

# 04 SITE OPPORTUNITIES AND PARAMETERS

# SITE OPPORTUNITIES AND PARAMETERS

## Methodology

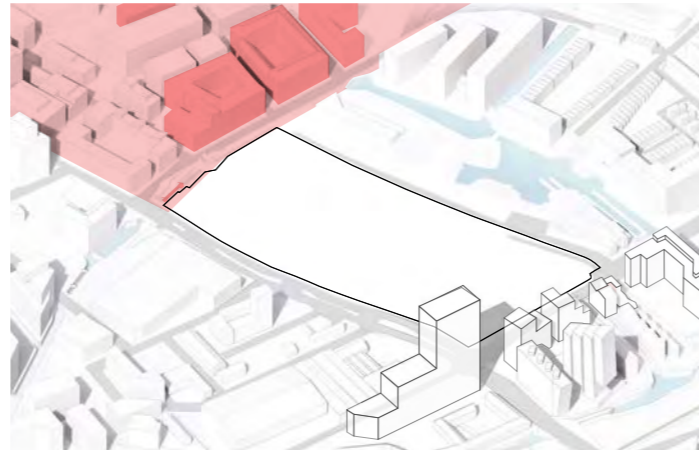
In this chapter the analysis of the site's context and the opportunities it presents for redevelopment have been summarised into a series of diagrams and photographs, which have been distilled into six distinct zones to form a suite of opportunities and constraints.

These diagrams help to prioritise factors that the redevelopment of the site should respond to.

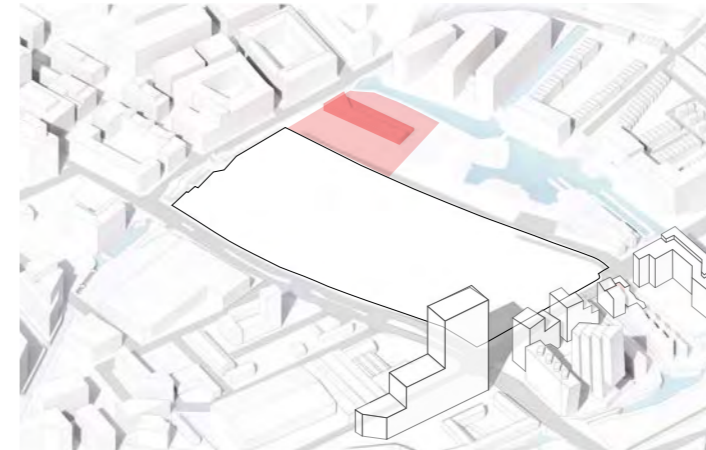
The following are the six distinct zones:

- Ancoats Conservation Area
- New Islington school
- New Islington community
- New Islington Medical Practice
- Old Mill Street
- Great Ancoats Street

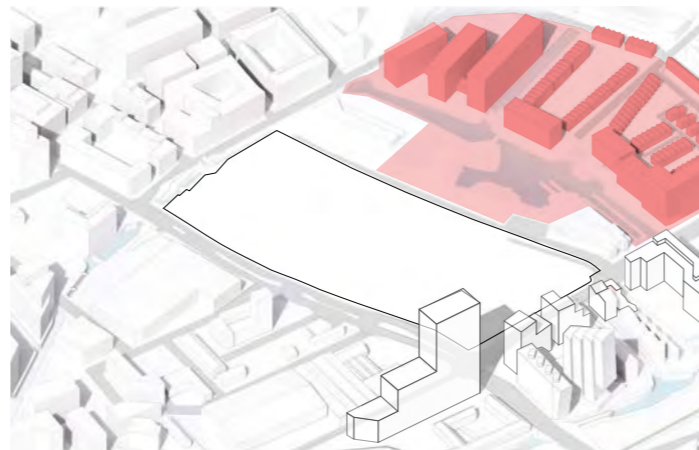
## 6 DISTINCT ZONES



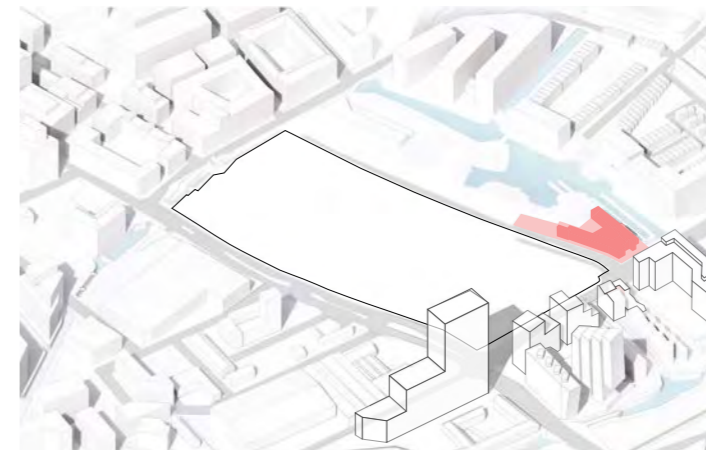
01. ANCOATS CONSERVATION AREA



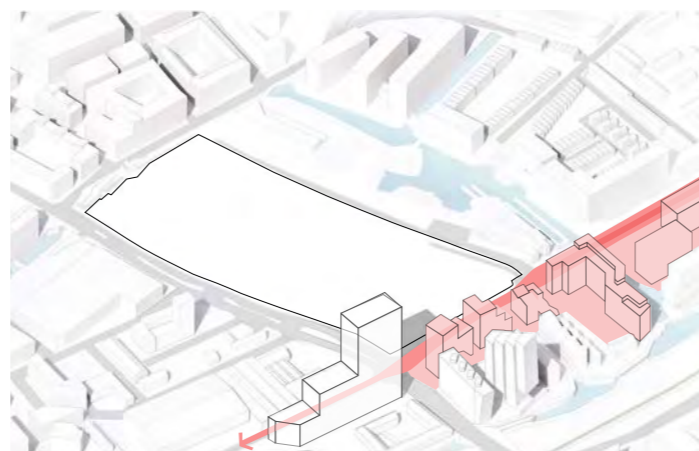
02. NEW ISLINGTON SCHOOL



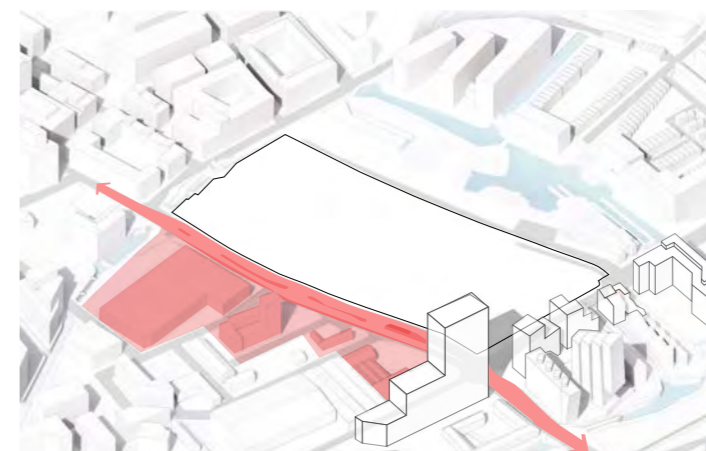
03. NEW ISLINGTON COMMUNITY



04. NEW ISLINGTON MEDICAL PRACTICE



05. OLD MILL STREET



06. GREAT ANCOATS STREET

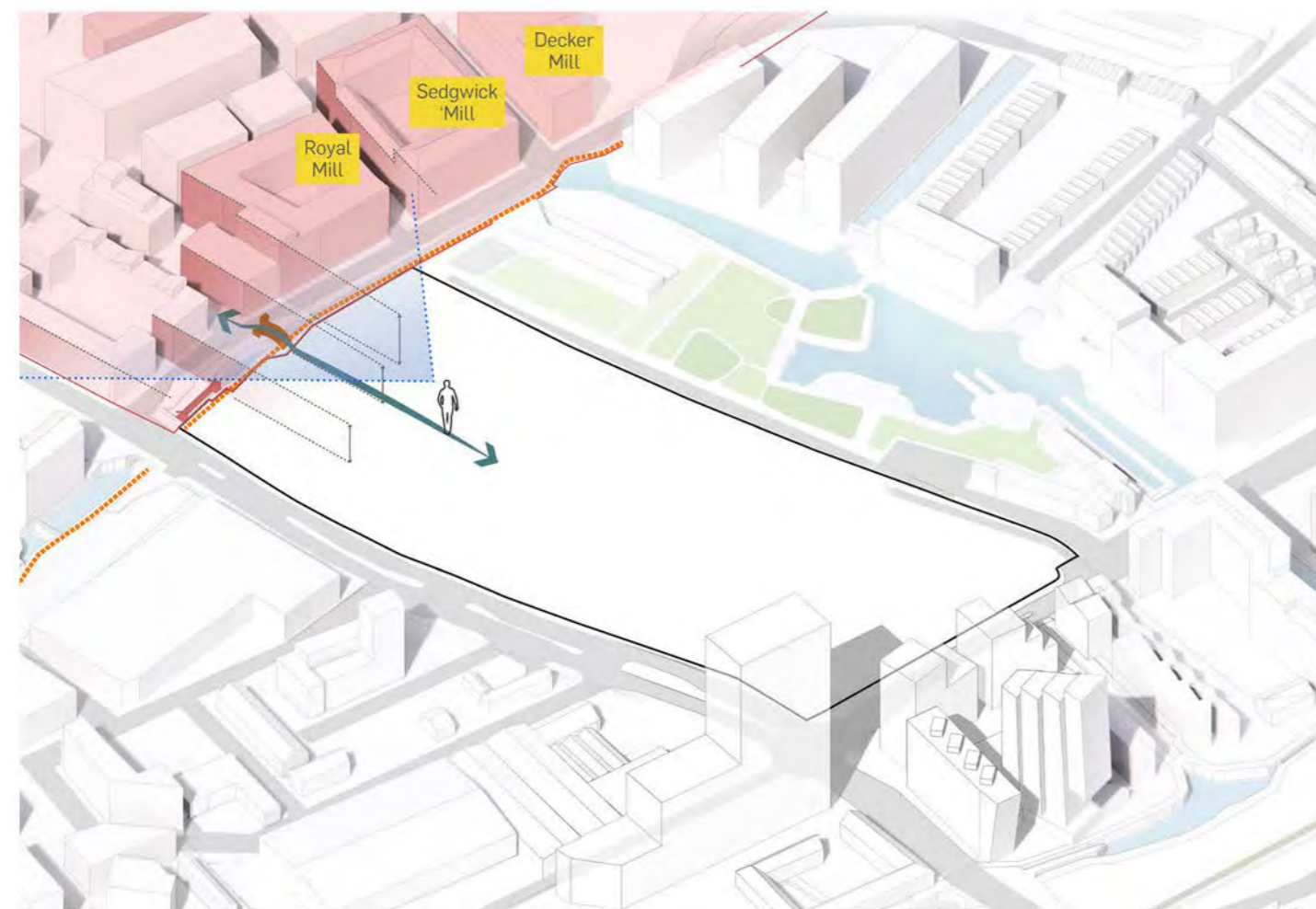
 Site boundary

# 01. ANCOATS CONSERVATION AREA

## Character

It is important that the site takes into the consideration the character of the conservation area and responds positively to it, respecting its heritage, key features and views from and towards the area.

The average building heights in the conservation area are ground plus 7 storeys. Any offices proposed for the site will need to consider the heights of adjacent buildings and their relationship to the setting of them. Strategies such as stepping the building heights down to respect the conservation area could be employed. The listed buildings and structures adjacent to the site include Royal Mill, Sedgwick Mill, Decker Mill and the Lock number 82.



- Site boundary
- Conservation area
- Listed buildings
- Listed lock
- Buildings heights
- Historic bridge
- Tow path
- View from site to conservation area



## Rochdale Canal

The tow path provides the opportunity to connect to the neighbouring districts, however currently the tow path is narrow and is impeded by the canal locks adjacent to the site. This limits continuous pedestrian and cyclist movement.

There is an existing cycle route (National Cycle Route 66) which connects north to Littleborough. The redevelopment of the former Central Retail Park should encourage pedestrian and cyclist connectivity and a greater interaction with the canal.



## 02. NEW ISLINGTON SCHOOL

### Character

New Islington School is located on the north-west boundary of the site, and it is separated by a private road which provides access to the school's surface parking area. The site boundary in this location is made up of a 1.5m high wall with railings, mature trees and planting which help screen the school from the site. The school is a modern two-storey building with its parking facilities and multi-use playground defining the northwest corner of the site.

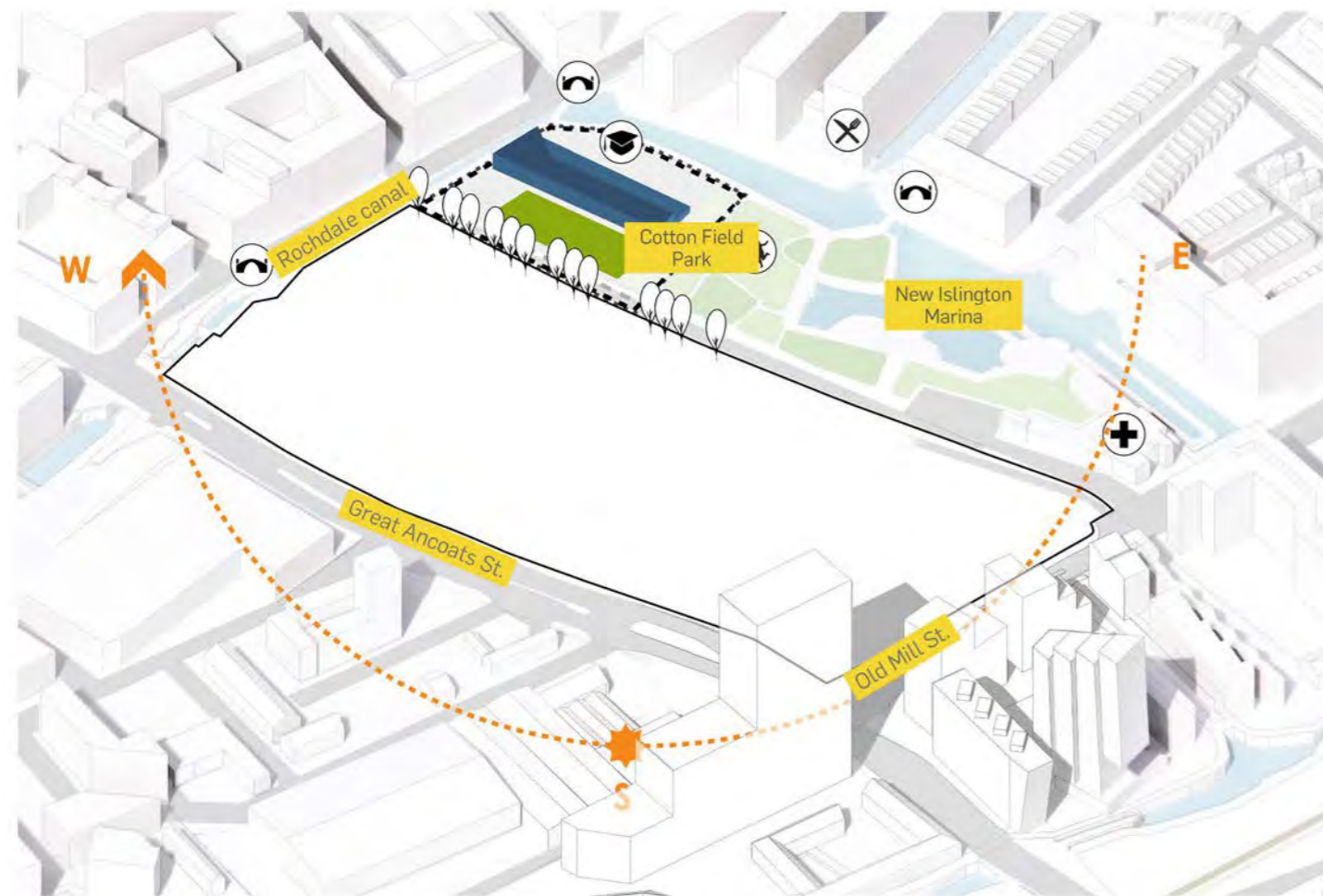
Any new buildings proposed on the site will need to be cognisant of potential negative impacts and the need for security at the school. As well as managing these impacts there are opportunities to implement positive improvements to boundary edges and the access road thus enhancing the relationship between the school and the site.

