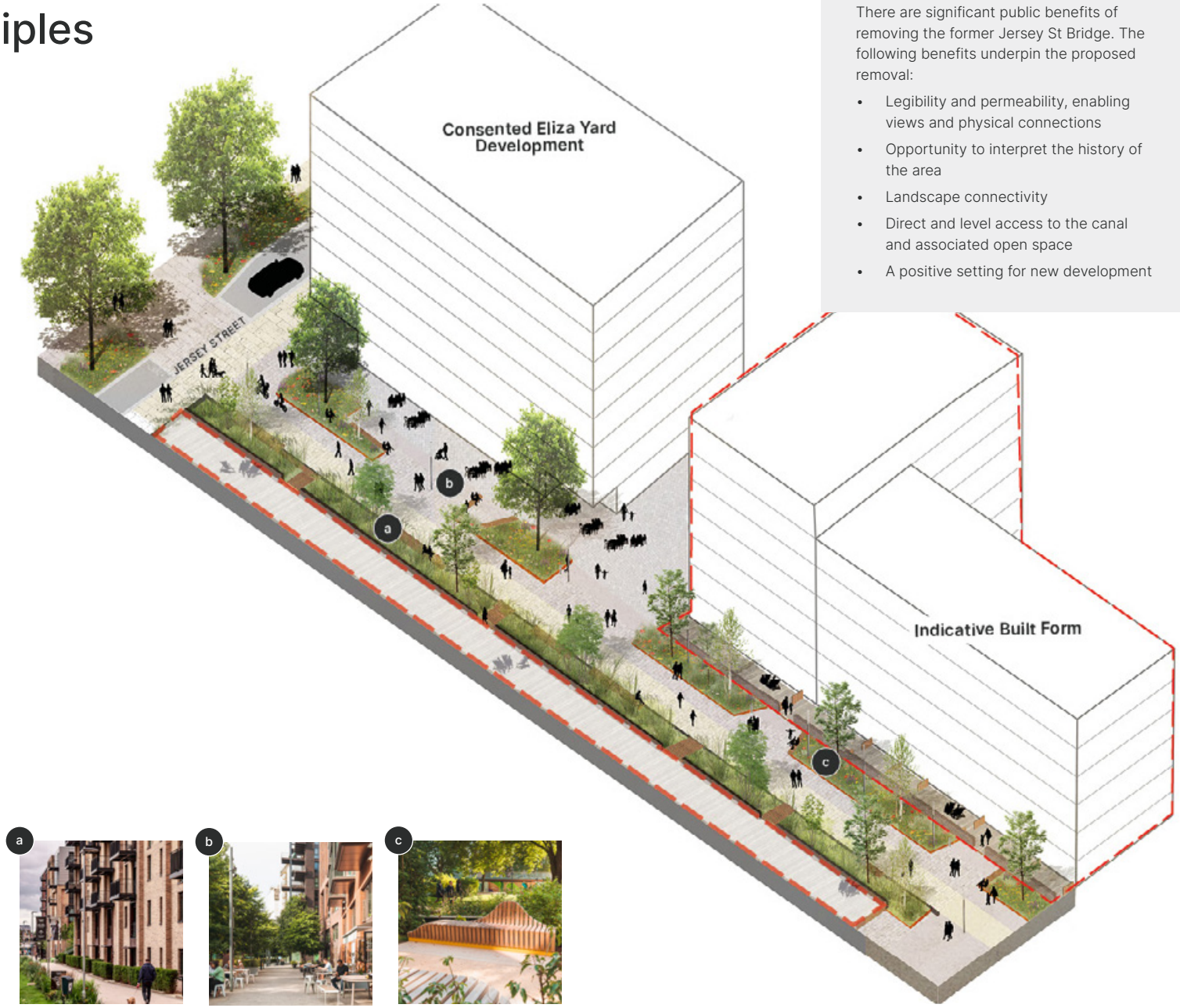
Community

A key public amenity space is delivered, encouraging interaction within the public realm.

Removing the former Jersey St. Bridge

There are significant public benefits of removing the former Jersey St Bridge. The following benefits underpin the proposed removal:

- Legibility and permeability, enabling views and physical connections
- Opportunity to interpret the history of the area
- Landscape connectivity
- Direct and level access to the canal and associated open space
- A positive setting for new development



a Green channel celebrates canal arm

b New pedestrian link and spill out

c Seating areas within green pockets

Figure 29 - Illustrative Greenway View

4.8 Character Spaces
Ancoats Green

This is an indicative layout proposal, but illustrates how a range of uses and enhancements could be accommodated. The detailed design will be developed in consultation with local residents and park users.

What are we trying to achieve?

An activated Ancoats Green, creating a multi-functional, green heart to the neighbourhood that fosters a sense of community.

Key requirements include:

- A refinement of the NDF masterplan, reflecting emerging plot designs and land ownerships and reinstating the historic alignment of the green.
- Provide a direct connection and setting for the new Mobility Hub.
- Create new pedestrian/cycle connections along key desire lines through the park.
- Provide a setting for park spaces, a new Square and gardens through to open grass lawn and fenced dog run areas.

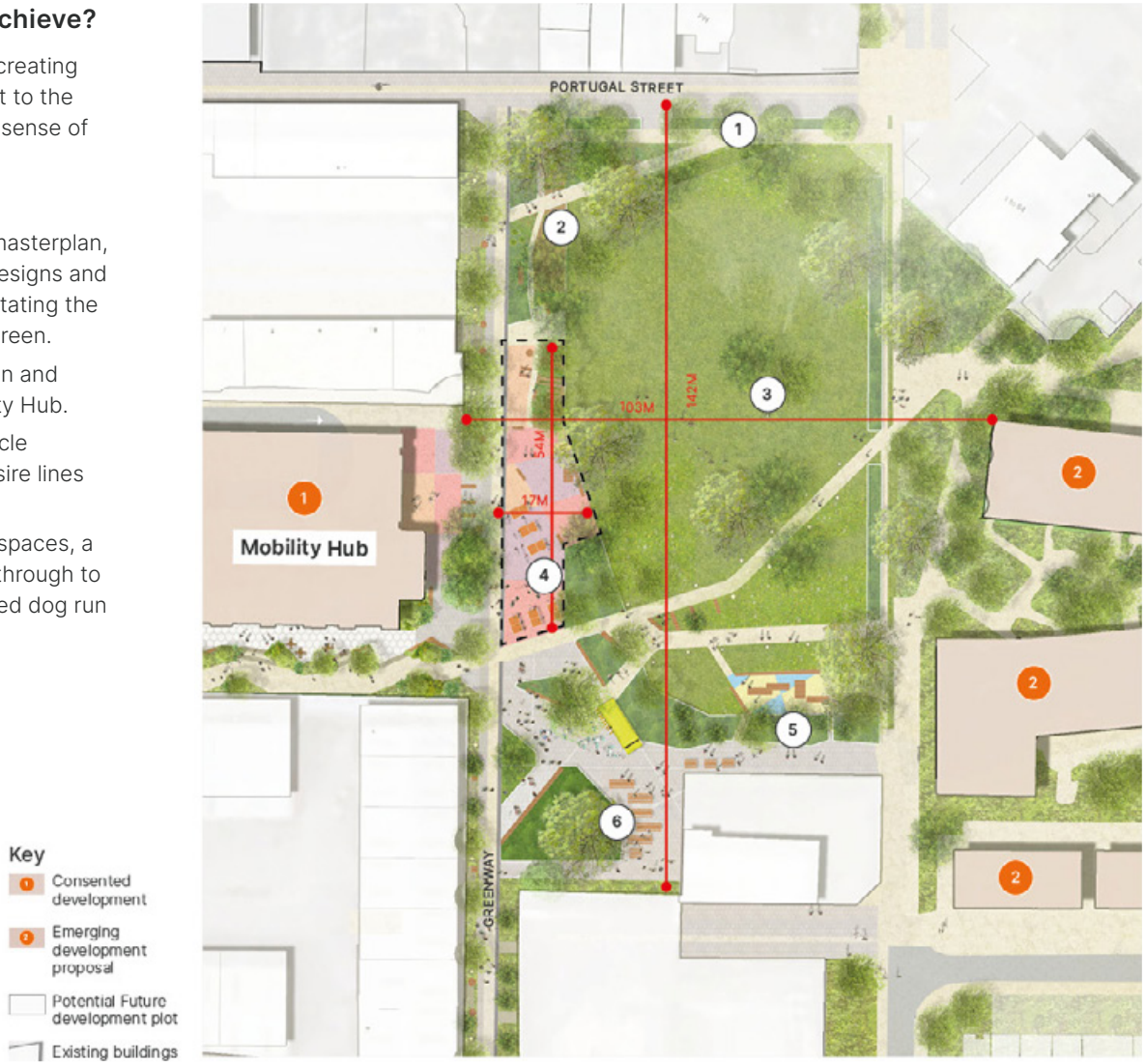
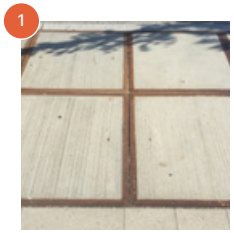


Figure 31 - Illustrative Ancoats Green layout

Figure 30 - Ancoats Green location plan

1. **Portugal Street edge**
   New defined edge to the park - includes retained trees, new wildflower planting and seating spaces
2. **Communal gardens**
   Communal gardens along park edges provide space for food growing.
3. **Flexible space**
   0.8ha open parkland for informal gathering, events and sports.
4. **Play Space (738 sq m)**
   Creates lively and vibrant edge to the Mobility Hub, connecting the park and Prussia Street Square.
5. **Park dog run (191 sq m)**
   Enclosed space for dog training and exercise, integrating a range of facilities.
6. **Prussia Street Square**
   Active and flexible community space creates a new focal point, with spill out space for adjacent plots.

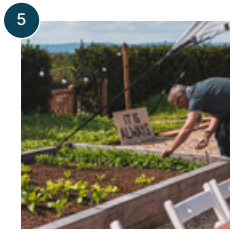


1 Steel rills integrated into surfaces

2 A new active focal point

3 Flexible play and sport

4 New footpaths through green



5 Communal gardens

6 New planting along edges

Figure 32 - Illustrative Ancoats Green View

5.0 Materiality and Technical Strategies

Materials and street furniture within the 'Front of Ancoats' have created a strong and consistent character through the area. Whilst adopting a similar materials palette, the design approach within the neighbourhood is influenced by Ancoats Green reflecting less urban and more verdant character.

Surfaces

The proposed palette of surface materials has a consistent and high-quality character, and the materials were selected for their durability and as they were in keeping with Ancoats' post-industrial character. The strategy proposes two distinct character types of 'Street and Park'. Street typologies are subdivided into 'Streets' and 'Lanes' and Parks to 'Paths' and 'Spaces'.

Street surface materials draw on the natural stone materials used to the 'Front of Ancoats' and include sandstone, granites and macadams. To the Park areas, paths take on a more organic feel of coloured macadam/resin finishes with smaller module paved areas to define spaces. To Ancoats Green, Prussia Street Greenway and the Rochdale Canal Link, a combination of natural stone and porous bound finishes are proposed, reflecting the Park's character and function.

Construction Phasing

Construction phasing of the public realm package is critical to delivering the project with minimal disruption, the likelihood of damage and material wastage. The City Council has already begun to convene discussions between landowners in the area and Highways officers to ensure construction is coordinated appropriately in the next few years as schemes start on site.

Temporary finishes

In some areas, particularly within the highway, temporary finishes will need to be considered to footways ahead of the installation of final finishes. Where possible, materials obtained from the site during the construction phase will be recycled and re-used, minimising waste and reducing embodied carbon of the project.

Life Cycle

To all adopted areas the materials palette proposed is being developed with Manchester City Council's Highways, Public Realm and Parks teams. It is essential that materials of appropriate quality are selected, however equally important is that these materials are sufficiently robust, easily sourced and do not generate long-term cleaning or maintenance costs on the Council. Consideration will also be given to the carbon impact of the materials and products being used, in terms of both manufacture and their shipping/ transportation.

The materials palette proposed is also suitable for installation using both flexible and rigid construction techniques. As part of design development, flexible methods will be tested, which would allow materials to be reused if lifting is necessary.

Recycling

The materials strategy proposes lifting and reusing some of the existing original street cobbles to crossing points and junctions. Once installed we would look to grind the top faces, creating a flat textured and level finish for driving and walking on.

Finishes

All stone surfaces, whether new or recycled, will have a textured face to maintain slip resistance requirements whether footpath or highway.

Tactile paving will also be applied as necessary, and all schemes in the public realm will be reviewed in terms of equalities and access considerations, with designs adjusted accordingly.

Implementation Plan

This Public Realm Strategy will be accompanied by an 'Implementation Plan' document that will provide further detail on the materials and products to be used in Ancoats, and requirement around the type of bonding, tolerances and sub-surface works. This document will provide clarity to developers and contractors working in the area, helping to ensure a high quality, consistent finished is delivered throughout.

Blossom Street

Jersey Street

George Leigh Street

Existing materials palette - Front of Ancoats

Rochdale Canalside

Cutting Room Square

5.1 Hardworks Strategy

Character

Streets

Park

Streets

Separate highway and raised pavement.