### Site northern boundary

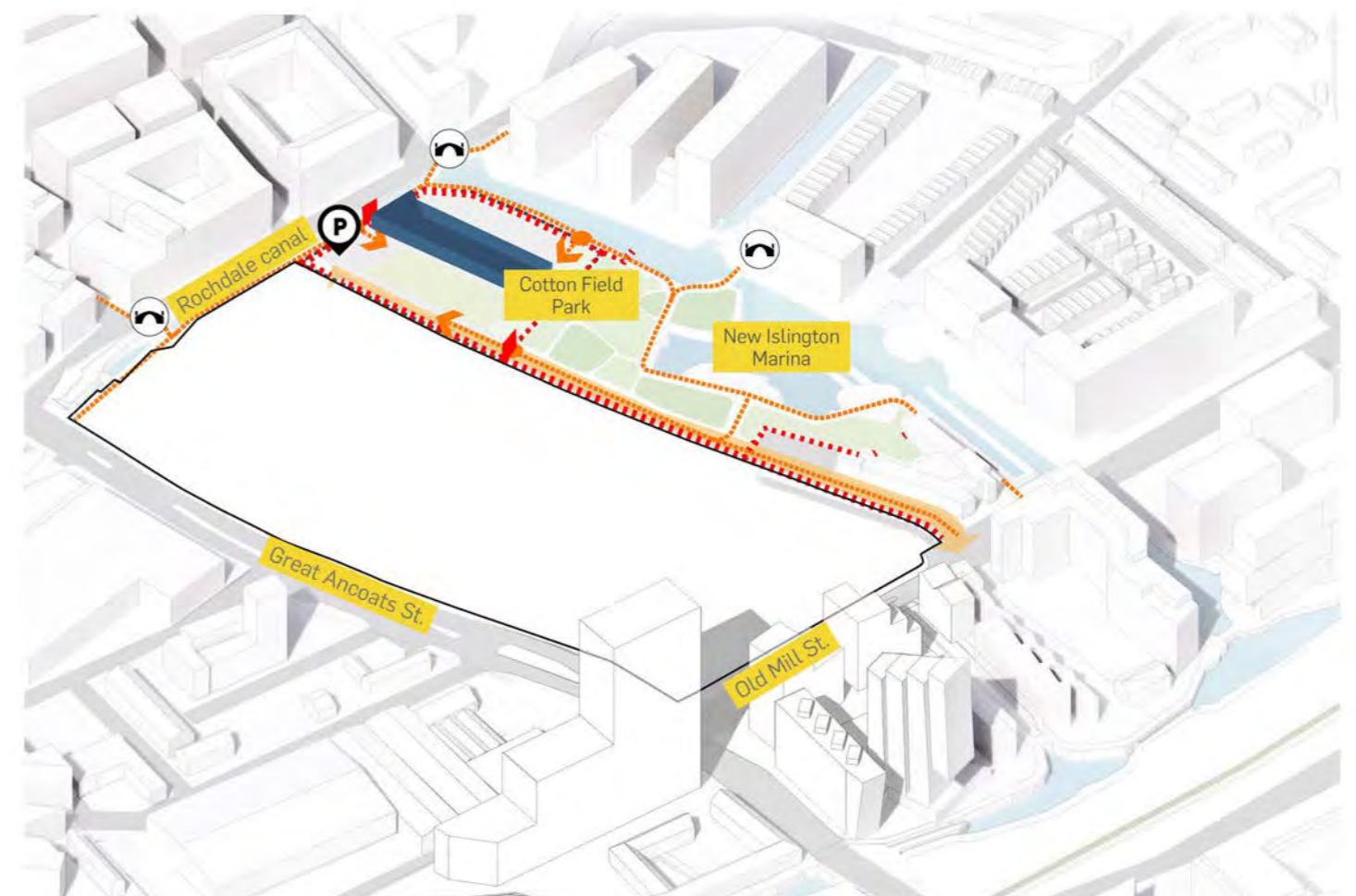
The north boundary of the site is defined by a private road, accessed from Old Mill Street, and which provides the only vehicular access to the school. The access to the school is controlled by a gate which is closed when the school is not in use. The proposed development will need to be cognisant of the school's needs and respond to vehicular access around and on the site.

### Pedestrian and arrival zones

The boundary of the school is fenced off and pedestrian access is only available from two points. The first access being from the Rochdale canal and a second from Cotton Field Park.



- Site boundary
- New Islington school
- Multi-use playground
- Existing school fence
- School parking
- Existing bridges
- Existing school fence
- Sun path



- Pedestrian access
- Existing school gates
- Existing fences
- Restricted school access road

## 03. NEW ISLINGTON COMMUNITY

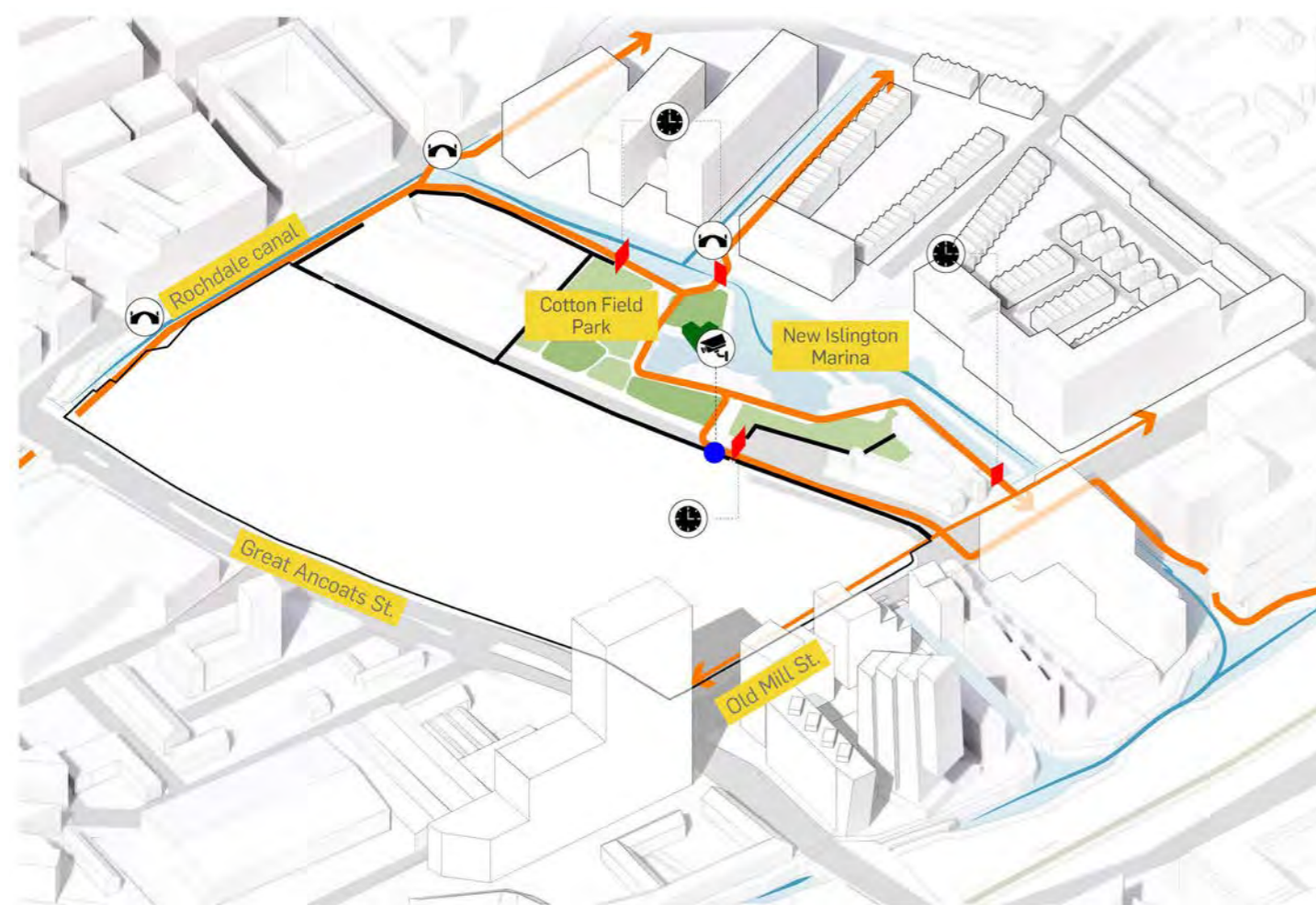
### Cotton Field Park

Cotton Field Park consists of a series of urban green spaces sitting within the New Islington Marina. It has become the 'green centre' for New Islington. Its green space is an eco-park which consists of a body of water, a boardwalk that forms the main pedestrian route and several distinctive islands. There is an opportunity to maximise this great asset by extending it into the proposed site.

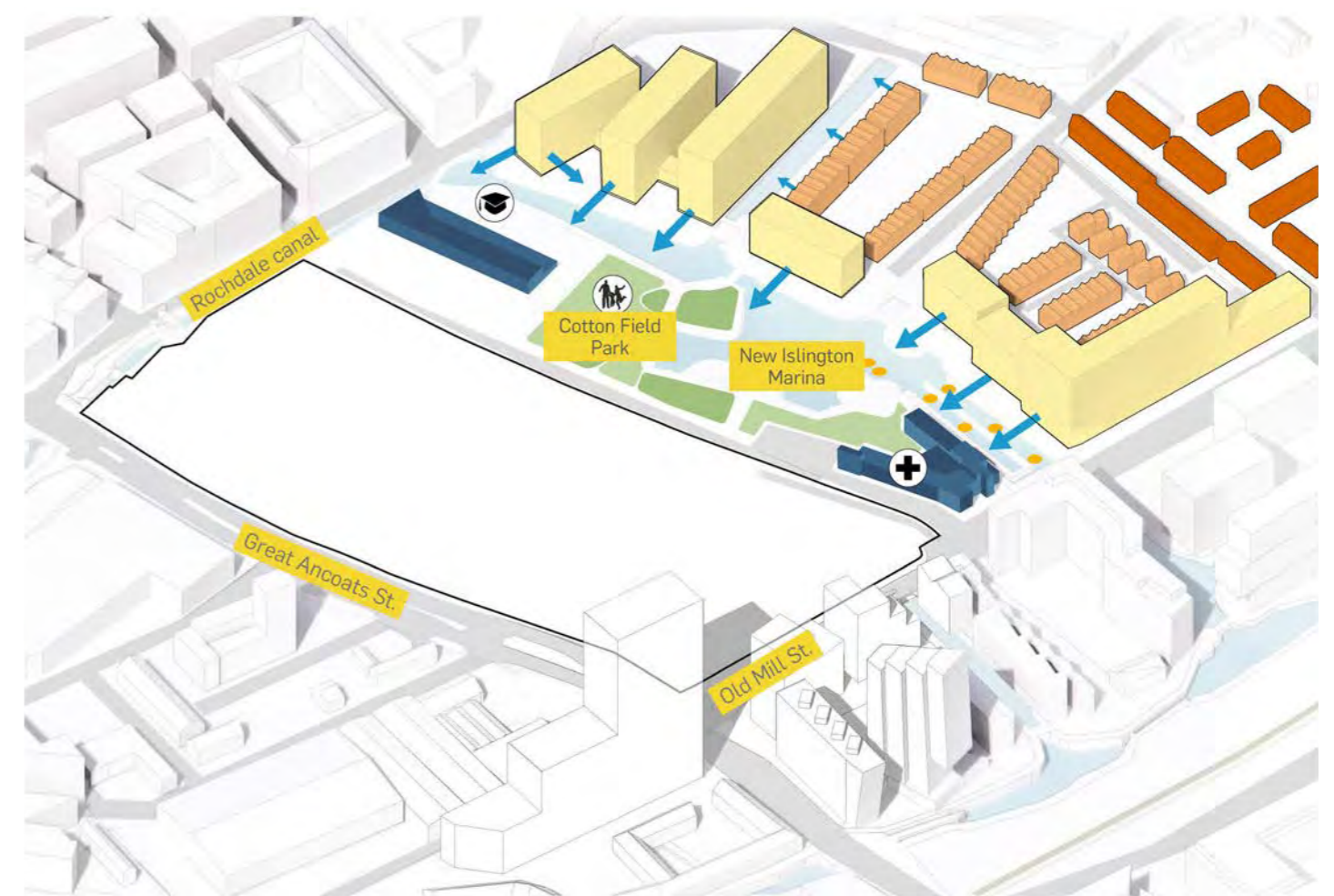
Cotton Field Park is a gated park which opens from 8am to 8pm. The Park is secured during the nights to prevent the disturbance of the community, there are several residential barges sat in the marina. The site's proposal will need to respond and respect the existing community.

### Typologies

New Islington continues to grow and includes more than 1,400 new homes, a school and a medical practice. The community has a mix of architectural styles and typologies, with connections to the park and the marina. There are a range of family homes and apartments. There is an existing floating community living in the Rochdale Canal basin with 33 permanent residential units and 7 visitor moorings. Independent businesses offer activation and the park and canal offer places to run and play, seat and gather.



- Site boundary
- Existing fence
- Navigable zones
- Existing bridges
- Pedestrian routes
- New Islington school
- Existing gates
- Surveillance camera



- Site boundary
- New Islington school
- Apartments
- Town houses
- Semi detached houses
- Barge residents

# 04. NEW ISLINGTON MEDICAL PRACTICE

## Character

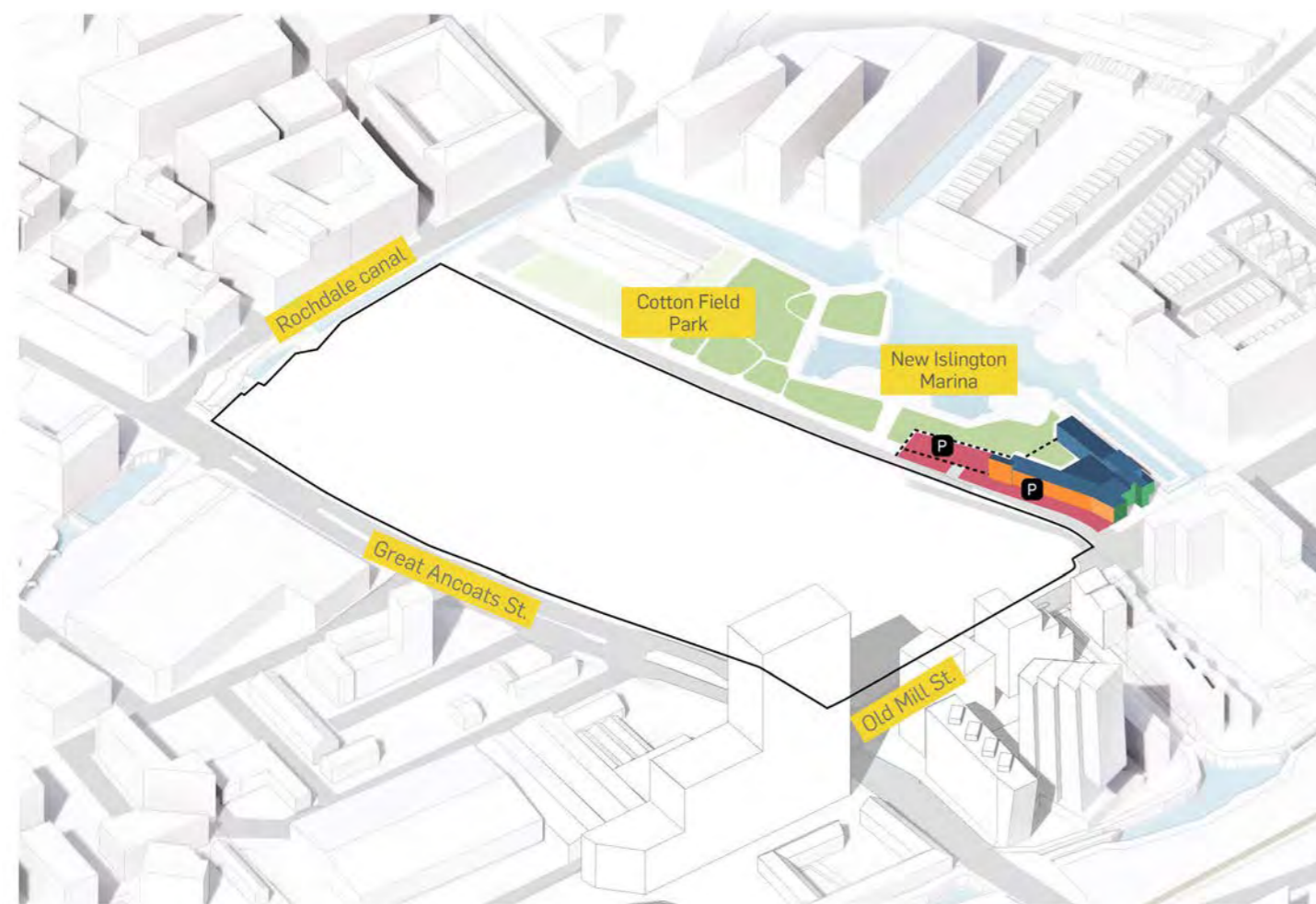
The Medical Practice sits on the corner of Old Mill Street, fronting the New Islington Marina, with Cotton Field Park sitting on its western boundary. The back of the Medical Practice and its parking area are separated from the site by a private road.

## Pedestrian Arrival Zones

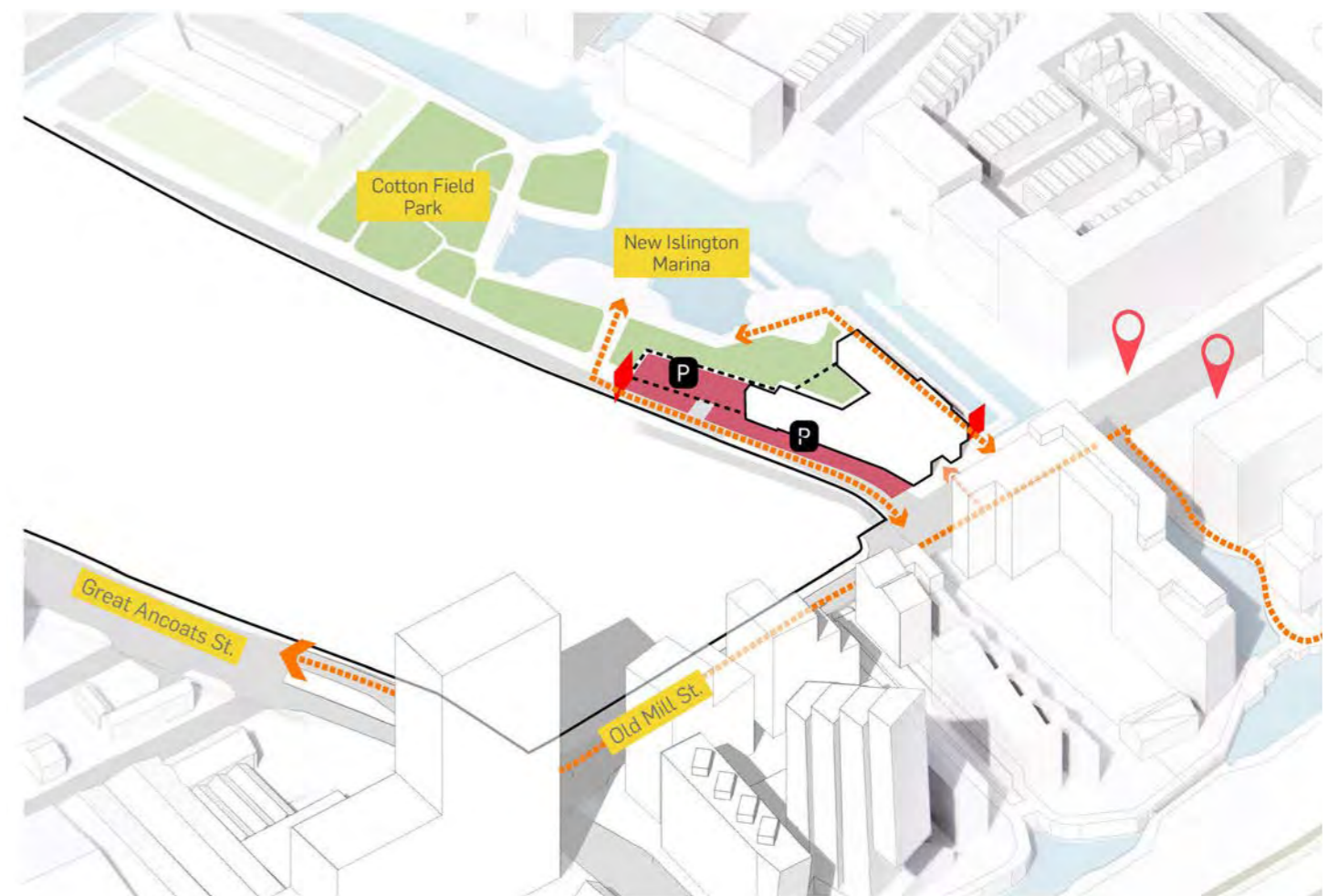
There is pedestrian access between the park and Old Mill Street on either side of the medical practice which will be maintained.

## Vehicular Access and Parking

Staff parking for the Medical Practice is from the private road off Old Mill Street. The main entrance is from Old Mill Street, so visitors tend to park along that road or somewhere nearby.



- Site boundary
- Medical Practice
- Existing fence
- Back of house
- Main entrance
- Parking for medical practice



- Site boundary
- Parking for medical practice
- Existing fence
- Existing gates
- Pedestrian Access
- Bus stops



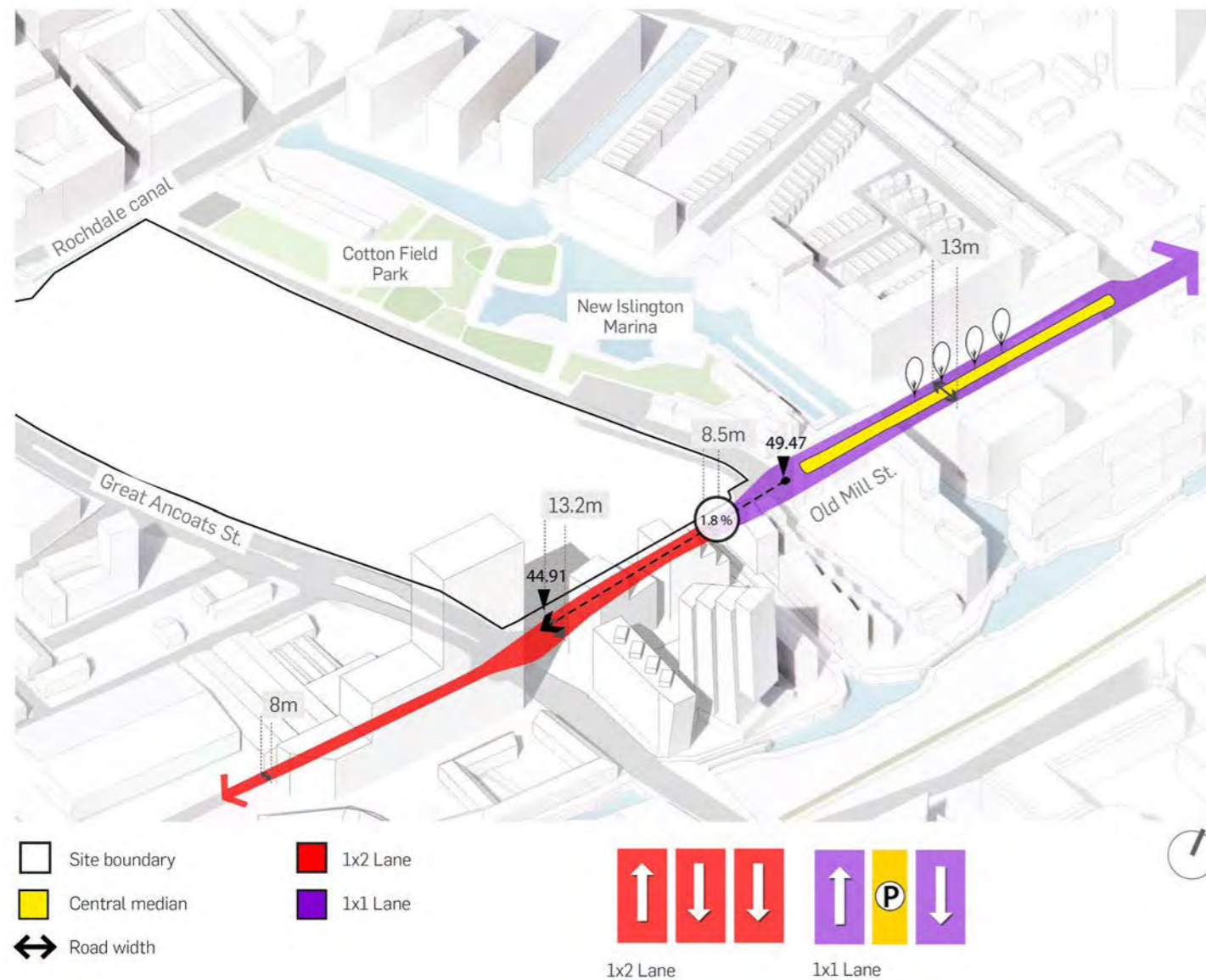
## 05. OLD MILL STREET

### Character

Old Mill Street slopes up from Great Ancoats Street towards the medical practice. The carriageway at this point changes from a 2 x 1 lane to a 1 x 1 lane. Along it, there are parking bays adjacent to the footpath and diagonally in the central median broken down by tree planting and seating.

### Level

Old Mill Street slopes up 1.8% from an approximate level of 44.91 to 49.47 AOD. The change in levels does not present a challenge to walk up; however, the environment of the road appears to leave the pedestrian exposed.

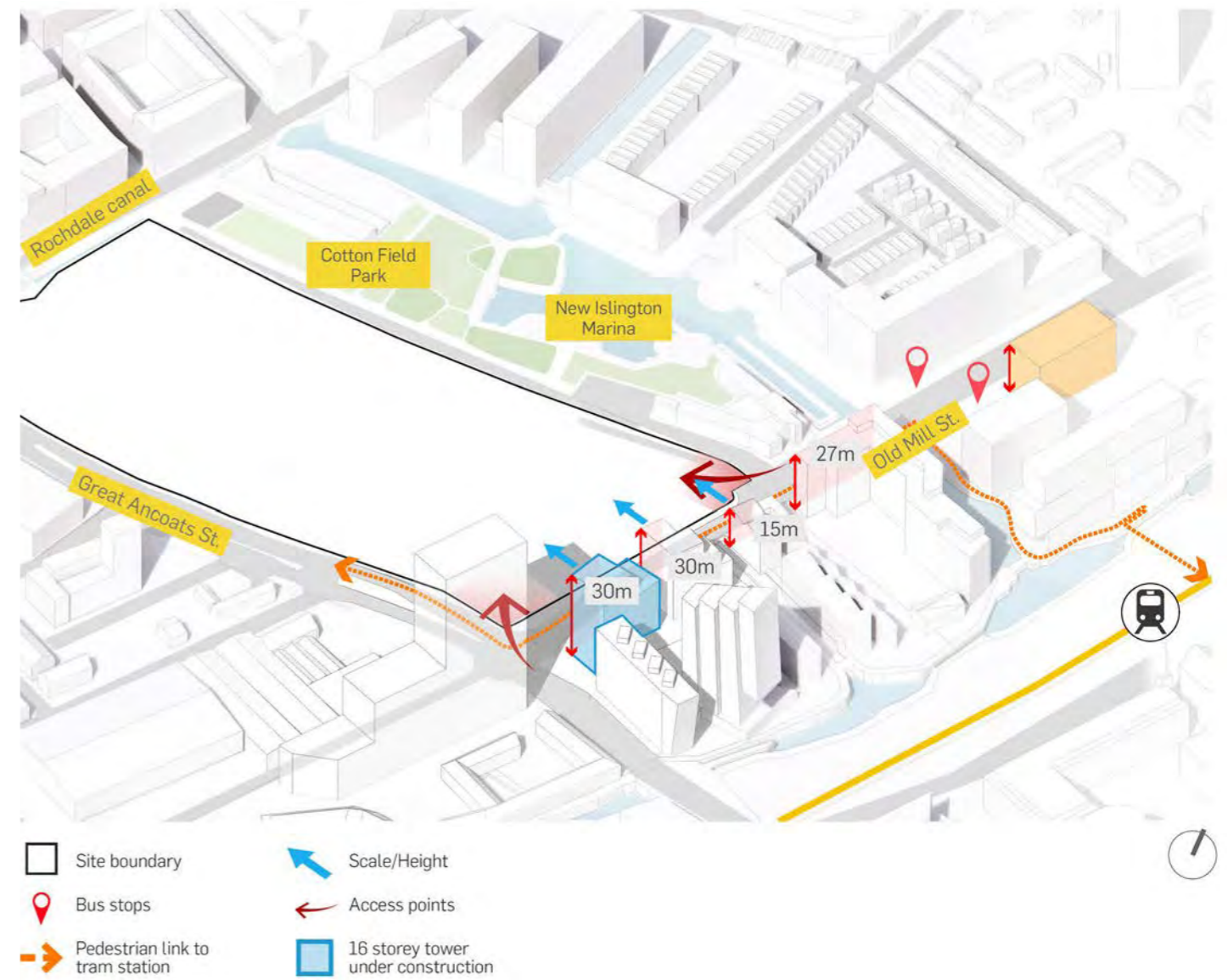


### Adjoining residential developments

The residential apartments are at similar height along Old Mill Street and begin to step down towards the Ashton canal (east). The apartments along Old Mill Street overlook the site, and any design proposal will consider the relationship and impact on these existing homes.

### Public transport and pedestrian arrival zones

The New Islington tram stop is towards the east of the site and can be accessed through Old Mill Street. It is anticipated that the corner of the site, adjacent to the medical practice will welcome a number of pedestrians to the development.



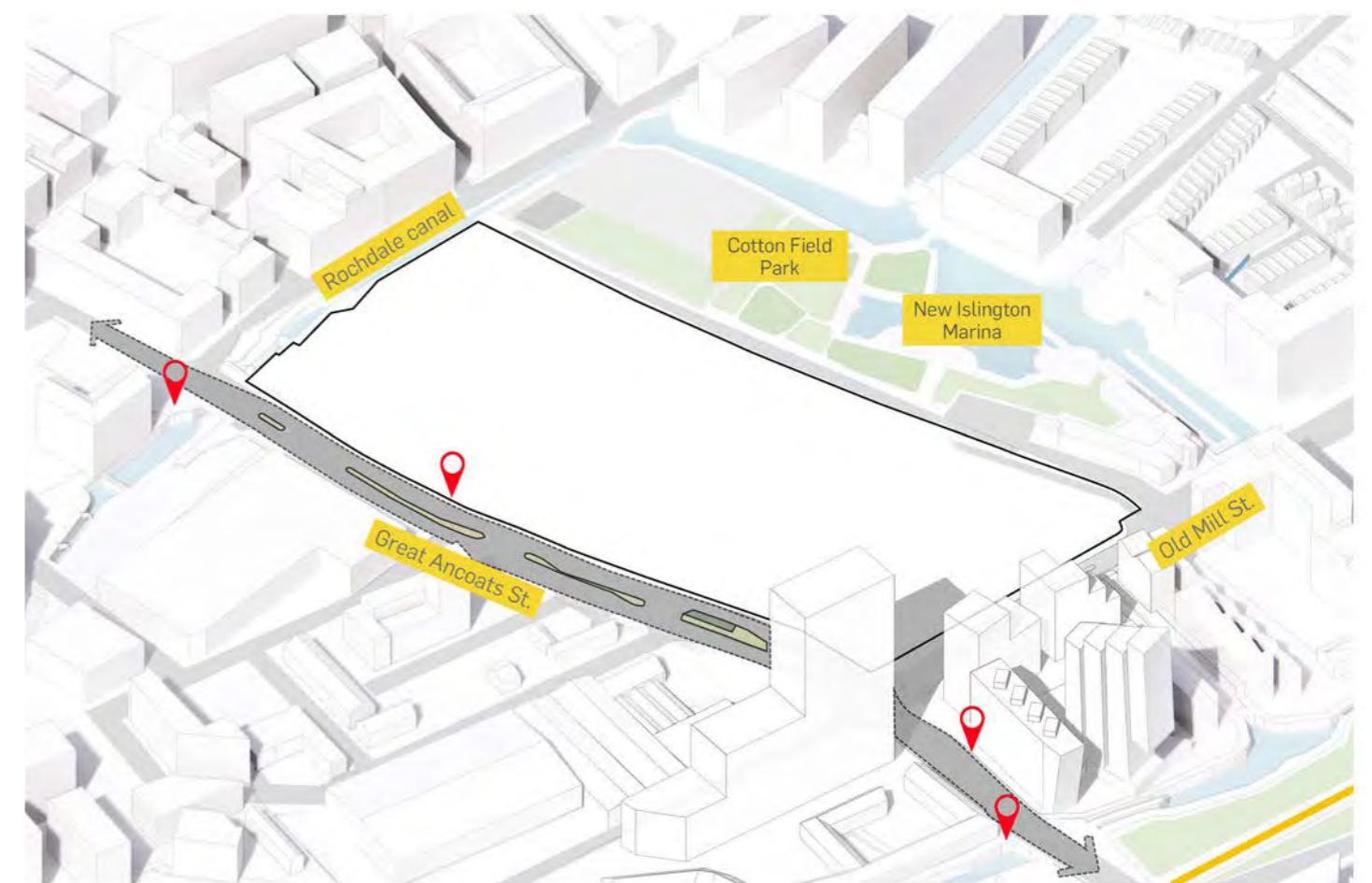
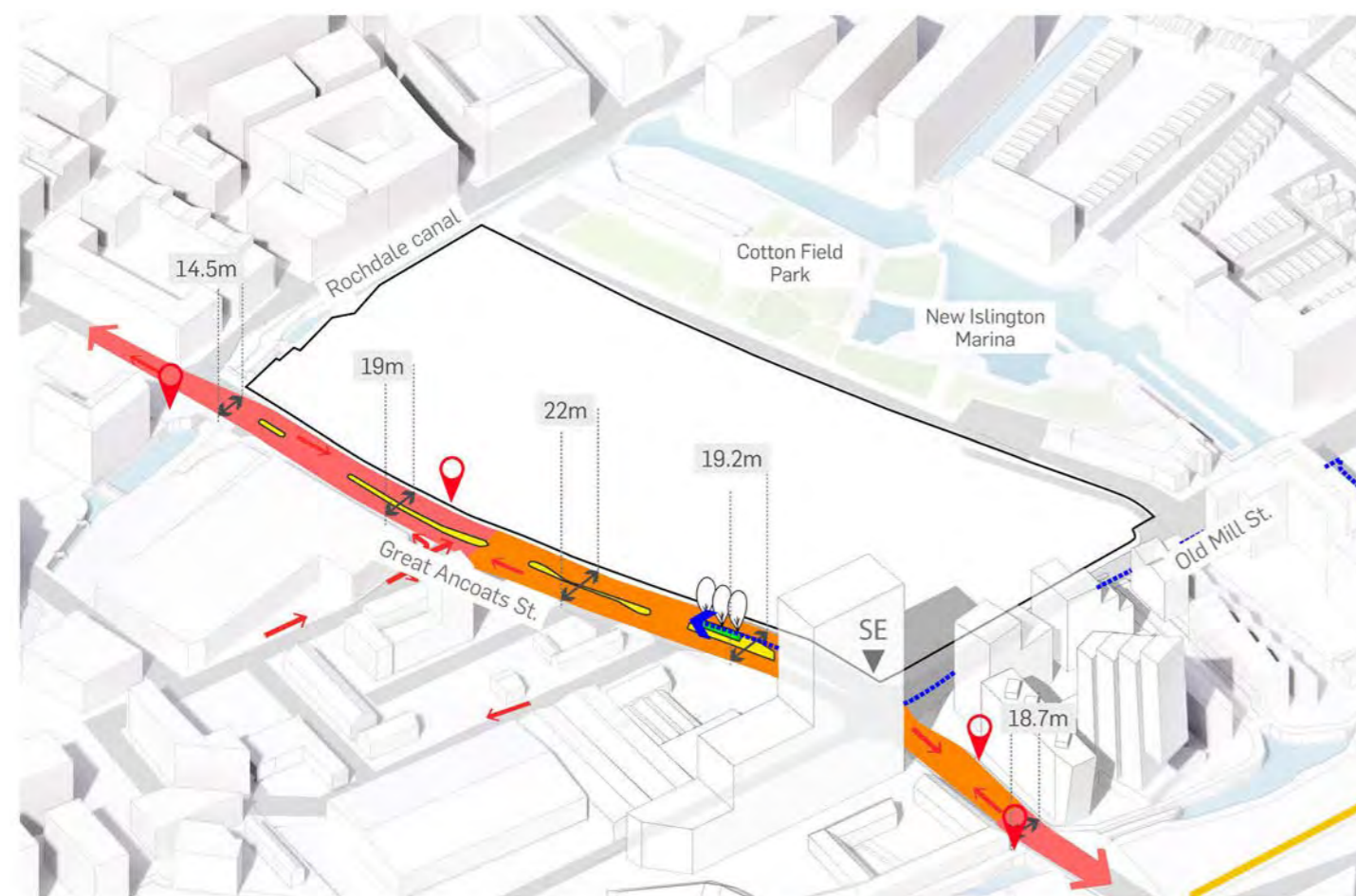
## 06. GREAT ANCOATS STREET

### Character

Great Ancoats Street is a car-dominated environment, with heavy traffic creating noise and air pollution leading to an unpleasant atmosphere. It is a 3x2 lane carriageway with limited crossing points. Its makeup constrains connectivity to the wider districts and contributes to Ancoats and New Islington's insular character.