Highway:
Type 1 - Reclaimed cobble highway
Type 2 - HRA/Macadam

Footpaths:
Natural yorkstone flags with small module granite cubes to corners

Kerbs:
Silver grey granite kerbs

Junctions:
New small module granite setts

Lanes

Single surface finish with central natural stone channel

Highway:
Macadam with small module setts to define central stone channel. Gully to channel

Footpaths:
Macadam

Kerbs:
Flush silver grey granite channels

Junctions:
n/a

Paths

A combination of materials that will accommodate pedestrians, cyclists and proposed green infrastructure

Footpaths:
Textured - New small module natural stone

Smooth - HRA or resin bound with a natural aggregate finish

Spaces

Materials to suit specific character and use of proposed area

Play area:
Coloured rubber crumb play surface

Plazas/Square:
Natural stone and porous bound materials

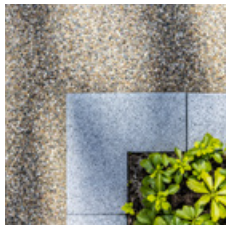
Private Resident Gardens:
Natural stone, clay pavers and porous bound materials

Overlap in materiality

Streets **Lanes** **Paths** **Spaces**







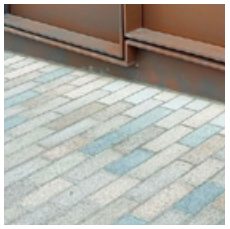



Figure 33 - Proposed Hardworks Palette Plan

5.2 Street Furniture

Materials and street furniture within the Front of Ancoats have created a strong and consistent character through the area. The strategy aims to extend and enhance this character through the neighbourhood to maintain a coherent aesthetic.

Furniture and Wayfinding

The proposed palette of furniture materials lends itself primarily to the historic character of Ancoats, referencing former historic uses within. Materials used in the public realm would reference the industrial character and include steel and timber - with the precide products to be determined in consultation with Manchester City Council officers.

The signage and wayfinding strategy will be developed to aid navigation of the proposed park and surrounding areas of activity.

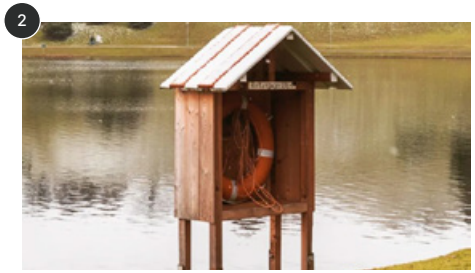
Wayfinding is proposed at key gateways and junctions within the site directing users to key destinations across all of Ancoats and beyond. Signage will be selected to relate to the street furniture and lighting columns used elsewhere in the public realm, contributing to a family of street furniture distinct to Ancoats. Choice of font, size and colour consistency will ensure that they wll be suitable for all users including those with visual impairments.

Furniture

1

Linear timber seating could reinforce the Prussia St arm

2



Appropriate water safety equipment will be incorporated to those areas with direct access to the canal footpath link

3

Cycle parking will be considered alongside the secure cycle provision within the Mobility Hub

4

Larger lounge seating could be delivered in square and park edges

5

Timber seating integrated along new paths through park

6

Appropriate bins will be incorporated across the streets and spaces strategically positioned as part of the maintenance strategy

Play

7

Potential for well-overlooked natural play facilities

8

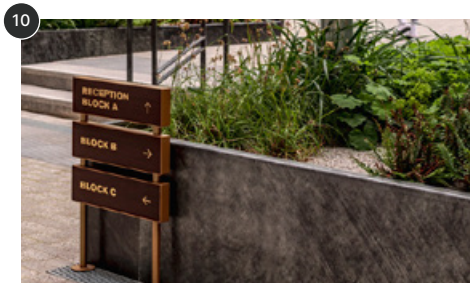
Informal and natural play facilities integrated into the street scene

9

Industrial elements could be integrated into street scene

Wayfinding

10

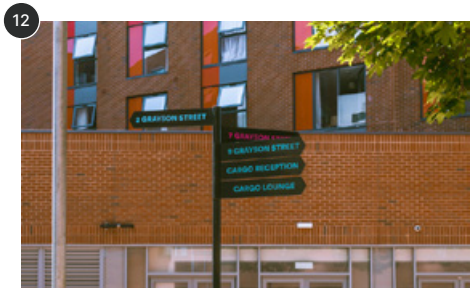


Low set signage surrounding park and active areas

11

Surface wayfinding referencing historic narrative

12



Fingerposts at gateways and key intersections

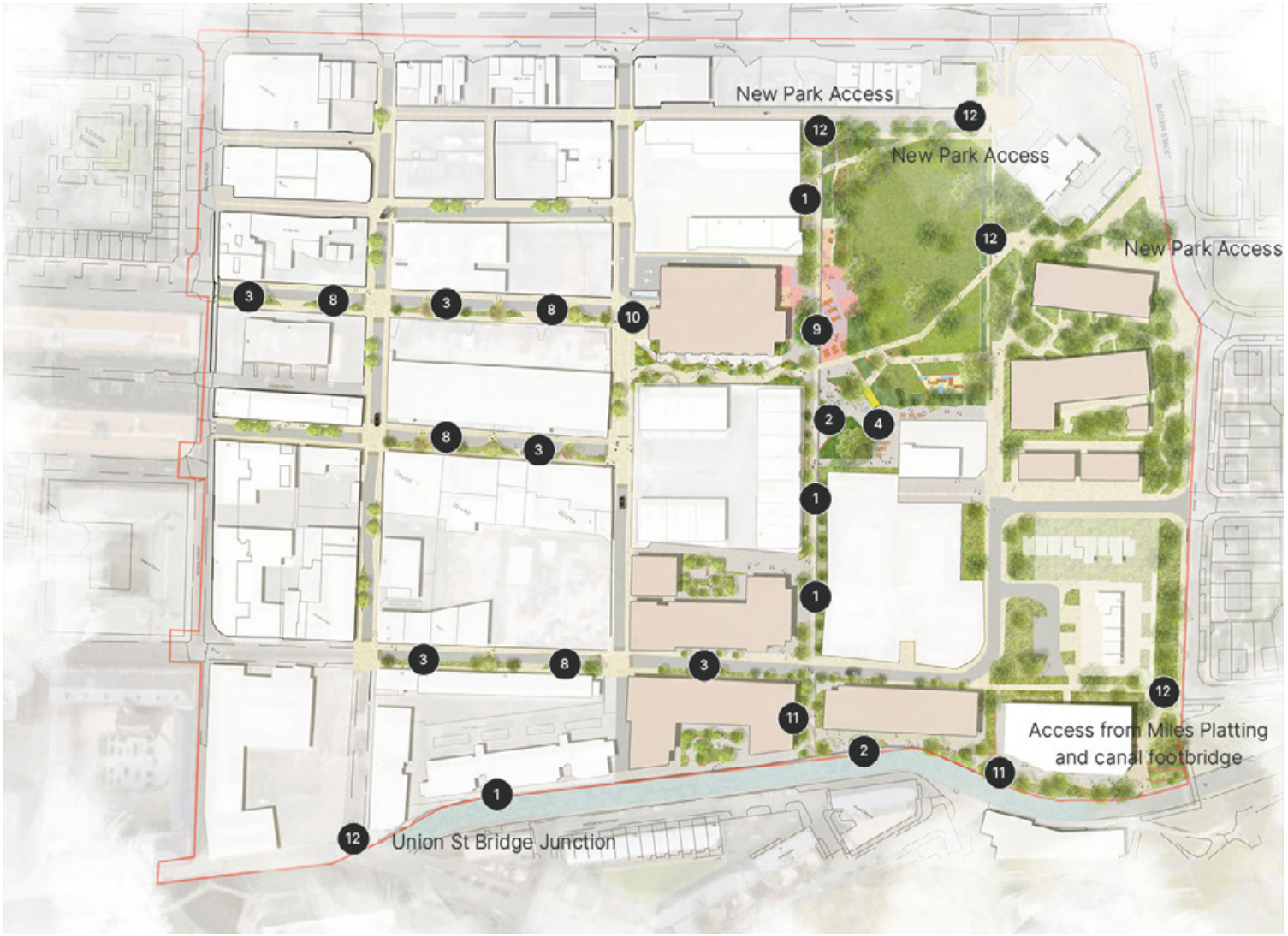


Figure 34 - Proposed Street Furniture Plan

5.3 Softworks Strategy

Planting throughout Ancoats should be climate resilient, improve the biodiversity within the area and fully aligned with Manchester's Green and Blue Strategy

Planting is proposed across the entire scheme to create delight, define spaces, mark the changing of the seasons and extend the influence of Ancoats Green through the streetscape.

As part of the Public Realm Strategy an Arboricultural Report has been produced for all of the trees across the site area. The survey is produced in accordance with BS5837 and categorises the trees in terms of condition and quality. The detail within the study will be used to guide and inform design development across the streets and Park, particularly in relation to the tree retention strategies that come forward as part of any future planning applications.

Ancoats Green

A range of different planting typologies have been selected for use across the scheme and each will play a specific role in the success of the park. Within the Park, new trees, planting, wildflower areas will expand the diversity of species, contributing to the Park's biodiversity.

Planting and lawns also play an important role in the management of surface water. These permeable areas reduce the amount of rainfall falling onto impermeable surfaces that would otherwise flow directly into the drains.

Streets

Within the streets attractive areas of trees and planting will be created, characterised by plants that can tolerate both wet and dry conditions due to the free-draining substrate used to allow water to infiltrate

Trees

The proposed palette will include a mix of native and ornamental trees that suit the location and will create a coherent planting theme that builds on the trees already present, particularly within the park.

For example, within the Park there are a number of edible fruiting cherry trees which we understand are very popular with the local community. As the design develops there is an opportunity to introduce a greater number of edible fruit and nut tree varieties within the design.

As part of the public realm design we are not proposing that any trees are planted within planters and that all trees will be planted within the ground to provide long term growth and establishment.

Rain Gardens

The importance of surface water management has been brought to the fore over recent years with the need to mitigate the impacts of climate change and Urbanisation. This includes increased rainfall intensity and consequent surcharging of existing infrastructure and flooding. Rain Gardens also enhance the quality of water entering receiving water bodies.

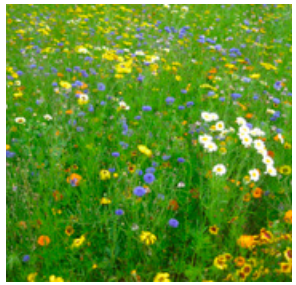
Drawing on the aspiration to create a network of continuous connected spaces, the SuDS strategy looks to utilise the green spaces within the public realm to collect, store, convey and filter surface water run-off from the hard paving.

Figure 35 - Proposed Softworks Palette Plan

SuDS / rain garden planting

Wildflower planting

Amenity grass

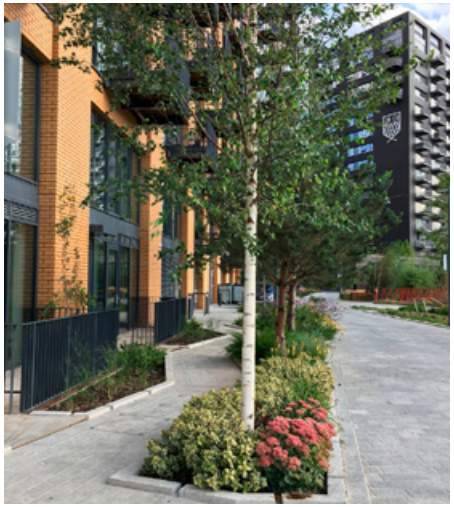


Herbaceous ornamental planting

Shrub planting

Initial Tree Palette

Street Trees



Betula papyrifera (Birch)

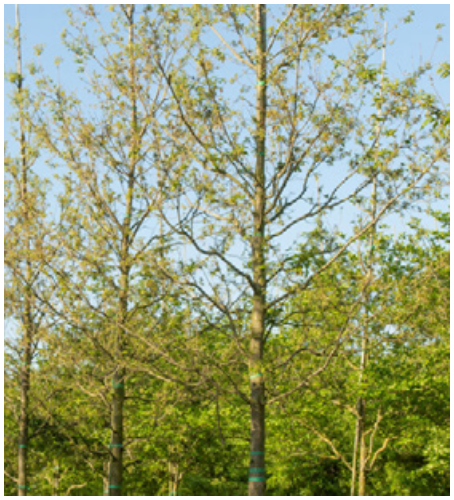
Prussia Street Arm Greenway

Amelanchier laevis 'Cumulus' (Serviceberry)

Ancoats Green

Populus tremula(European aspen)

Acer campestre ‘Huibers Elegant’ (Field maple sp.)



Quercus cerris 'Wodan' (Evergreen) (Turkey oak)

Magnolia grandiflora (Evergreen) (Soutern magnolia)

Ilex aquifolium (Evergreen) (Holly)

Prunus cerasus (Morello Cherry)

5.4 Lighting Strategy

The external lighting design will provide even and efficient lighting across the streets, spaces and Ancoats Green, ensuring they are safe and accessible after dark.

Lighting will play a number of important roles in the scheme, including:

- Ensuring a safe and usable park is created;
- Aiding with wayfinding;
- Lighting the streets to adoptable standards;
- Highlighting public art and architectural details; and
- Ensuring it is designed in consideration of habitat and wildlife corridors, both new and existing.

In addition to its functional role, the lighting design will also provide interest and animation, serving to emphasise and define primary spaces, features and built heritage across Ancoats, and also providing event-specific functional lighting.

Existing lighting columns that comply with current standards will, where possible, be retained and reused as part of the design.

Lighting will be designed to adoptable standards, the street lighting will be coordinated with the 'Green Street' proposals, with columns located discretely to avoid clutter, complement the streetscene and most importantly provide lighting for streets, path and spaces.

The design strategy will be developed alongside Manchester City Councils / Amey Light Engineers as part of the detailed design stages.