### Public transport

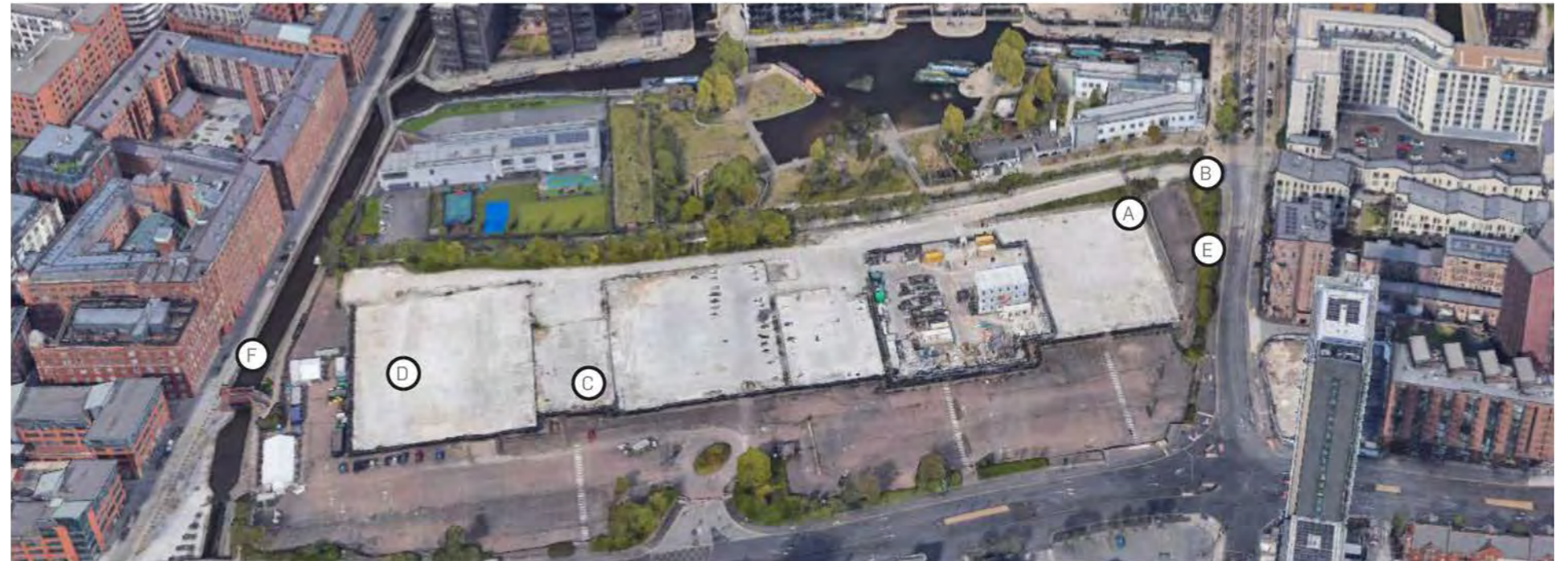
The following transport hubs are in close proximity to the site. Their approximate walking times have been taken from the southeast corner of the site: New Islington Tram Stop (6 minutes), Piccadilly Garden Bus Station and Tram Stop (12 minutes), Piccadilly Train Station (14 minutes), Shudehill Bus Station and Tram Stop (14 minutes), Victoria Train Station and Tram Stop (18 minutes). The site is also served by several bus routes that run along Great Ancoats Street and Old Mill Street, with a high frequency rate. This illustrates how well connected the site is to public transport.





# THE SITE – THE FCRP DISTRICT OPPORTUNITIES

The site is vacant, overgrown and unattractive in its current form, sitting within an area that has gone through significant regeneration. The site has the potential to provide a substantial amount of commercial office space, together with new public realm and a green space to improve amenity for the local community and the city. The site will include ancillary retail and leisure accommodation, providing facilities for workers and those who live and work in the area. It has the potential to generate a significant economic benefits for the city.



View across the site towards the Great Ancoats Street, Oxygen tower on the left.



Vehicular access to the site from Old Mill Street



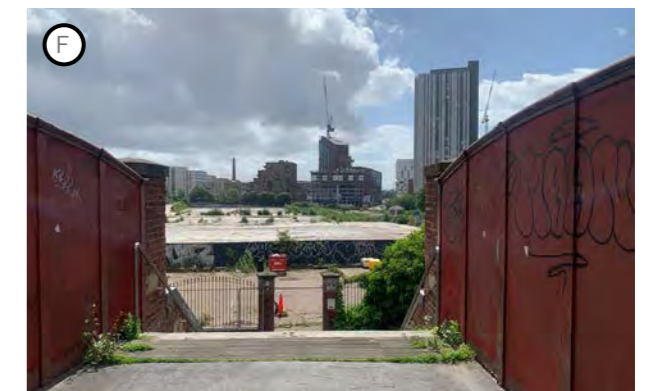
Self seeded vegetation within the site



View across the site towards the Ancoats Conservation Area



View from Old Mill Street across the site towards the Ancoats Conservation Area

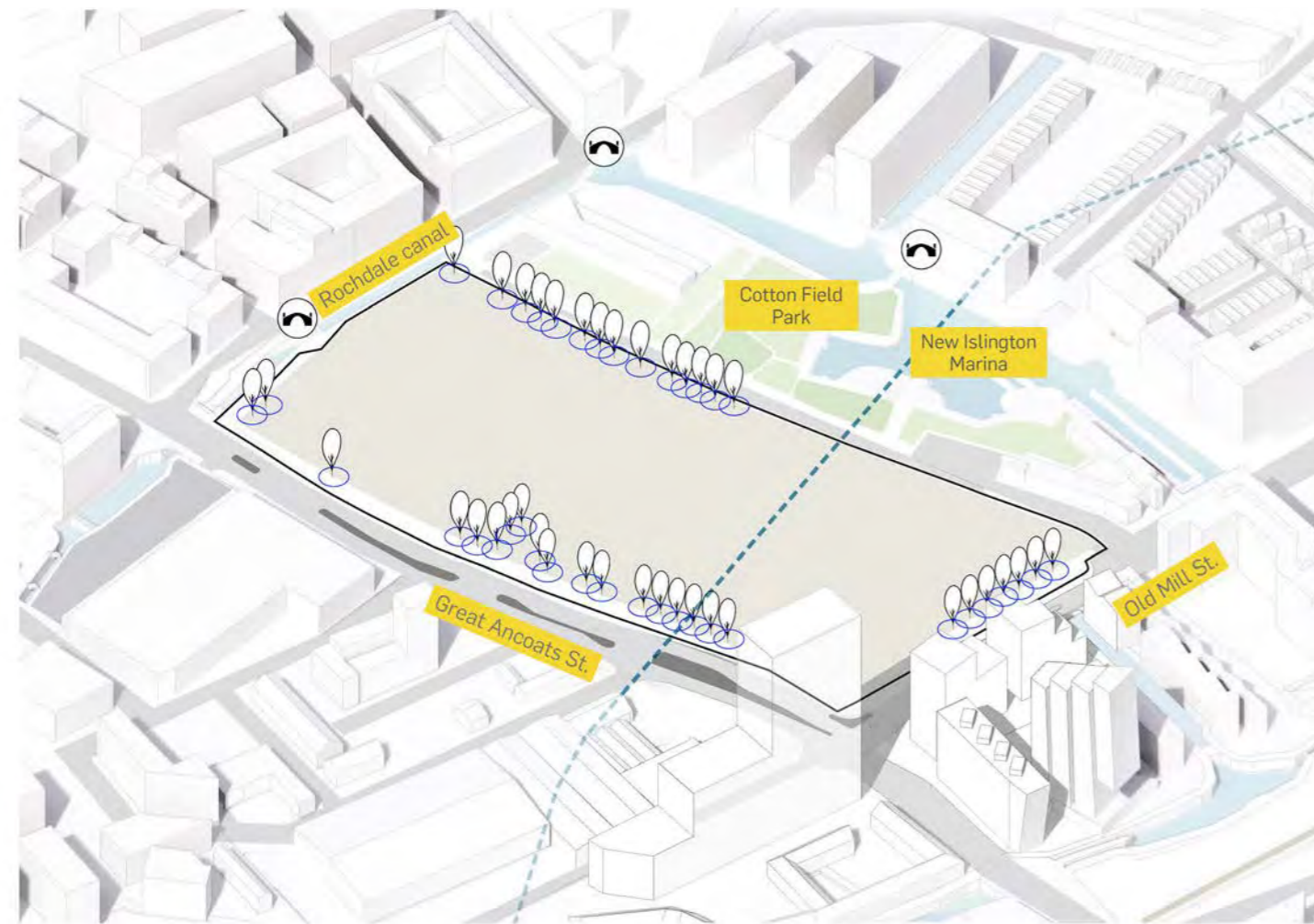





View from the historic bridge into the site. Oxygen tower on the right

# THE SITE – THE FCRP DISTRICT OPPORTUNITIES

## Retention of the existing trees and integration of the culvert

Existing trees present an opportunity to act as noise, air quality and visual buffers to the site, and should be retained where possible. The existing culvert (Shooters Brook) will be surveyed, and any challenges and opportunities arising will be explored.

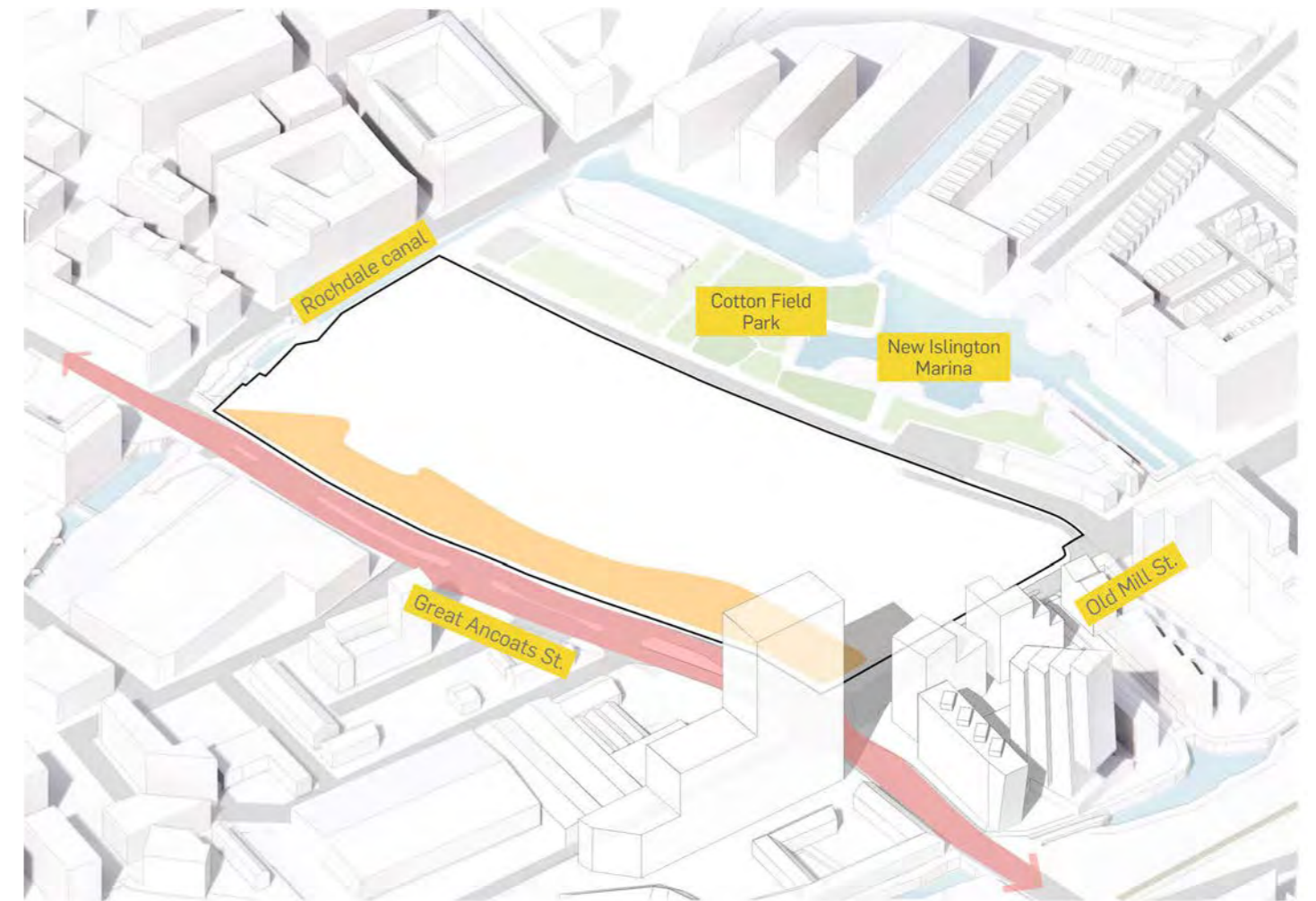





-  Site boundary
-  Central median
-  Existing Culvert



## Great Ancoats Street Environment

The potential to improve the site's relationship and active frontage to Great Ancoats Street is encouraged. There needs to be a focus on providing a welcoming and attractive environment that offers a unique experience. Mitigation measures need to be considered to address traffic, access, air quality, and noise pollution of Great Ancoats Street.

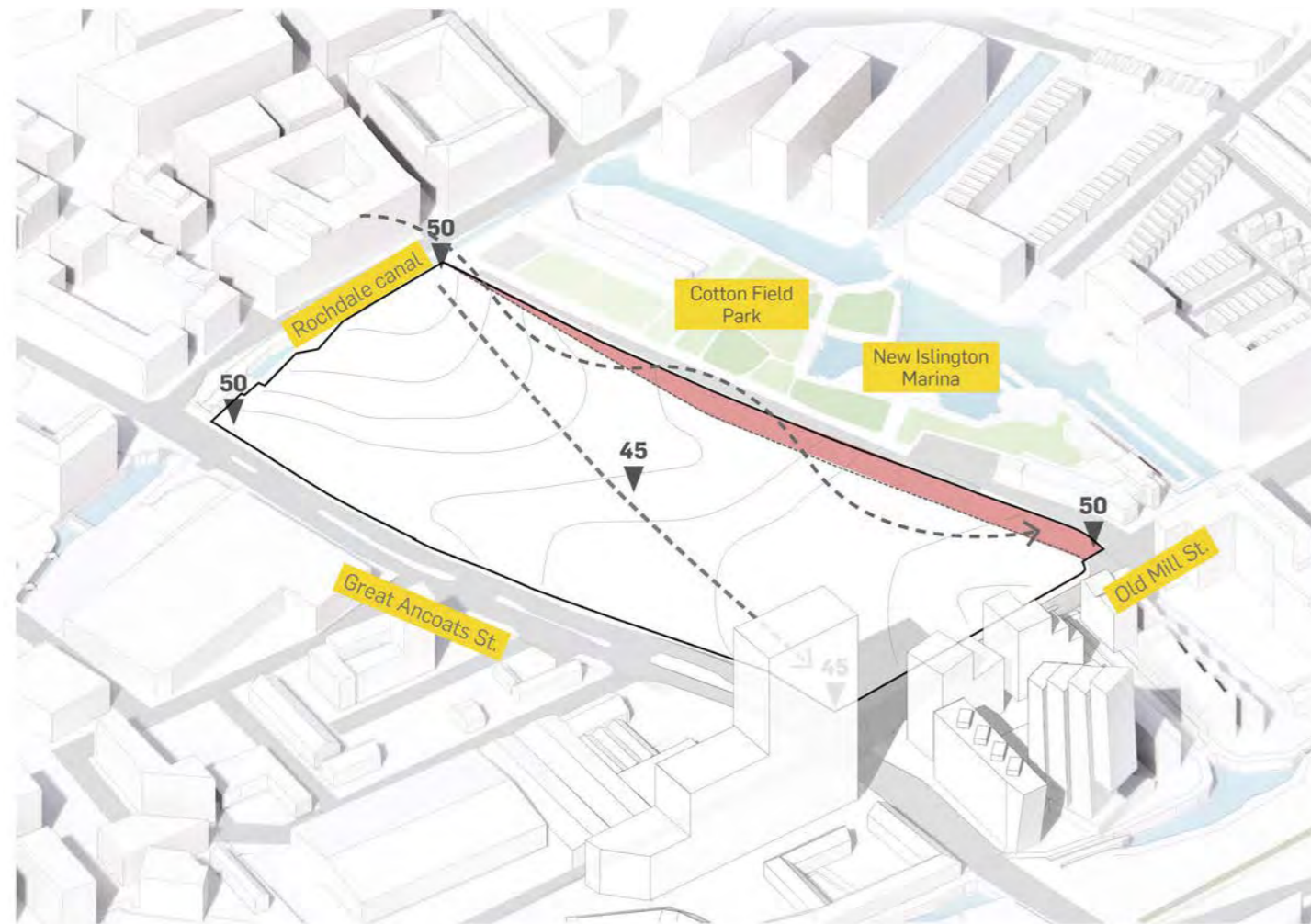


-  Site boundary
-  Great Ancoats Street
-  Activation Zone



### Levels

There is a significant change of level across the site with an approximate 5 metre difference between the southern and northern corners of the site (rising to the North). The level difference creates an opportunity to connect to the surrounding context and explore creation of a service and operation under croft for parking and servicing activities.