Streets

Standardised, adoptable lighting columns along streets

Potential for bespoke columns on key streets to reference industrial heritage

Spaces

Bespoke columns could be used along linear spaces

Contemporary take on heritage lighting in key historic spaces

Ancoats Green Plaza

Mounted feature lighting in square, flexible to deliver a range of tones

Lighting alters mood and enhances atmosphere and setting for evening events

Ancoats Green

Lighting in the park will be used to define key routes and paths around and through the space, creating safe routes and areas which encourage activity throughout the day and evening. Points of activity along the south-eastern edge, including the new Prussia Street Square, will include feature lighting to enhance the setting of evening activity, potential commercial spill-out spaces and events.

Bollard lighting along new paths and routes through the park

Bespoke columns along Greenway

Figure 36 - Proposed Lighting Strategy

5.5 Drainage Strategy

Surface Water Drainage

Where possible, the proposed surface water drainage strategy seeks to utilise Sustainable Drainage Systems (SuDS), which aim to reduce flood and pollution risk through techniques such as the harvesting, infiltration, slowing, storage, conveyance, and treatment of surface water runoff on site.

Therefore, based on the summary, the proposed outfall is currently indicated as the existing public sewers within Jersey Street, due to early responses from The Canals and River Trust in relation to discharge into the Rochdale Canal.

However, this does not detract from the need to improve the existing situation, make best use of green areas within streets and to reduce the burden on the public sewer system. This can be achieved by incorporating Sustainable Drainage Systems (SuDS).

Current SuDS proposals comprise the following:

- Raingardens and filter drains within streets
- Swales, basins and ponds within Ancoats Green
- Rainwater harvesting where feasible within the Ancoats Green
- Filter drains
- Other consideration for the development plots, such as green roofs and rainwater harvesting

The required attenuation for the entirety of the proposed development will be achieved by utilising an appropriate combination of the above solutions with the intention of:

- Reducing the burden on the public sewer network by slowing down the rate at which surface water enters the drainage system, and reducing the peak discharge rate of surface water entering the public sewer system (or receiving water body)
- Encouraging evapotranspiration and plant uptake of surface water by allowing surface water to remain at, or close to, the surface as long as possible

The site topography is generally flat, which has no over-riding influence on routing and direction of any surface water drainage proposals. Therefore, the principal of capturing street surface water run-off and conveying this to a collection point within the park has been developed.

This will require new surface water drainage infrastructure separate to the existing combined sewer system, which helps to separate out surface water from the combined system. Benefits of this are that it creates the opportunity to re-use this surface water for other purposes, such as watering plants, creating wetlands or introducing water features.

There is an opportunity during the detail design stage to design a more integrated drainage system that would help reduced flood risk downstream and provide benefits in terms of sewer treatment thereby reducing the ultimate volumes of clean water being unnecessarily treated.

A range of SuDS features

Rain gardens integrated into Green Streets

Biodiverse wildflower planted in rain gardens and swales in the park

Filter drains integrated into spaces

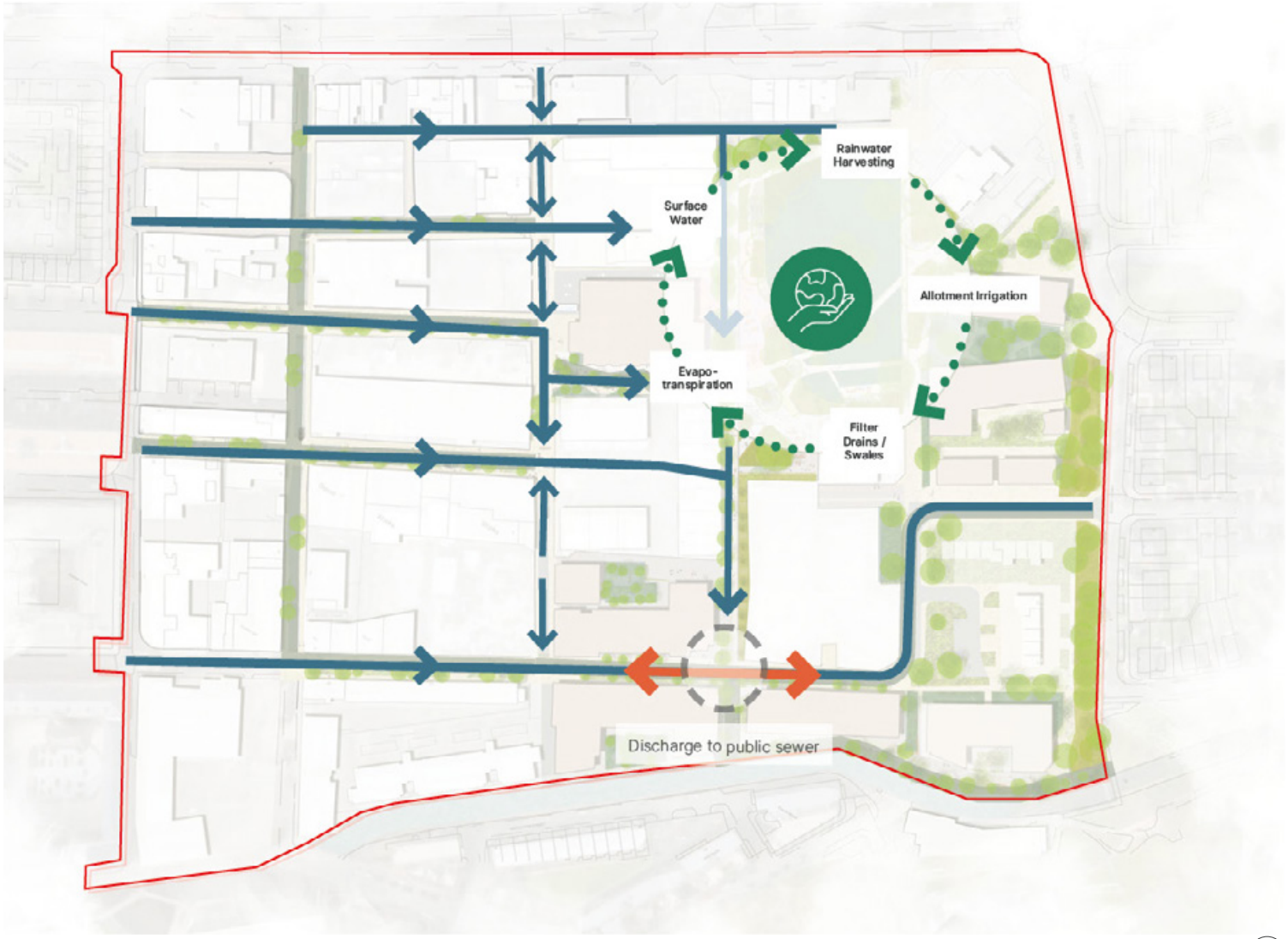


Figure 37 - Drainage Strategy

Park Rainwater Cycle

The park offers a good opportunity to explore surface water recycling, and the following have been included within the Drainage Strategy:

- Buried attenuation
- Rainwater harvesting in order to retain surface water for re-use as irrigation within the park itself and planting areas
- Private packaged pumping station to lift surface water back up to ground level and into surface features, such as swales and wetland planting
- A series of linked swales conveying surface water from the north-east corner of the park down towards the attenuation tank, rainwater harvesting and pumping station where the cycle can be repeated

Any overflow from the park would be conveyed close to surface within the Prussia Street Greenway, which follows the line of the current Poland Street towards the south. The benefit of having the eventual outfall towards the south is that this also still allows the opportunity to discharge into the Rochdale Canal should this option become viable.

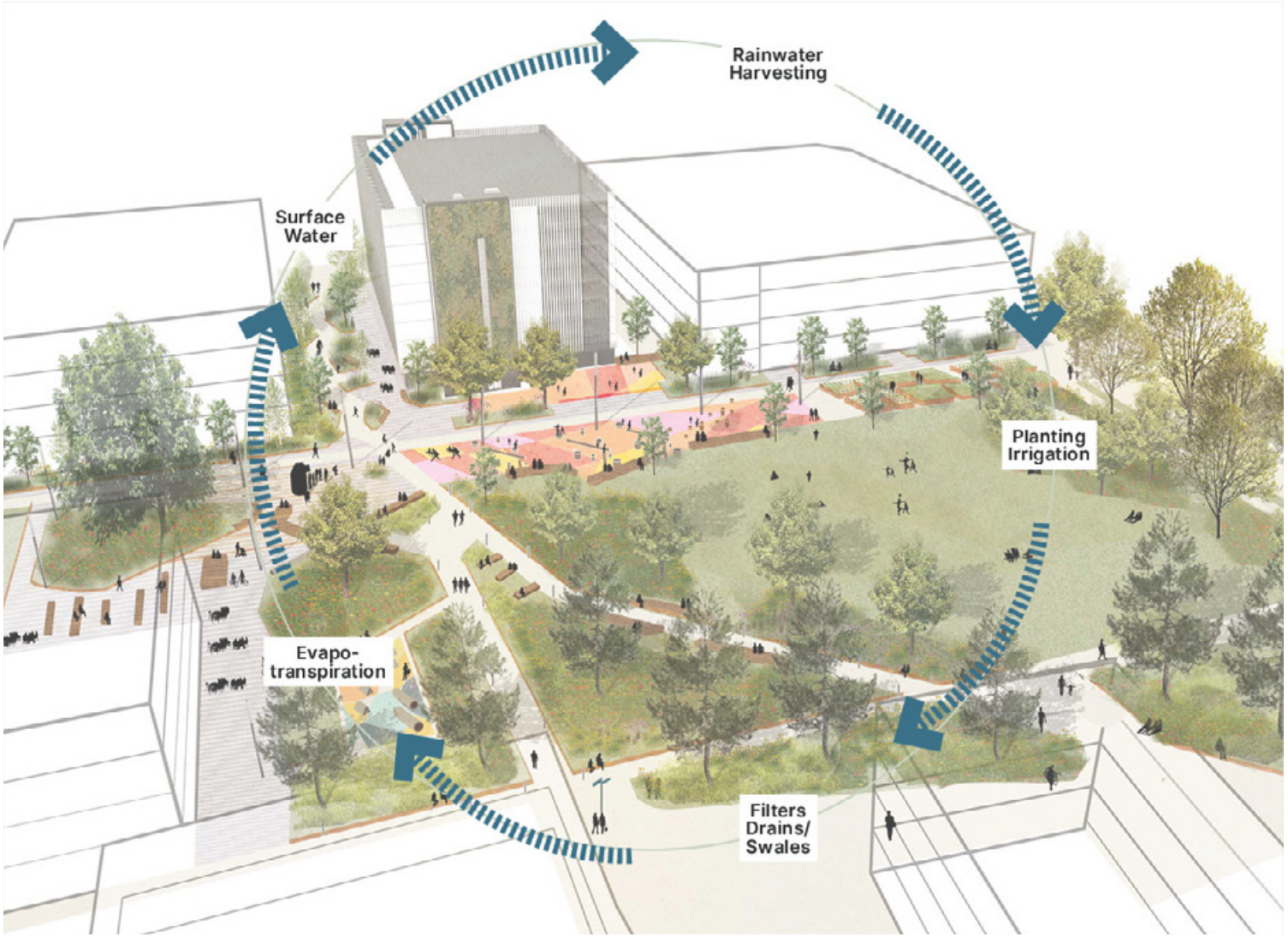


Figure 38 - Park Rainwater Cycle Diagram

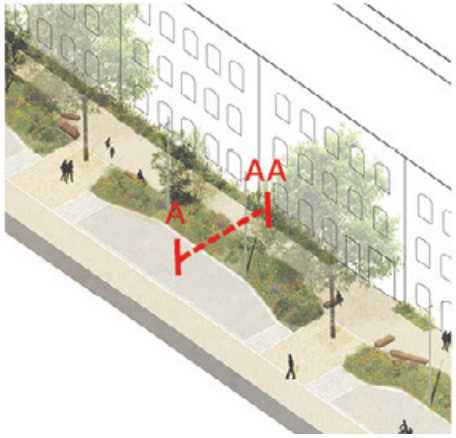
Rain Gardens

A series of “rain gardens” are proposed within the streets. These will consist of level areas of planting with the growing medium set slightly lower than the adjacent surface. Hard surfaces will be laid to fall towards these rain gardens, and water will be stored within the rain garden at the surface and will soak into the soils before being absorbed by the plants.

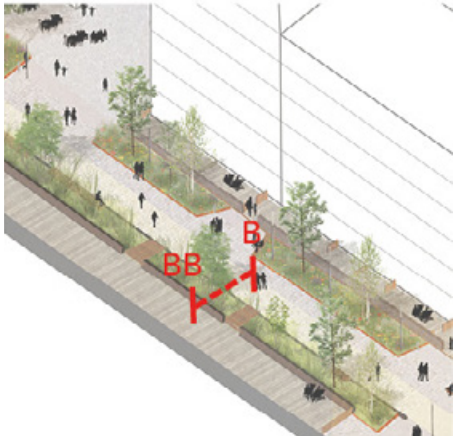
The rain gardens will intercept rainfall from more frequent, lower intensity storms such that the rainfall does not enter the drainage network.

The rain gardens will be designed such that water from extreme events can also be stored within the structure before discharging at a controlled rate to the drainage network.

As well as having a significant positive impact on the quantity and quality of water entering the drainage network, the planted areas will contribute positively to the biodiversity and amenity value of Ancoats' public realm.