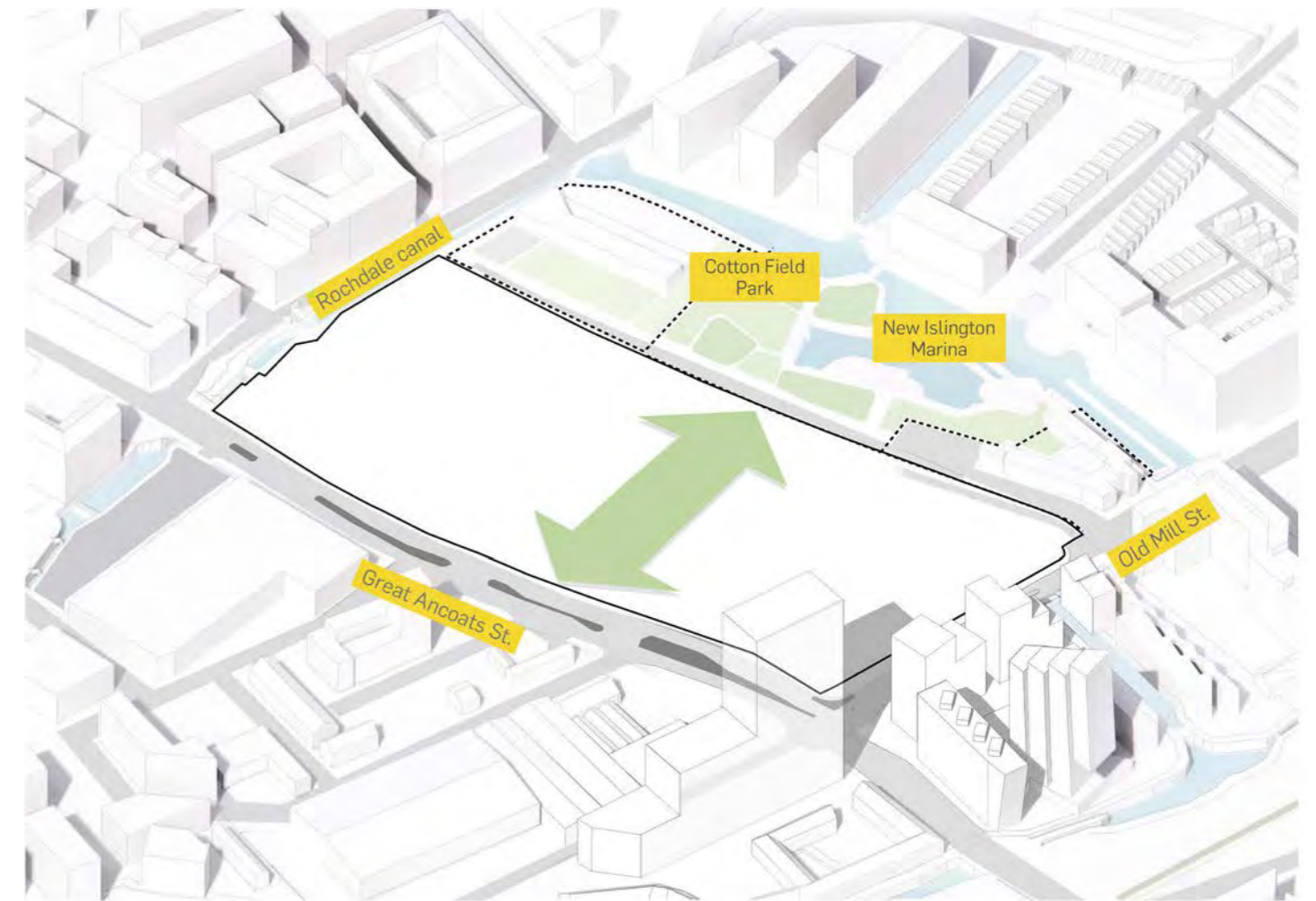


- Site boundary
- Retaining wall



### Extension of Cotton Field Park

There is an opportunity to extend Cotton Field Park across the site, towards Great Ancoats Street, increasing connectivity and cohesion. The new public realm within the site will take influences from the character of Cotton Field Park but ultimately have its own distinct appeal and design. There are a number of major public realms and green spaces nearby including Mayfield Park and the planned public realm at Ancoats Phase 3, that this site will help connect together.

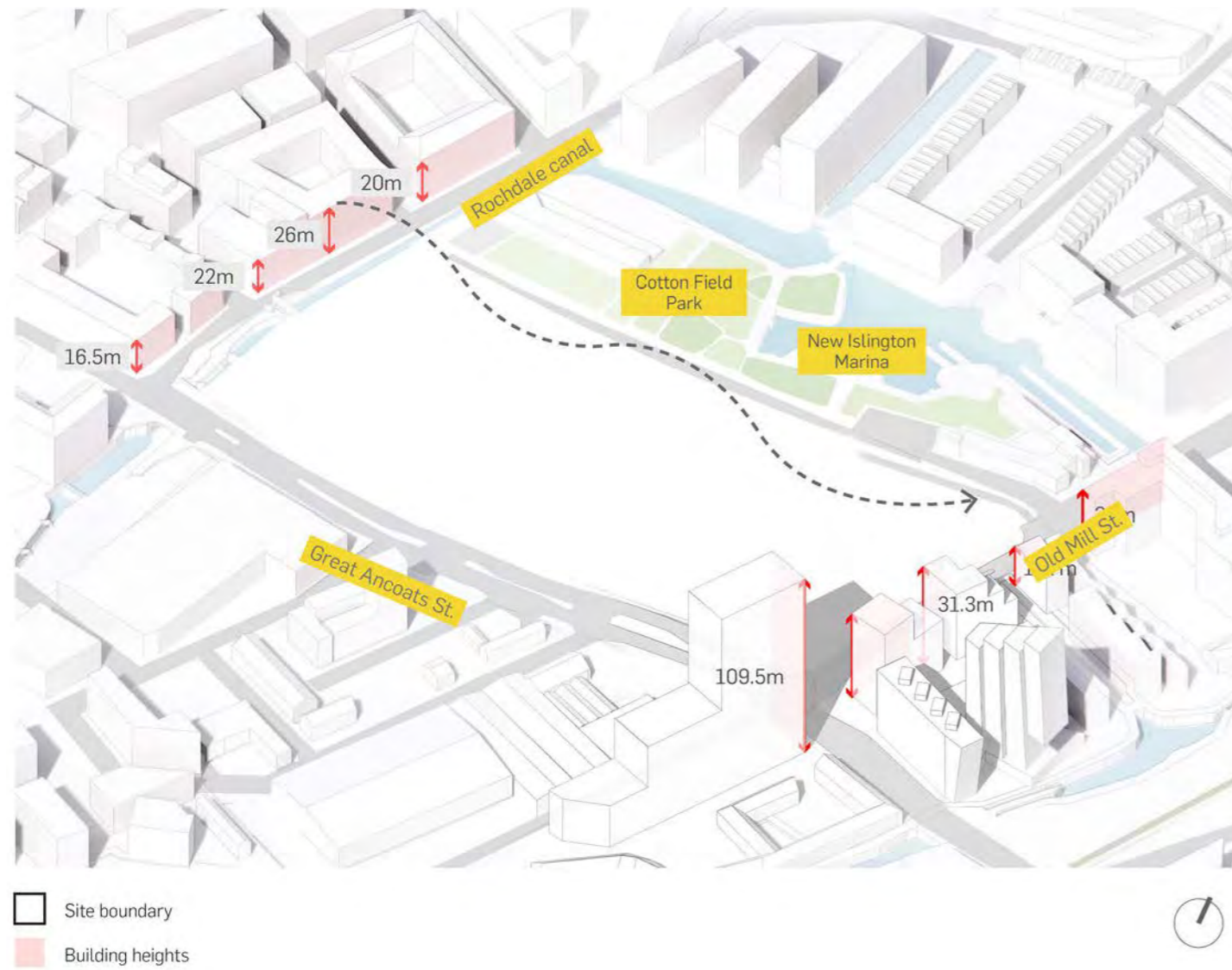


- Site boundary
- Opportunity for extension of park



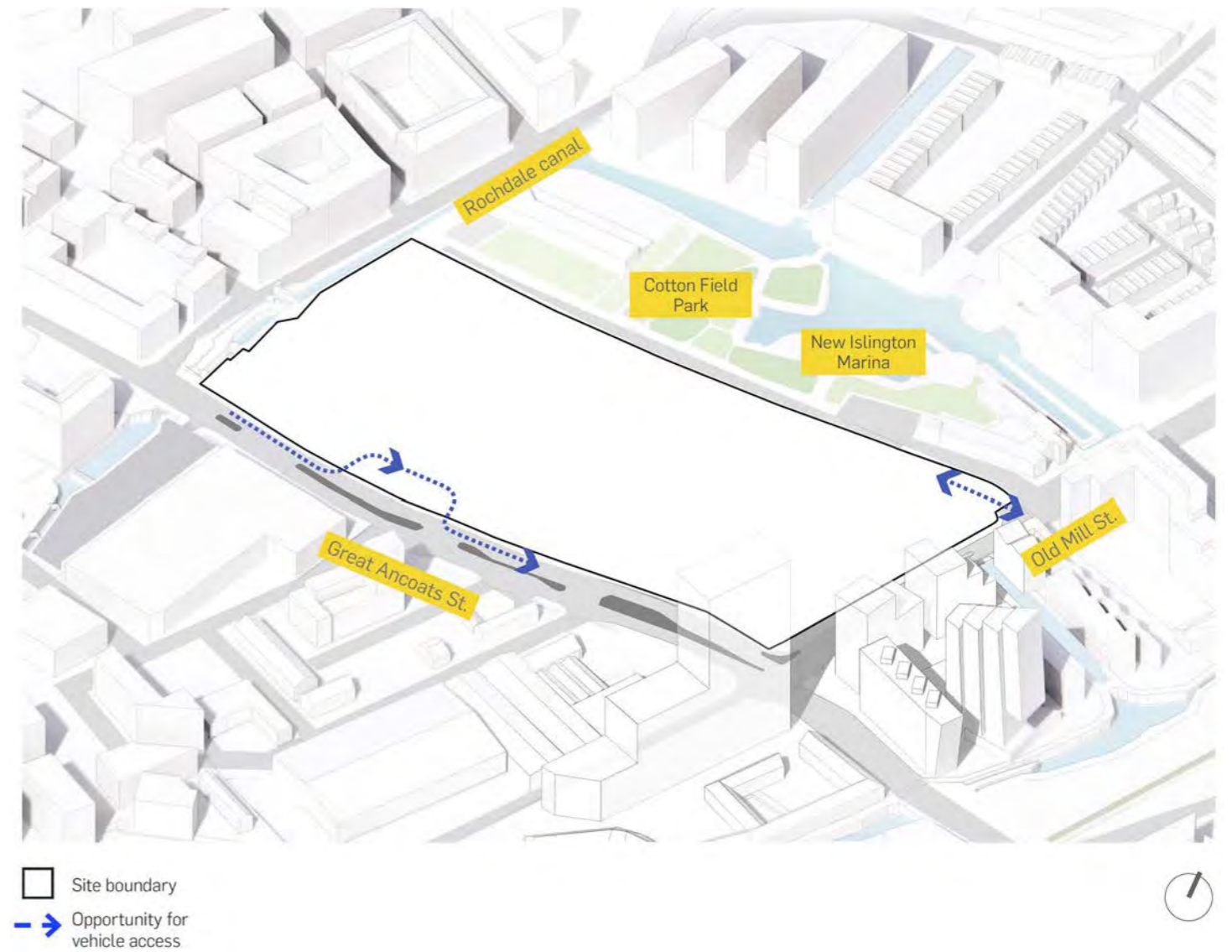
### The building heights

The building heights and massing will respond to commercial requirements and their surrounding context, creating a new innovative development on the site with office heights increasing in scale along Great Ancoats Street, towards Old Mill Street.



### Vehicular access

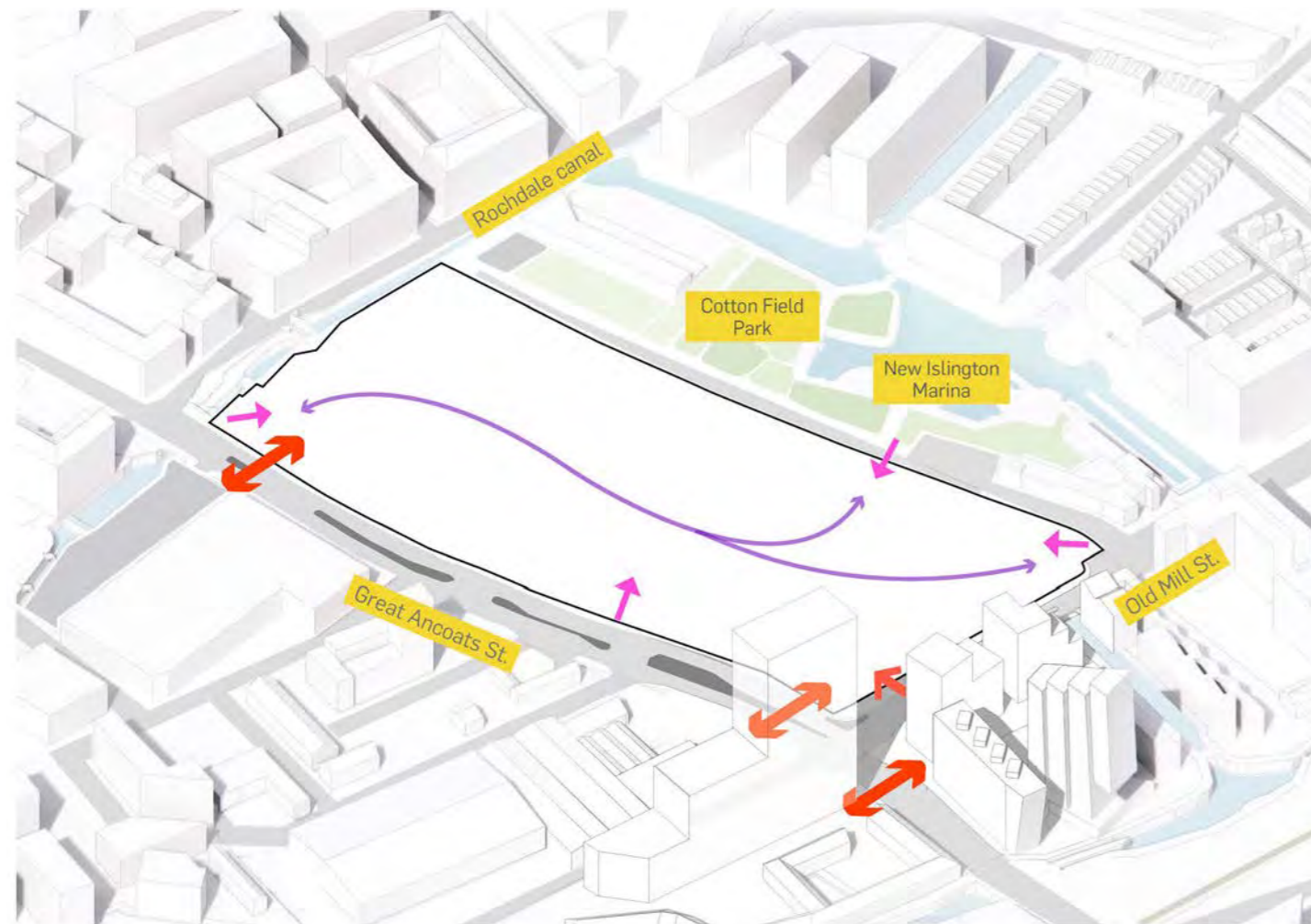
The site can only be accessed from Great Ancoats Street and Old Mill Street. Vehicular access is confined to the perimeter of the site. There are also opportunities to link the access points, however this will need to be studied to assess the impact on the surrounding context.



### Pedestrian Arrival Gateways

The intention is to link new gateways to pedestrian and cycle connections to and from the site and limit vehicular access to the perimeter, creating a pedestrian friendly environment.

The extension of the park creates the opportunity to increase permeability within the site which enhances connections to its surrounding context, creating more usable pedestrian environments. The intention is to prioritise pedestrian and cycle connections to and from the site and limit vehicular access to the perimeter.