A-AA - Green street rain garden location



B-BB - Prussia Street Arm cross section location

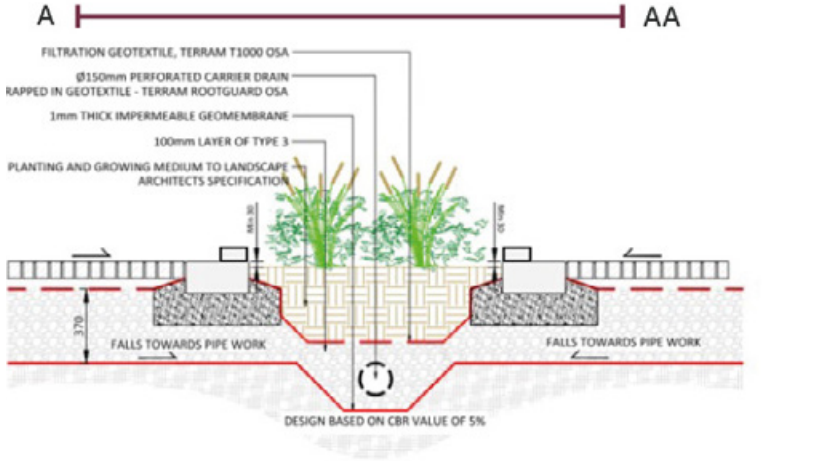


Figure 39 - Illustrative green street rain garden detail

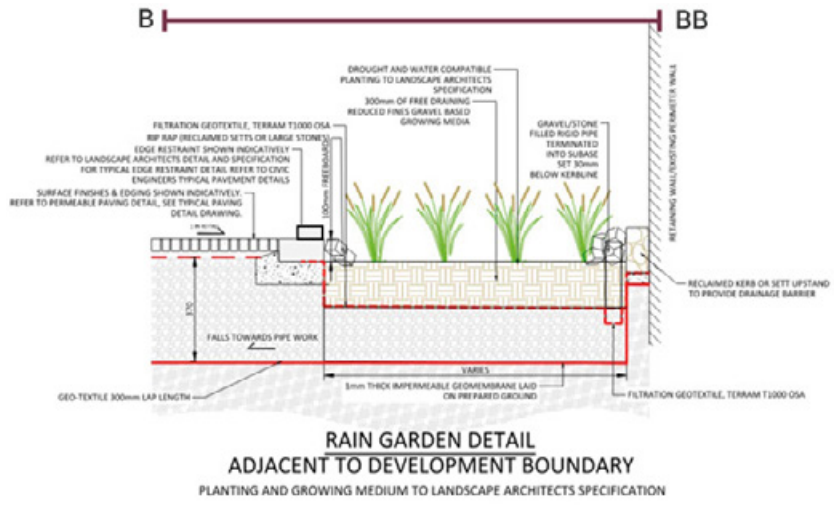


Figure 40 - Illustrative green street rain garden detail

5.6 Services and Utilities Strategy

The Utilities Strategy is dependent on the existing utilities infrastructure and the capacity within the existing utilities network for the future developments.

A load capacity assessment has been commissioned to understand capacity within the existing electricity, gas and water networks in order to serves the development plots.

It is anticipated that the electricity demand will exceed current capacity, and as such locations for future sub-stations will need to be included within the overall masterplan. It may also be possible to include sub-station locations within development plots.

The strategy proposes the use of temporary surfacing in initial phases, ideally biodegradable in nature, to allow for new infrastructure to be integrated to serve new development as it comes forward.

Figure 41 - Existing Utilities Infrastructure

5.7 Utilities and Drainage Interface Strategy

In order to cater for a number of scenarios within the proposed public realm development, a series a details have been produced in order to highlight potential conflicts between services and the proposed public realm.

Typical street sections have also been developed to indicate the potential to accommodate existing services, as well as defining clear zones for installation of future services.

Trial pits are currently underway to determine the depth and location of existing utility apparatus in order to further details, the coordination of proposed services, drainage and landscape features.

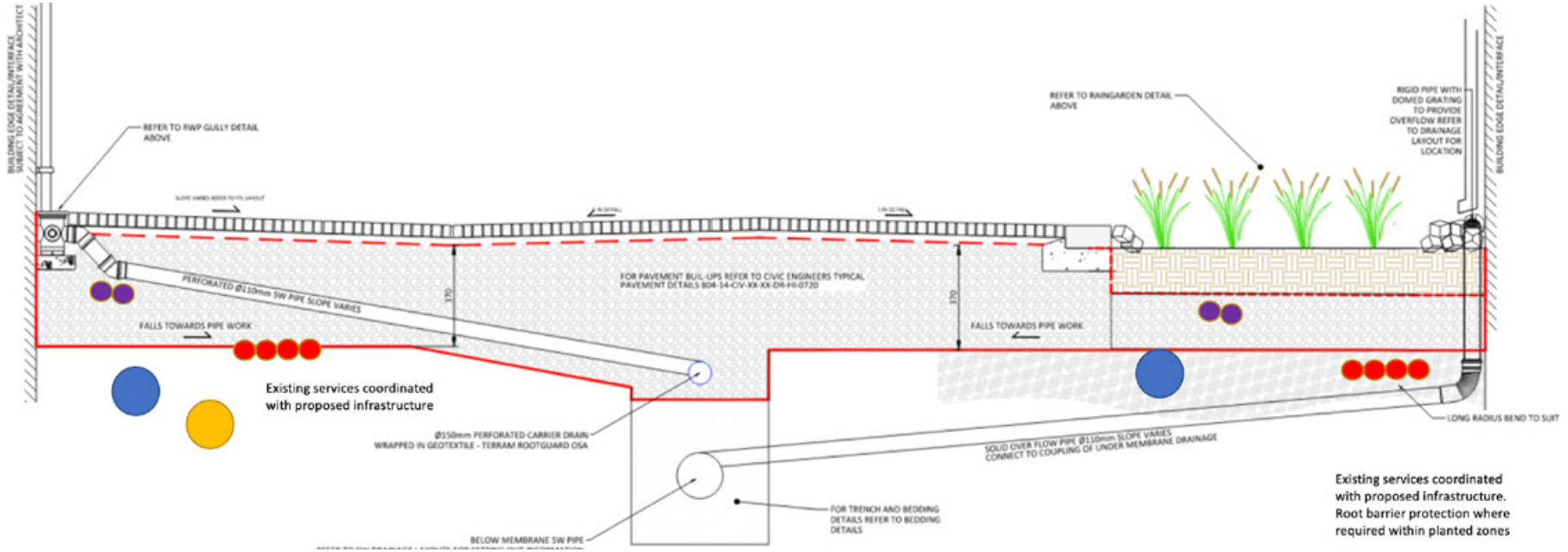


Figure 42 - Typical Utilities Approach

6.0 Stewardship and Maintenance

The creation and curation of a successful, thriving neighbourhood in the last phase of Ancoats regeneration will require proactive and planned management and maintenance of the public realm over the long-term.

Without this, the ambitious, high quality streets and spaces that will be delivered by this strategy, and through capital investment, risk losing their value and deterring from the aesthetic quality of the neighbourhood.

Manchester City Council currently provides a range of enhanced services within the area termed 'Front of Ancoats', and specifically the area between Great Ancoats Street and Poland Street.