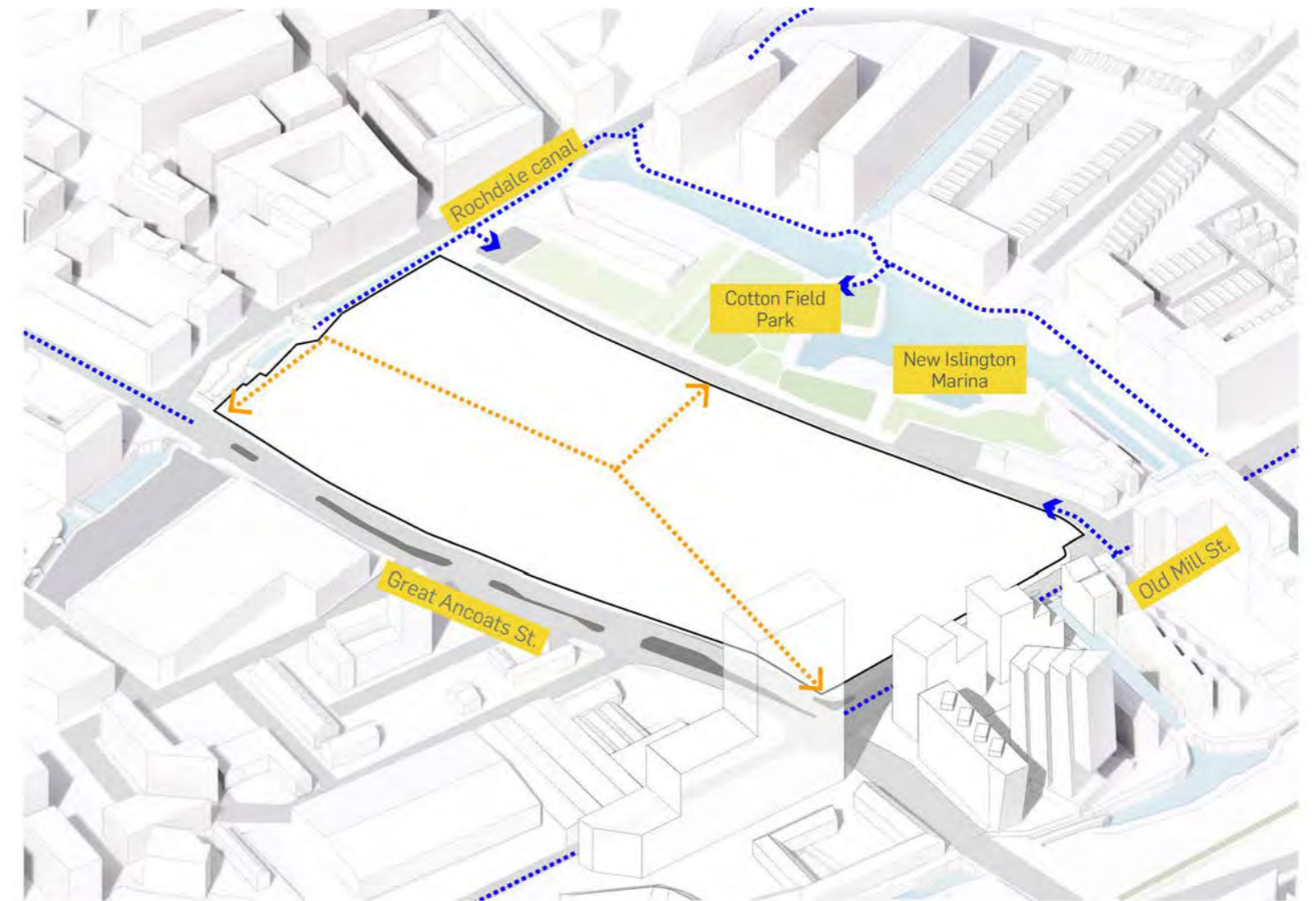





-  Site boundary
-  Existing Crossings
-  Opportunities for new pedestrian access aligned to existing pedestrian crossing



### Cycle routes

The existing cycle routes are fragmented, however, there is an opportunity to extend the cycle paths to allow for greater connections. Cycle-friendly routes through the site will maximise permeability and create an area focused on people. This in turn will help in establishing a sense of 'place,' promoting more social interactions within the scheme and encouraging people to visit using their cycles.



-  Site boundary
-  Existing cycle routes
-  Opportunity to extend cycle routes



# 05 DESIGN DRIVERS

# VISION: TO DELIVER A NEW THRIVING CITY DISTRICT

GPA is exploring office options in Manchester, including looking at whether the former Central Retail Park site can meet all its requirements. Securing potential investment from the GPA will help to unlock the full site potential and the new SRF is a step towards this.

The prospect of GPA providing commercial offices for thousands of civil servants within Manchester city centre is a once in a generation opportunity for the city. It will be a catalyst for immediate positive impact and longer-term substantial benefits.

## Manchester City Council Vision

### 11 Development principles

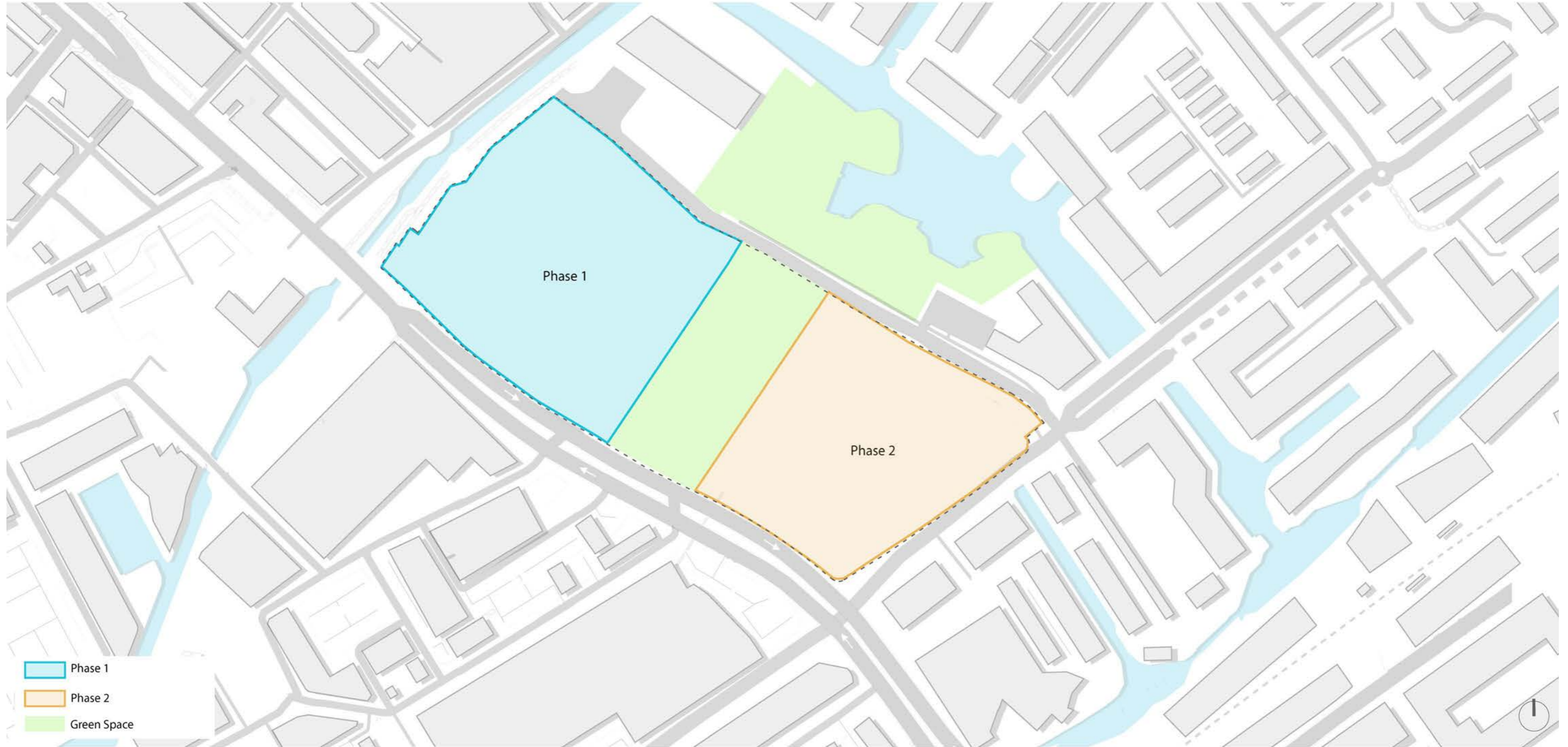
A set of 11 principles have been established for the 2022 SRF, which will help create a high-quality destination:

01. Create a world class commercial office district that is attractive, modern and sustainable to address the demand for new Grade A offices.
02. Highly sustainable development.
03. Generating meaningful social value for local residents and workers.
04. Expanding and connecting to the green space and marina to benefit building users, neighbouring communities and users of the site.
05. Providing a safe office environment to support government uses and encourage collaboration between buildings.
06. Building a neighbourhood that people enjoy being part of.
07. Enhancing local biodiversity, and the quantum and quality of public open space.
08. Resolving level changes across the site to improve connectivity across the site.
09. Facilitating links between the district and the city.
10. Respecting the listed mill buildings, the canal setting and the other neighbours.
11. Augmenting local amenities for everyone.



## DESIGN DRIVERS: DEVELOPMENT PARCELS

The SRF paves the way for creating an exciting and sustainable new business district to meet market office requirements and potentially secure investment in new offices on the site from the GPA.





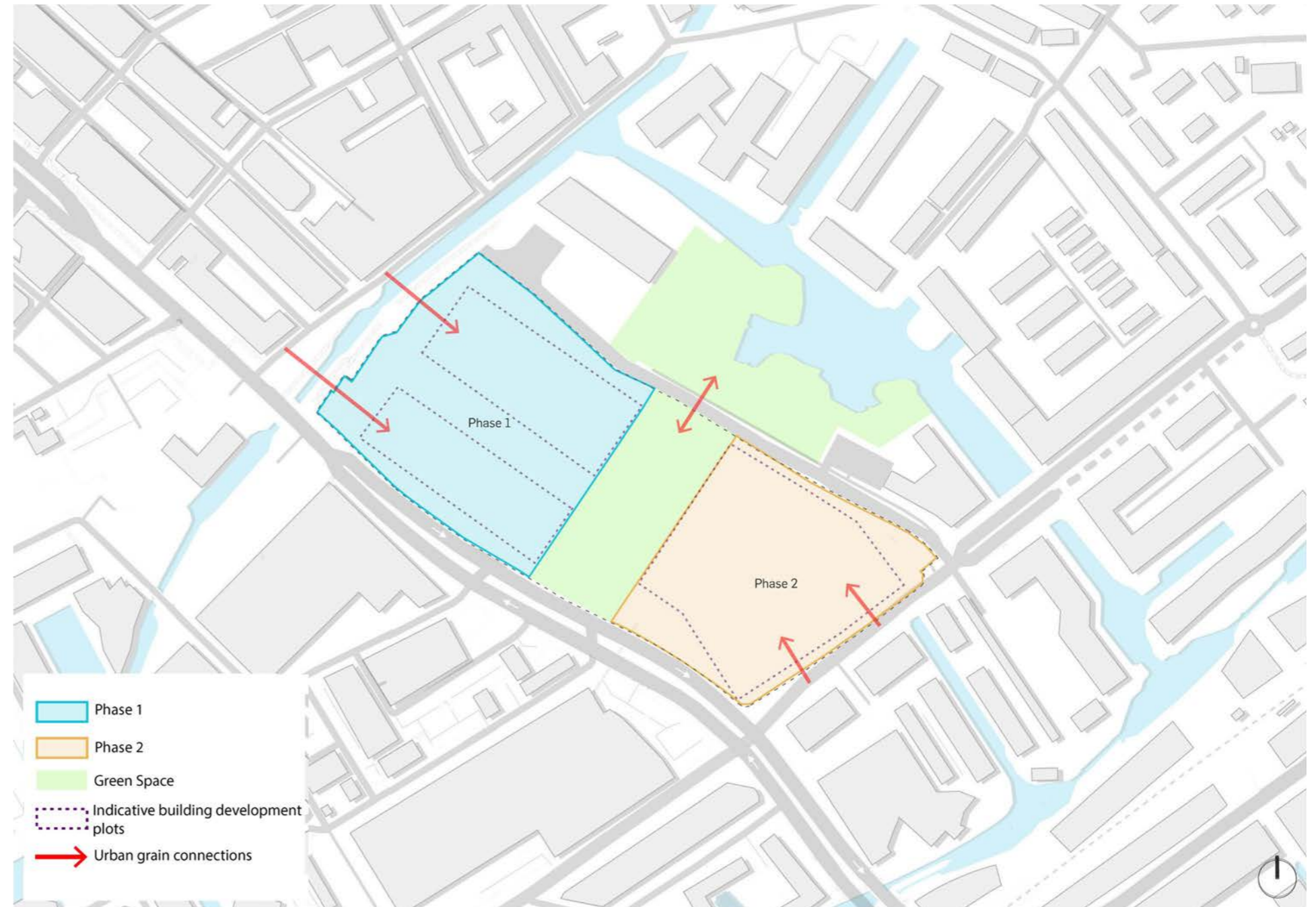
## PLACE MAKING, FORM AND LAYOUT

### Development Parcels

- A key driver for the development of the former Central Retail Park is to deliver a new green space at the centre of the site, which results in two distinct office developments at either end, linked by the new park.

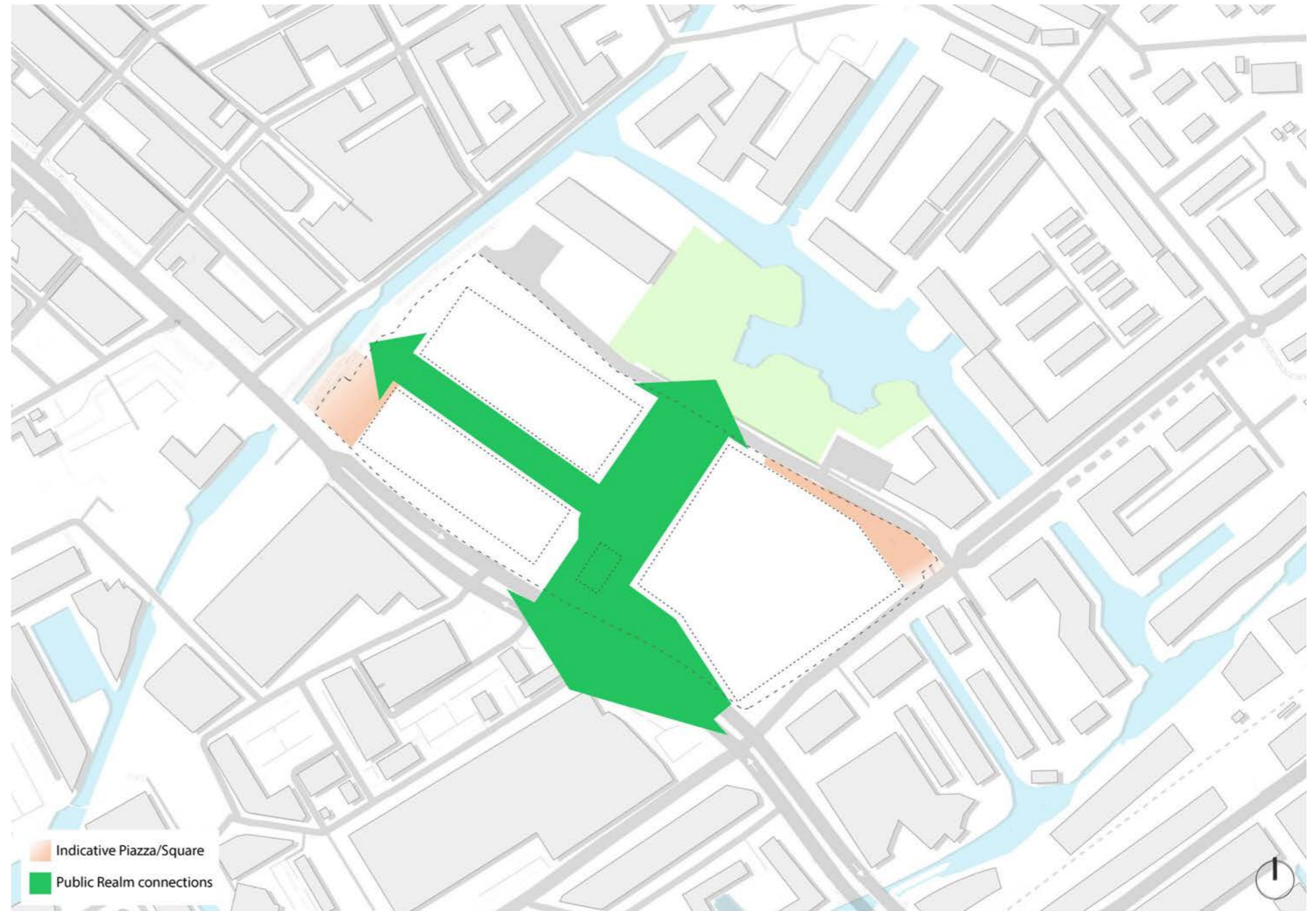
### Form and Layout

- The development parcels will respond positively to the neighbouring area. Naturally extending the urban grain of Ancoats and New Islington, helping to stitch the site into its local context.
- The form and layout of the new offices within the development along Great Ancoats Street will create a strong boundary edge which reactivates a key stretch of inner ring road, while simultaneously creating a buffer zone for developments behind.
- A small-scale leisure and retail building could occupy part of the green space and respond to the human scale of this space. The green space will be arranged with a series of hard and soft landscaped areas for use by local residents, workers and the wider public.



## PLACE MAKING, THE PUBLIC REALM

- The integration of uses, built environment, and place making will collectively facilitate a new high-quality district that will act as a catalyst for the site's regeneration.
- The masterplan should consider and positively respond to the urban qualities and character of the local area, improve accessibility to public transport and enhance opportunities for cycling and walking.
- Integrating into the existing urban grain of Ancoats and New Islington will help create a strong sense of identity and place. Embracing local neighbourhoods that have successfully seen re-generational growth will help the former Central Retail Park connect into the urban city fabric.
- Whilst it is important to consider the local context, it is equally important that the development creates its own distinct character. The site will focus on creating a place that is unique to the existing public offering as it builds upon the already successful districts making this part of east Manchester a go-to destination.
- A significant new green space at the centre of the site will be known as "The Garden". This will help stitch the site into its local context and provide a connection between two development parcels.