These services include additional street cleansing as well as fly tipping and graffiti removal, grounds maintenance, and the repair of potholes and blocked gulleys. The MCC Neighbourhood Team engage with local residents and businesses to help resolve issues of concern.

This enhanced service is paid for by the income received from an estate charge that is included in the head lease of most of the plots in Front of Ancoats, and which is collected annually by the Council from the head lessee. This estate charge was put in place by Homes England when they and their predecessor organisations acquired significant amounts of land in Ancoats in the 1990s and 2000s.

The new streets and spaces created as a result of this strategy, and the revitalised Ancoats Green, will require a similar level of service if they are to be managed and maintained to the desired standard.

It is through this vital placemaking that the conditions will be created for a sustainable residential neighbourhood of choice. Whilst the cost of this ongoing management and maintenance can be reduced – for example, by the careful selection of materials, and by designing in a way that minimises the risk of damage to soft/hard landscape – it will nonetheless generate additional budgetary pressure on services at a time when the City Council is, like all local authorities, operating in an increasingly challenging financial environment.

Given this context, the Council will explore the option of applying and effectively rolling out the existing estates charge regime into the Poland Street NDF area, similar to the one in use in Front of Ancoats. Whilst the Council can obviously apply such a charge to the sites it owns, the estate charge will need buy-in from the major landowners and developers in the area, as the provision for such a charge will need to be included in their own leases. The main landowners include Manchester Life and Northern Group who are familiar with the existing regimes. We would introduce this strategy also to Henry Boot Developments.

Discussions on this topic have already commenced with a number of site owners, and in parallel Council officers will work up a business plan for the long-term management and maintenance of this area. This will identify the additional costs that will be generated, which will allow the potential estate charge to be calculated accurately.

7.0 Inclusive Design

The proposals for Ancoats are intended to be as inclusive as possible to accommodate a range of users, allowing all of the streets and spaces to be appreciated and enjoyed by all.

In keeping with the City Council's aim for Manchester to be recognised as the most accessible city in Europe, the design approach adopted at Ancoats is intended to be universal and to appeal to a all residents, visitors and user groups regardless of age and ability,

In order to make Ancoats as usable and inviting as possible the following requirements have been considered as part of the Public Realm Strategy.

As part of the detail design stages we will work with Manchester City Council's Highways Access Group to review and test the emerging design to ensure that they are in line with the current and relevant guidelines

These will include:

- Where possible, the public realm will be designed to BS8300 and be in accordance with Manchester City Council's DFA2 document.
- Width and surfacing of access routes to provide passing places and clear circulation.
- Levels, gradients and crossfalls of streets that provide compliant access for all users.
- Steps and ramps minimised and designed to comply with best practice guidance and Part M building regulations.
- Street furniture located off main access routes.
- Seating provided at regular intervals with some designs including back and armrests.
- Consideration of signage and wayfinding features to provide contrast to background colours.
- Consideration of on street parking bays sized appropriately for disabled residents/visitors to the area as part of the public realm design.

Seating includes back and armrests

Well-lit signage aids night time navigation

Balanced Street Design

Key to the success of the streetescene at Ancoats will be to strike the correct balance of movement between the pedestrian and the vehicle use. The strategy proposes a design that prioritises pedestrians and cyclists whilst at the same time discouraging cars and vans driving through Ancoats.

Access routes are open and gentle in gradient and every opportunity is provided for all to enjoy the spill-out retail units and atmosphere. All the main routes have been designed to follow existing levels where possible, avoid ramps and ensure an inclusive design for all.

Surface materials would be selected to avoid loose material that may be difficult for wheelchair users and people that require walking aids. Where steps have had to be retained an alternative inclusive route ensures access for all.

Design features that will be incorporated to improve user experience

Pedestrian Measures

- Strong colour contrast and kerb upstand between vehicular and pedestrian areas
- Hazard warning paving to define crossings points
- Cross falls at 1:40 max
- Recessed seating areas off main circulation routes
- Bollards / totems/ lighting columns delineating pedestrian and vehicular areas
- Anti-slip surfacing

Improved legibility considerations

- Seating with a solid base and strong colour contrast
- Lighting columns with strong colour contrast from base to eye level
- No over hanging vegetation impeding movement
- High contrast materials in wet and dry conditions
- Commitment to high quality ongoing maintenance

Cycle hoops

- Tactile paving should be provided around cycle hoops
- Additional features can increase the functionality of the stand, such as: a tapping rail/plate or visibility bands to benefit the sight impaired, or a mid-rail for extra stability and locking positions

Seating

- Seating of various heights is required
- Seating should be considered in quieter areas for disabled people with neuro-diverse impairments

Recycling and dog waste bins

Important to have enough bins provided so that littering is reduced as abandoned waste can cause a trip/fall hazard for disabled people especially for those with an impairment.

Play area

Wheelchair accessible play equipment should be provided.

Bollards and handrails

Bollards should have a contrast banding 50mm deep at the top, ensure that the end turns onto itself or to the upright to prevent catching on garments or equipment used by disabled people.

8.0 Phasing

The delivery for the Ancoats public realm has been broken down into three phases.

The phasing strategy has been built to account for nearby development plots that will be ongoing in periods alongside the Ancoats public realm works. Specific management of each phase will be implemented to ensure that all potential issues are mitigated.

A summary is provided here:

Phase 1

The initial phase – the Jersey St bridge demolition.

This project is a temporary highways scheme with the scope of works including:

- Bridge demolition
- Kerb lines for future finishes
- Existing Poplar tree to be removed as part of the Planning Application
- The diversion of utilities

Due to this road being used for construction access for later developments in the area, the phase will initially be completed with a temporary finish to prevent significant damage to the road during construction over the period of the following 2/3 years. The final finishes will be completed at a later date.

Phase 2

Ancoats green and the Prussia St Greenway which captures the bulk of the Ancoats Green and Prussia Street Walk

The scope of this project includes:

- Utilities to the park
- Ancoats Green improvements
- Prussia Street Greenway
- Works to encourage existing trees
- Paths and route across the park
- Boundary treatment
- Activity areas and gardens

The works are forecast to begin in Q2 2023 with the construction being split across two phases to allow the Green to remain open in part during construction.

Consideration of the nearby Ancoats Mobility Hub and Eliza Yard developments will be required during this phase to coordinate construction plans and access requirements as both developments will also be on site during this phase.

Phase 3

The completion of highways and utilities diversions will be scoped in more detail as the local development plots begin to progress. It is envisaged that the works will need to be flexible to allow access for construction traffic as well as general access. The key street to be completed first is Poland St North, as this acts as a main access road into the Ancoats Mobility Hub.

The remaining streets that are to be completed will be sequenced as required. This phase will also include the implementation of the TTRO's required in the area to meet the highways strategy being developed. Street lighting and signage will also be captured in this project.

MANCHESTER
CITY COUNCIL