# PUBLIC REALM IN MANCHESTER

The following images (Google Earth 1:100) compare the scale of the new green space in relation to well-known and used green spaces within Manchester.



Cathedral Gardens-Manchester



Mayfield-Manchester



Former Central Retail Park and Cotton Field Park



Piccadilly Garden-Manchester



Sackville Garden

## TRANSPORT, MOVEMENT AND CONNECTIVITY

- The site is strategically located between the city centre and the local neighbourhoods to the north and east. It will enhance connectivity north-south and east-west, drawing people through the site as people move around the area.
- The integration of new green space and public realm will play a key role in facilitating successful connections through the site and beyond to wider city gateways.

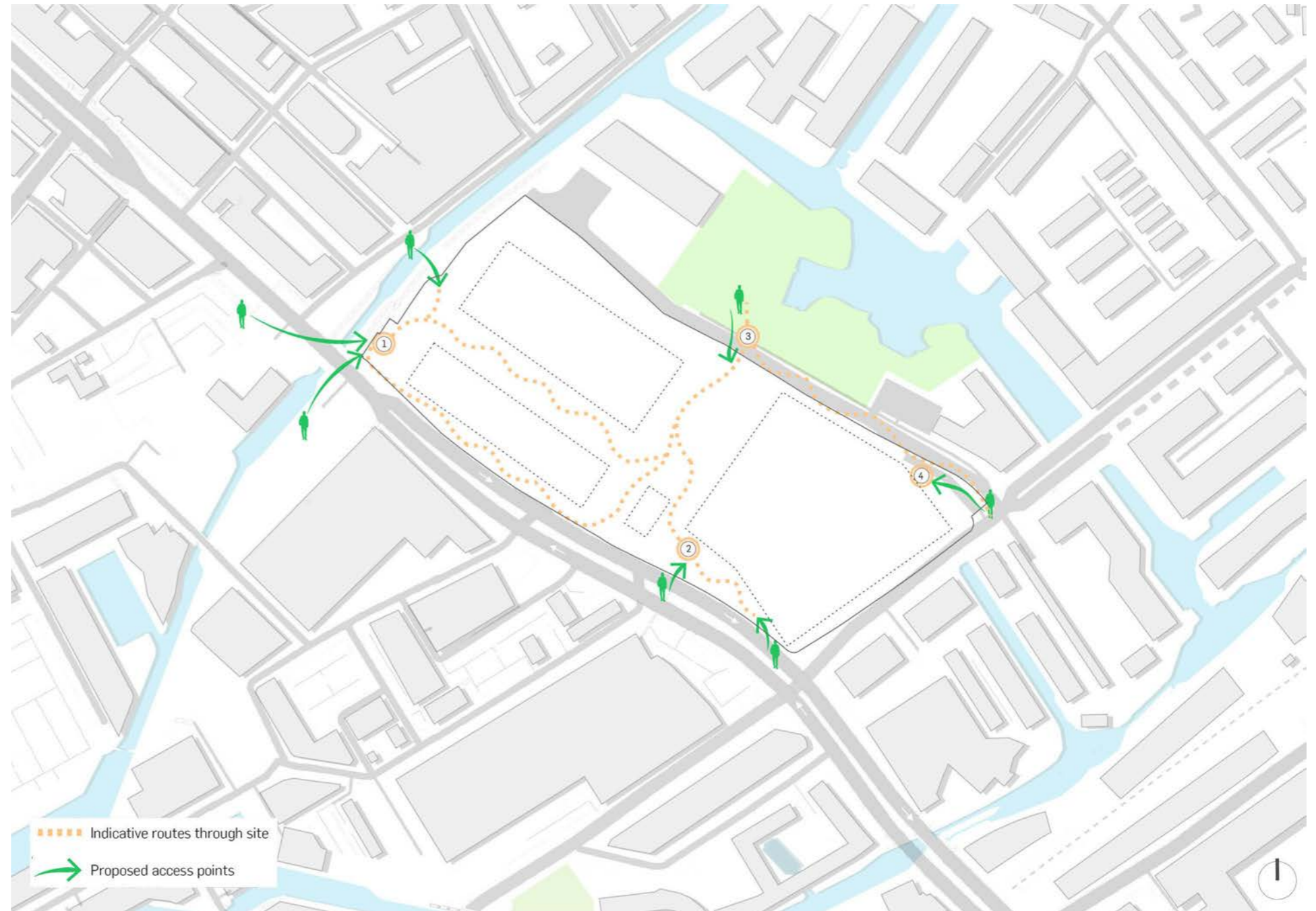
Through the process of urban design and geospatial analysis, several key entry points and potential landscape character areas have been identified, which are:

**1. Canal Piazza entrance** – The site's regeneration will include the creation of a new public piazza revealing and focusing on the Rochdale canal, enhancing public connections, creating and maximising open space. The Canal Piazza has excellent visibility and will be a key route through the site, linking to and from the Northern Quarter, Victoria Station, and the wider city centre.

**2. Great Ancoats Street eastern gateway** – This is a pivotal entrance point, located on the central axis of the masterplan. This new area of public realm forms the entrance to the green space and the potential public pavilion building. Identified on a key route into the site from Piccadilly station it will bring activity and vitality to the centre of the masterplan. It will become an area to stop and meet, establishing itself as an important gateway into the site.

**3. The Garden** – The masterplan will facilitate the delivery of a green space which links Cotton Field Park and the Marina to the north with Great Ancoats Street to south. It will help provide a new amenity to the local community. Known as the "The Garden", this significant piece of green space for the city centre runs through the central spine of the site and will be instrumental in delivering ground floor activity and high-quality building edge treatment whilst also ensuring safe and accessible routes for all. These new connections also serve to allow people from the city to enjoy the established artisan retail offering of New Islington, encouraging pedestrians to fully utilise all aspects of the site.

**4. New Islington gateway** – New Islington tram stop is located nearby and provides a public transport route to Eastlands and into Piccadilly Train Station and the wider city network. This corner of the site provides an important connection for a tram stop and pedestrians arriving from neighbouring areas such as New Islington and Holt Town.



## TRANSPORT, MOVEMENT AND CONNECTIVITY

- The site is well served by public transport networks, including Piccadilly and Victoria railways stations, New Islington tram stop, and bus services along Great Ancoats.
- Enhancing and linking to the existing transport network will make the site a highly sustainable development in transport terms, promoting the use of public transport and reducing the provision of car parking to a minimum.
- Creating pedestrian and cycle-friendly routes through the site will maximise permeability and create an area focused on people. This in turn will help in establishing a sense of 'place,' promoting more social interactions within the scheme and encouraging people to visit and stay longer.
- Vehicular access (other than emergency vehicles) is confined to the perimeter of the site with limited proposed points of access. An access point is suggested directly off Great Ancoats Street, and another could be located off Old Mill Street. These entrances would provide the two development parcels with a degree of flexibility to control how vehicles can enter and exit the site.
- Restricting vehicle access to the edges of the site allows pedestrian and cycle routes and connections to be prioritised. Prioritising pedestrians will activate multiple edges of the masterplan maximising public realm space and ensuring that the site becomes a place for people.



## BUILDING ACTIVE FRONTAGES

Potential zones for active frontages are proposed along primary routes in the form of commercial office, retail, or leisure uses. The following potential routes have been identified:

- The Canal Piazza represents one of two main gateways into the site for visitors arriving from Victoria Station and the city centre. There is an opportunity for the adjacent building to have an active frontage onto the new public realm, providing animation and activity spilling out into the space.
- The reactivation of Great Ancoats Street is one of the ambitions of the masterplan. The site layout is designed to activate the frontage along Great Ancoats Street while working with the wider public realm design. The aim is to re-establish the street frontage creating a strong boundary edge that ties in with the existing context.
- The second key gateway is the Great Ancoats Street Eastern Gateway, which welcomes people from Piccadilly Station and the south parts of the city centre. A standalone pavilion building along with offices within development parcel B provides an opportunity to activate the gateway edge with a series of ground floor uses e.g., food and beverage outlets.
- Building Parcel B provides an opportunity to create a cluster of strong active retail and leisure frontages that connect back to the wider masterplan. They enhance the connections from Old Mill Street through the site and towards The Garden.
- The plots surrounding The Garden will reinforce the edge of the public space through carefully considered frontages. The building frontages within this space will help keep it activated throughout the week and provide a destination for people to stop and rest.
- Active frontages will also be encouraged fronting onto Old Mill Street, potentially lending themselves to leisure and retail uses.



## SCALE & MASS

- The suggested scale and mass of the new offices have been informed by several factors including site analysis, townscape and heritage analysis, design development, microclimate (including sunlight and wind speed analysis), and geospatial analysis (including points of interest, key destinations, connectivity, natural movement, and visibility).
- It is proposed that the offices along the western part of the site step down to respond to the scale of the Ancoats Conservation Area, and its listed buildings, as well as New Islington School.
- Moving southeast on the masterplan, the offices' heights could begin to increase in scale, where they positively respond to the New Islington context and the taller residential buildings in this area.
- Stepping up the building's heights across the site could create a visually interesting design providing a transition in height from west to east and integrating the development into the existing skyline.
- The proposed building parcels will consider critical separation distances to maximise daylight penetration into the public realm to help create comfortable pedestrian spaces.
- The building zones are anticipated to be concentrated on the eastern and western sides of the masterplan separated by The Garden at the centre of the development and stitching the plan together into one cohesive design.
- The distance between the offices, both on-site and off-site, will consider and seek to optimise daylight throughout the year.



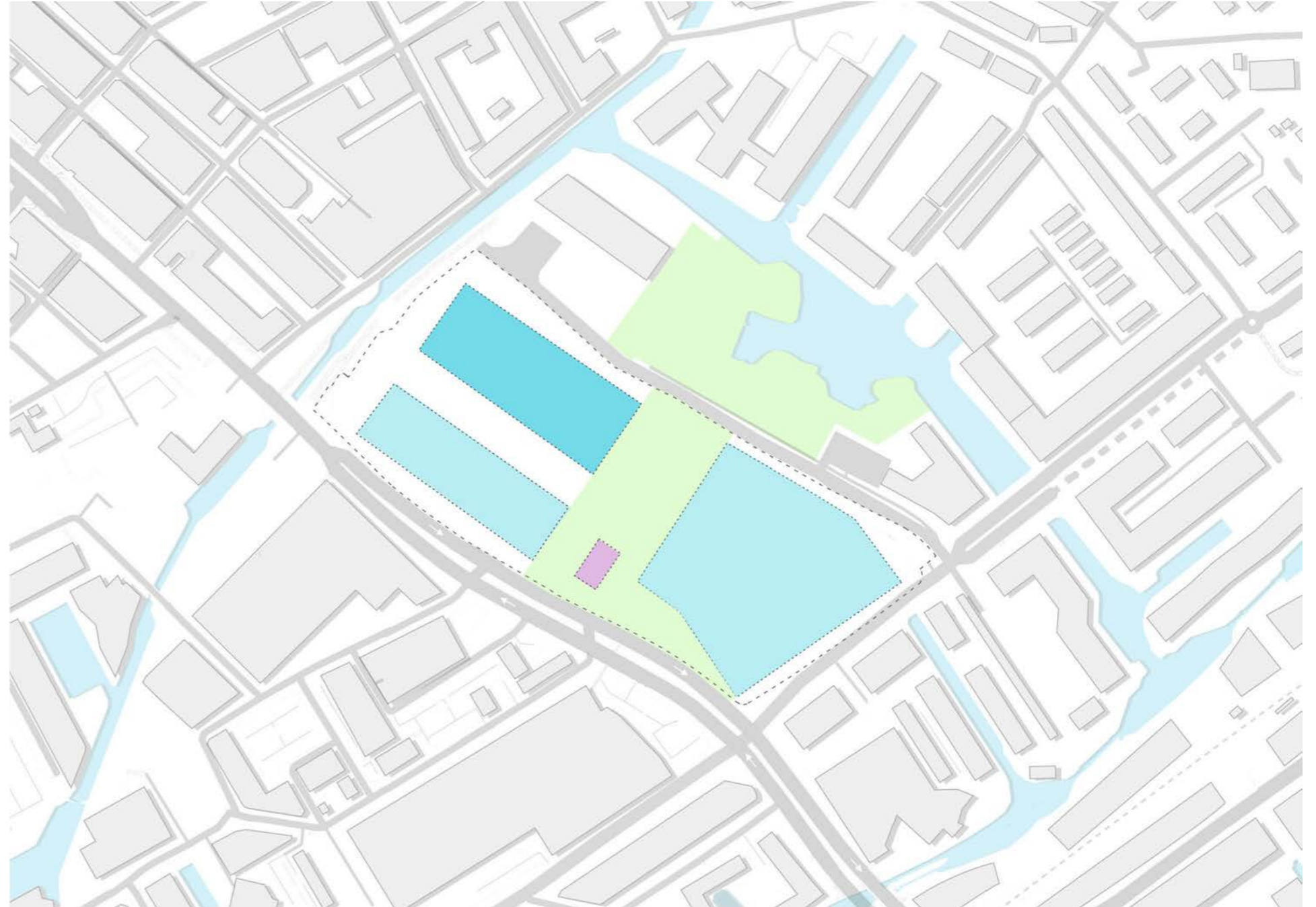
## USE & QUALITY

### Use Type

- It is proposed that the masterplan will provide high-quality accommodation for a new and innovative office-led district, which achieves a density that optimises and capitalises on the area's strategically accessible location within the city.
- The proposed uses build upon and take account of previous frameworks for the former Central Retail Park and reflect the potential interest of the GPA and other commercial office requirements.
- The ground floor plates should be strategically activated for commercial office, leisure, and retail uses (as noted in the previous section) where appropriate. These will be distributed across the masterplan, with the primary focus within the Garden and along Great Ancoats Street.

### Quality of Space

- It is important that the new development delivers the highest possible design quality, materiality, and environment for the end users.
- The masterplan will need to respond to a number of environmental factors including air quality, microclimate, acoustics, and daylighting. A considered response to these factors will enable an environment where people want to work, visit, and socialise.
- Materials that are durable and long-lasting will be given priority. Utilising materials with a prolonged lifespan will reduce the environmental impact caused by the offices and public realm throughout their life cycles.
- The proposals will be designed to provide an accessible, welcoming, safe, and secure environment for all user groups. To help facilitate these ambitions, it is important that the environment is well maintained at regular intervals throughout the year.



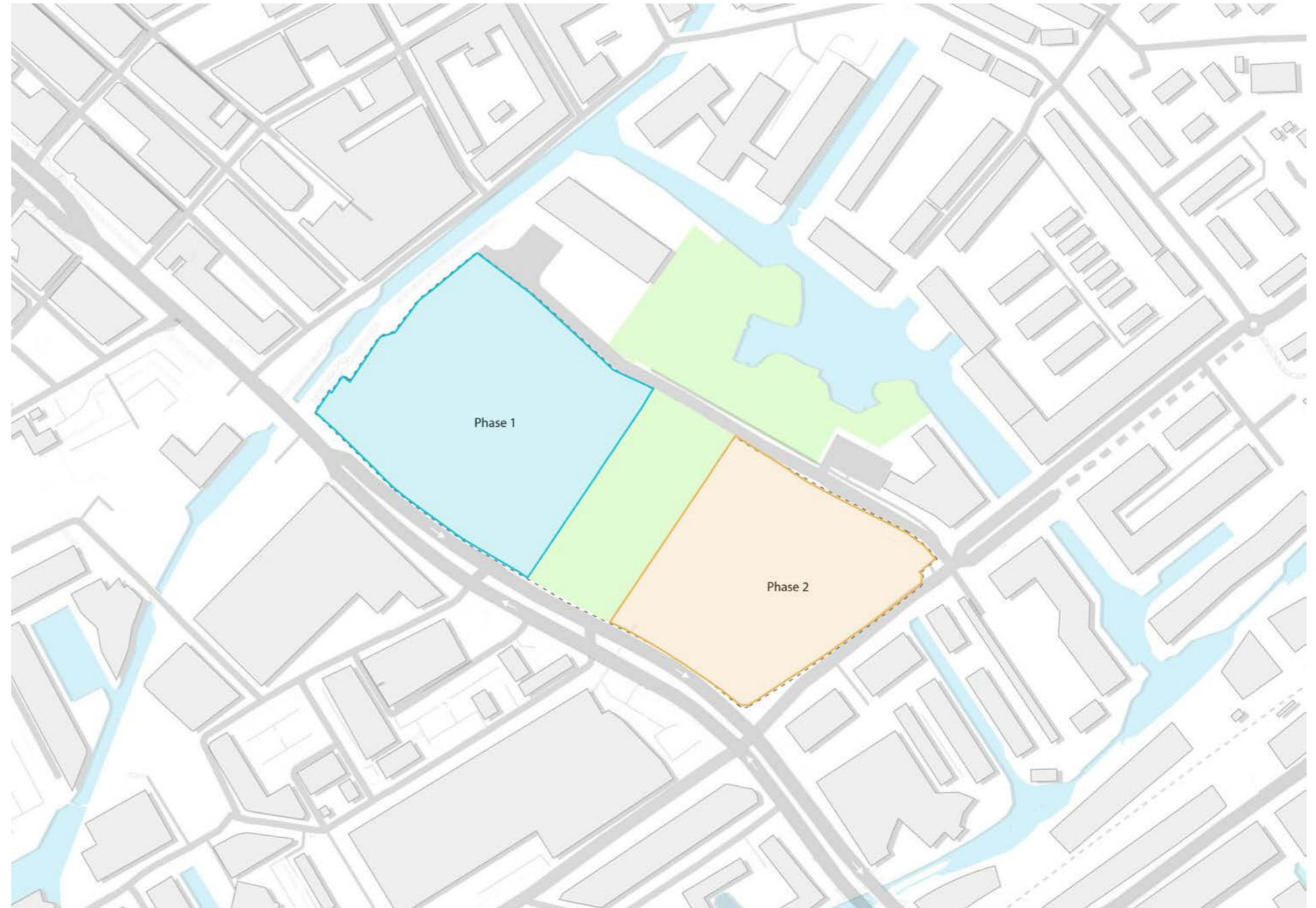


## PHASING

Whilst this SRF does not seek to be prescriptive with regard to the exact short- and long-term phasing and sequencing of the development a phased approach is proposed to ensure that the full potential of the site is realised over a manageable time period, responding to commercial office and market requirements and seeking to minimise disruption during the construction phase.

While the exact context within each phase, together with the order of phasing, is suggestive at this stage, an indicative phasing diagram illustrates the current proposal.

The public realm within each defined phase will be delivered in conjunction with the associated buildings in that phase. The aspiration is for The Garden to be delivered as soon as possible, during or following construction of the phase one buildings.



## SUSTAINABILITY PROJECT ECOSYSTEM

The masterplan will be developed using sustainability strategies which can achieve a highly sustainable district in Manchester, with the objective to create an optimal environment for both human wellbeing and the urban context.

Design approaches such as ensuring excellent daylighting levels within and between the offices will not only improve the wellbeing of staff but also aid the achievement of a truly sustainable masterplan by reducing artificial lighting loads.

The masterplan layout has been developed for energy efficiency, balanced against the other design aims of creating a high-quality office district for all (urban design considerations, logistics, etc.). The design will take a fabric-first approach with the office's structures, and envelopes. This will benefit the project as a whole, bringing sustainability into the centre of the masterplan design.



# INDICATIVE PARAMETER PLAN

The indicative parameters plan demonstrates how the individual design drivers and development principles could be realised. It is indicative at this stage subject to further exploration and detailed design and having regard to all planning policies.

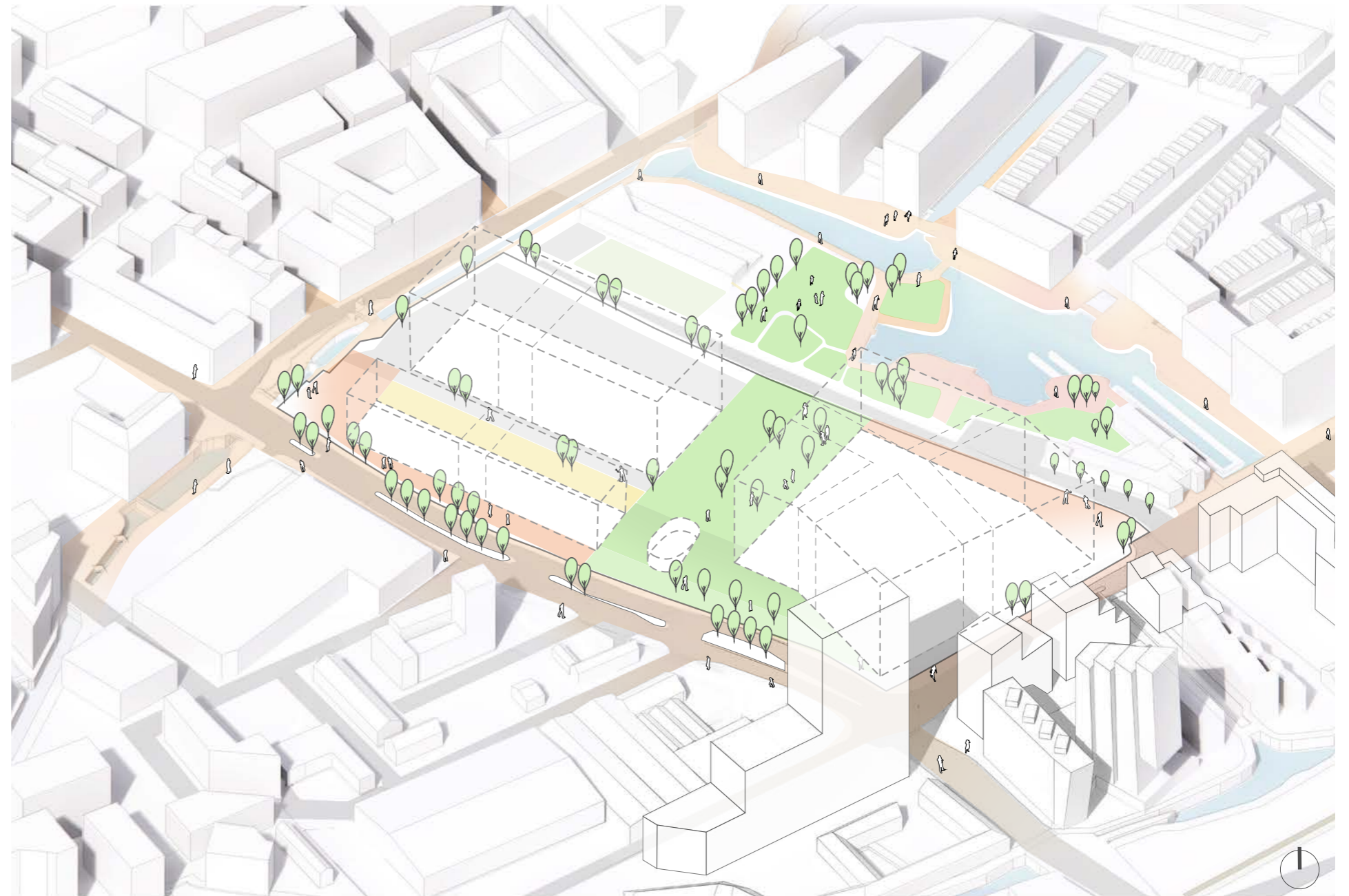


# 06 ILLUSTRATIVE MASTERPLAN

## ILLUSTRATIVE MASTERPLAN AND CONCLUSION

Regeneration of the site will create a high-quality, sustainable office district with attractive public realm at its centre that is open to all. It will also deliver significant socio-economic benefits to the city and the local community. This scheme builds upon the strategic location and the strong connections to the local neighbourhoods, city centre, and transport networks. It will create a new office district for the city with ancillary retail and leisure accommodation, providing attractive new facilities for users and local people who live and work in the area.

The proposals respond positively to the area and the surrounding uses, creating new public routes through the site, new connections, and building upon existing amenities of Cotton Field Park, New Islington Marina and the Rochdale Canal.



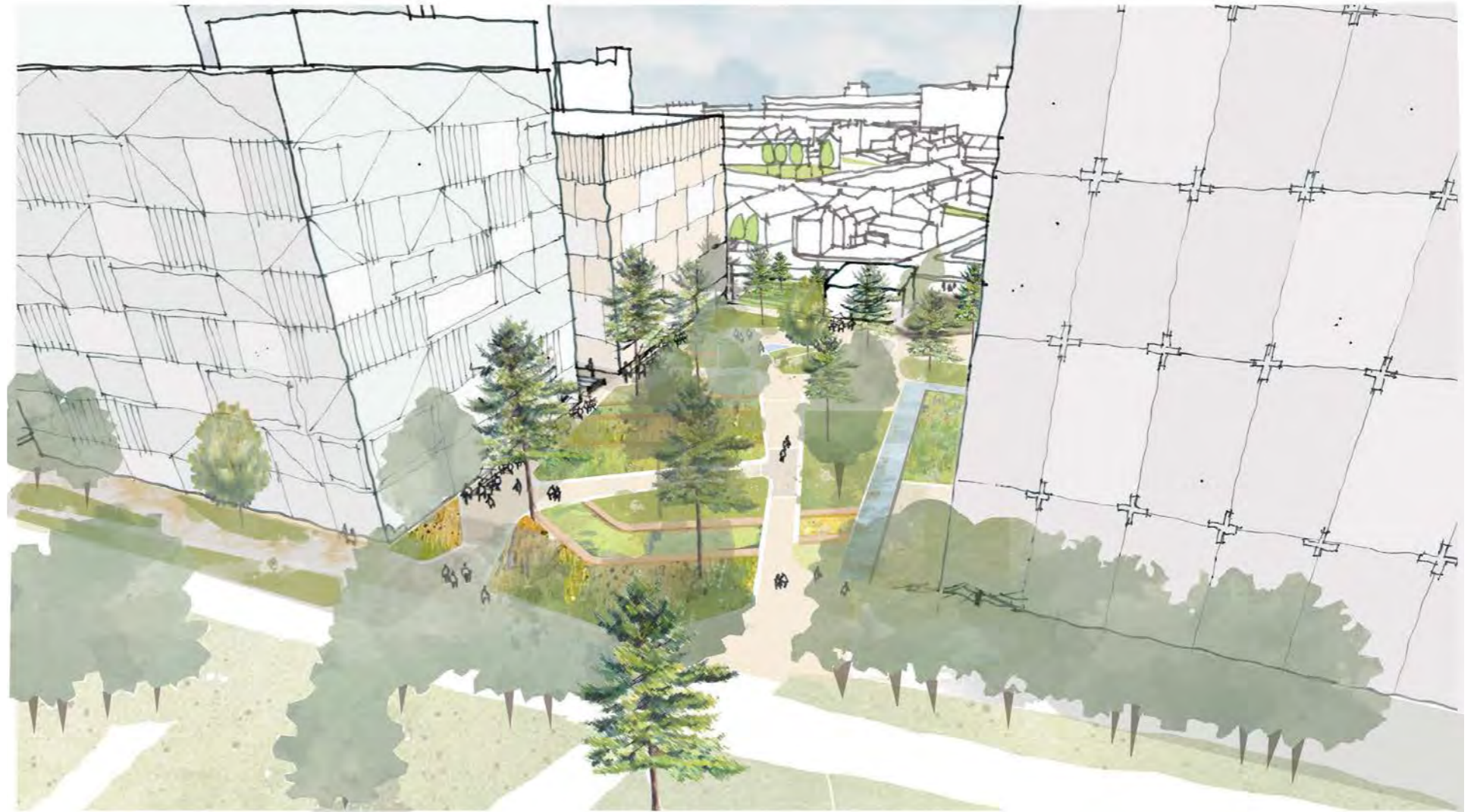
## ILLUSTRATIVE PLACE MAKING & PUBLIC REALM VISION

### The Garden

The Garden will be an inclusive space accessible to all users. It will continue the legacy of new open spaces being delivered in Manchester, including Cotton Field Park, Mayfield Park, and Ancoats Green public realm.

The Garden is the largest green space on the site and sits at the centre of the masterplan. It will be very closely linked to Cotton Field Park through both strong physical connections and also extending the design language of the park through the materials palette of hard and soft landscape. It could provide a range of spaces from terraced lawns and informal seating to lush planting with seasonal interest – all punctuated with large specimen trees. It will provide important usable green space, building frontages and also be viewed from the buildings that frame this space. The Garden represents the opportunity to enhance wellbeing for both the resident workforce and general public, whether experienced from inside or outside the adjacent buildings.

The exploration of the use of water across the masterplan will give the development a strong identity that is rooted in the site context of Ancoats. The use of water specifically within The Garden has the opportunity to provide animation through movement, reflective pools, SUDs and ecological benefits in addition to using water in combination with the substantial level change. Across The Garden, there is a significant 5m level change from Cotton Field Park to Great Ancoats Street. This provides an exciting opportunity to cascade the park down towards Great Ancoats Street through generous terraces and a sweeping accessible route that provides a welcoming frontage to The Garden and effectively linking Great Ancoats street to Cotton Field Park.



## The Boulevard

The Boulevard is a major east-west thoroughfare linking all of the key offices in Phase 1 with a direct axial view down to The Garden. The Boulevard is primarily a movement space providing permeability and connectivity, but it does have the opportunity to create a relaxed ambience with lush planting islands and a strong avenue of specimen trees providing a unique sense of place. It will provide an important setting to the offices and form a key pedestrian arterial route within the site. The boulevard facilitates access to the main entrance points of each of the offices along its length promoting a sense of arrival whilst also providing legibility and structure to the urban landscape. Water has the potential to provide a key feature along this linear space, which has a strong and important presence within the site context in terms of both the canal to the west and the marina to the north. The design of The Boulevard will be a combination of hard and soft landscape that links closely to the design language and materiality of the Canal Piazza to the west and The Green to the east.

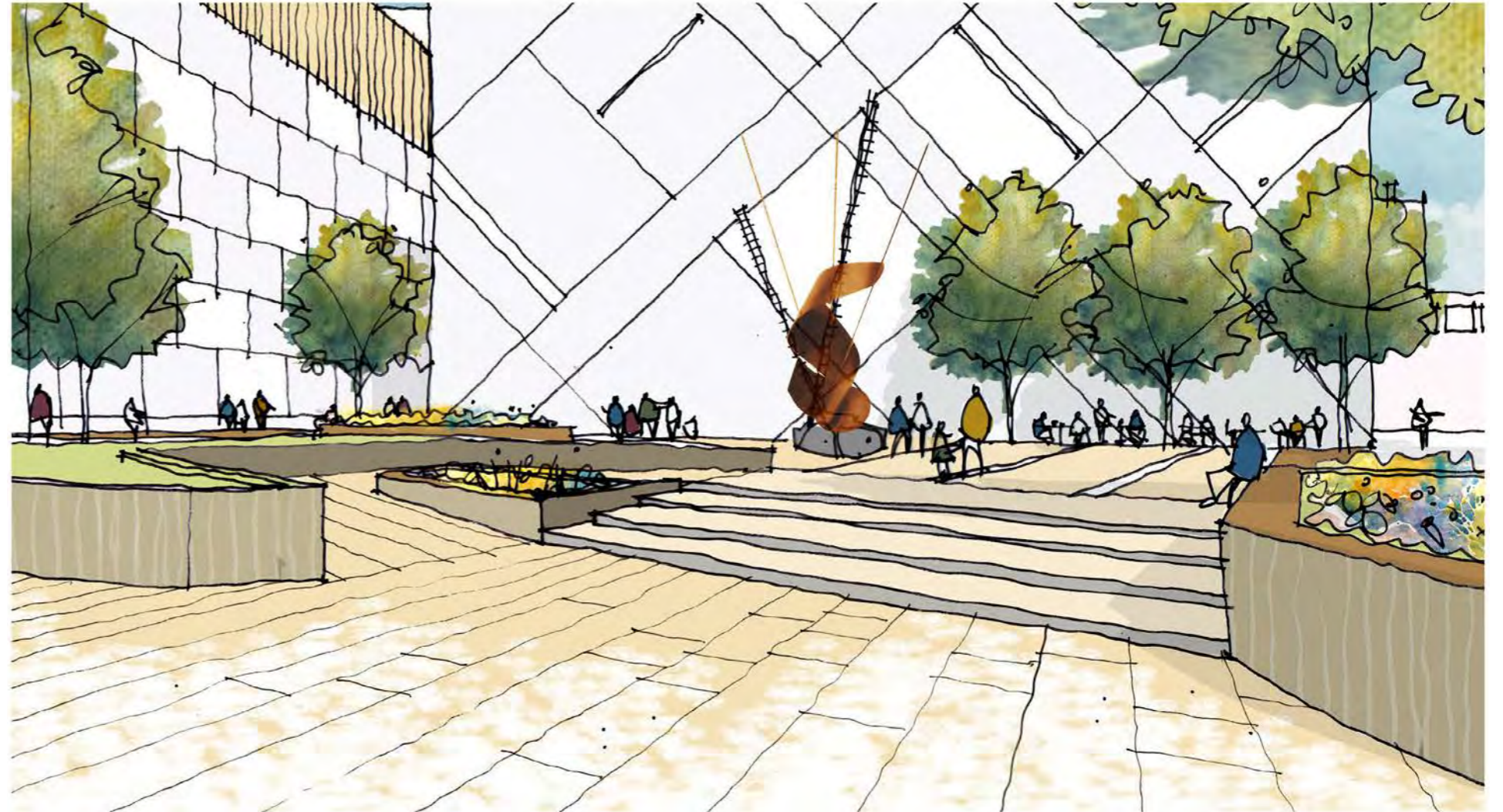


## Canal Piazza

The Canal Piazza will be a major landing point for pedestrians into site from the wider city centre. It provides the opportunity to create a high-quality public piazza that embraces the canal and waterfront setting, and with a welcoming and accessible design that provides movement and dwelling space. The space could be anchored centrally by a piece of artwork/sculpture that would make the space instantly identifiable and recognisable as a key orientation point within the masterplan.

The mature trees to the Great Ancoats Street/Canal corner here provide valuable tree canopy and should be retained if possible. The design of this space should celebrate the listed canal heritage features located here and also respond to the context of Ancoats Conservation Area to the west of the site. There is a stepped pedestrian footbridge over the canal into the masterplan area from the centre of Ancoats that needs to be considered as part of the wider design and connect visually and physically to both the Canal Piazza and The Boulevard.

The Canal Piazza is a major pedestrian threshold to the site and therefore should be largely hard paved with opportunity to provide planting and soft landscape around the canal edge and spill out areas with plenty of opportunities for seating.





### Great Ancoats Street

The masterplan seeks to provide an improved, greener frontage to Great Ancoats Street. Where possible, street trees and rain gardens will be provided on the development frontage to create a strong green edge and important buffer between the highway and the public realm.

Active frontages are sought that will provide animation along the street with generous footways and attractive soft landscape. Façade arrangement and materials will be given careful consideration ensuring they both enhance and are complementary to the surrounding context whilst promoting visual activity.

There are a number of existing trees along Great Ancoats Street. The potential for their retention should be carefully considered and enabled as far as possible. However many are in poor condition and their locations may make this difficult.

There will be vehicular access required off Great Ancoats Street into a potential undercroft. The design of this should be carefully considered.

