

## **AREA 4 - EAST MANCHESTER**

### **SUB AREAS**

#### **Sub-Area 1 - Central Park**

4.1.1 Central Park is located within East and North Manchester in the areas of Monsall and Newton Heath.

#### **EM5 - Central Park**

**Central Park is located in East and North Manchester and the regeneration of this area will be sought over the next ten years. Within Central Park, development will be permitted which includes:**

- i. A high quality business park comprising Use Classes B1, B2 and B8;**
- ii. B8 uses will only be permitted if it can be demonstrated that they will cause no harm to the location of knowledge-based industries, B1 and B2 uses;**
- iii. The design of development and structure which creates a new central entrance north of Oldham Road that forms a gateway for the business park;**
- iv. A combined Metrolink/Railway Station north of Oldham Road, with pedestrian and cycle links to the Oldham Road Quality Bus Corridor, and other transport facilities that enhance access to and from Central Park by public transport;**
- v. Development which creates a focal point at:
  - a) the intersection of Oldham Road and Ten Acres Lane;**
  - b) meeting point of the Rochdale Canal and Ten Acres Lane;**
  - c) junction of Alan Turing Way and Oldham Road;****
- vi. Facilities to serve the daily needs of employees and residents of the business park;**
- vii. High quality landscaping to enhance the character of the area;**
- viii. Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway.**

**The development of the business park will need to demonstrate that it does not have a negative visual or physical impact on existing residential areas. Any new residential development as part of a mix of uses will be expected to be of a high quality and designed to a scale to enhance the area.**

4.1.2 The area is characterised by large areas of previously used land and buildings, sites that are currently under-used, land associated with railway infrastructure, and small residential blocks. It is however well placed to take advantage of its proximity to the City Centre, M60, national rail and road network and other areas within Greater Manchester.

4.1.3 The line of the proposed Oldham/Rochdale Metrolink extension has a planned stop in the business park, and this provision will be further enhanced by facilities allowing interchange with bus and rail services. The provision of bus stop facilities at the Oldham Road junction with Ten Acres Lane will enable greater access to the frequent bus services that operate along Oldham Road Quality Bus Corridor between Manchester City Centre and Oldham. Other public transport

improvements may include the provision of park and ride facilities taking advantage of the existing high frequency services in the area if this is deemed appropriate within the context of the City Council's plans for transport and for the further development of Central Park. However, any such facility would not be serviced by a surface car park. The Rochdale Canal will allow direct pedestrian access to the centre of Central Park from neighbouring residential areas in Newton Heath and Miles Platting.

- 4.1.4 Central Park will provide a number of opportunities to developers including:
- a range of sites to suit businesses within the service and specialist manufacturing sectors, from incubators and start up units to larger businesses requiring flexible business space;
  - a highly accessible location with good public transport links including the planned Oldham/Rochdale Metrolink extension, allowing greater penetration of the Business Park by a range of modes of transport;
  - close proximity to the City's Universities, the City Centre and other initiatives taking place in East Manchester; and
  - prestigious high profile gateway locations including development parcels at the Oldham Road/Hulme Hall Lane junction.

4.1.5 The locational benefits of the business park make this an important regional strategic employment area which will be developed over a period of 10 years and is sufficiently large for a critical mass of employment uses. Protecting the amenity of housing in the area will be an integral part of the development of Central Park.

#### **Sub-Area 4 - Ancoats**

4.4.1 Situated on the eastern fringe of the City Centre is Ancoats, the world's first industrial suburb with some of the earliest urban steam driven mill buildings. It is characterised by architecturally and historically important Georgian and Victorian warehouses and mill buildings, in a tight grid iron street pattern. It has one of the largest concentrations of Grade II and Grade II\* listed buildings in the City of Manchester with some dating back to the 1790s. The Rochdale Canal skirts Ancoats on its southern boundary to further emphasise the area's heritage which led to its designation as a Conservation Area in 1989 and more recently as an Urban Village. In recognition of its importance as a historic area, Ancoats (together with Castlefield and Worsley in Salford), has subsequently been accepted onto the UK shortlist for nominations onto the UNESCO World Heritage Site list.

#### **EM8**

**Ancoats is a conservation area with many important listed buildings and structures and it has been identified as an Urban Village for mixed use development. Within the Ancoats area development will be permitted which includes:**

- High density mixed use development comprising single buildings and groups of buildings with active ground floors occupied by uses that relate directly to passing pedestrians to create activity and surveillance;**
- A diverse mix of residential uses in terms of type, size and tenure;**
- The conservation and enhancement of the built heritage and character of**

- Ancoats involving the reuse and restoration of mills and warehouses;**
- iv. Retention of the grid iron street pattern and provision of improved pedestrian links to Miles Platting, the wider Ancoats area and the City Centre;**
- v. Improved links between the City Centre and Ancoats, which will involve reducing severance by Great Ancoats Street;**
- vi. Provision of public open space enclosed by refurbished and new buildings which is safe and accessible to all in the community;**
- vii. A built form which defines the line of the Rochdale Canal and provides space for a widened area of canal-side public open space;**
- viii. Restoration of the Rochdale Canal involving the excavation of previously infilled lengths of canal;**
- ix. Introduction of a range of traffic calming measures.**
- x. The relocation of “bad neighbour” uses from the Ancoats area.**

4.4.2 Supplementary Planning Guidance has been prepared and approved for Ancoats in order to regenerate the area and provide opportunities for people to live and work in the same place. The location of Ancoats ensures good access to the City Centre and it is an area which is suitable for high density mixed use developments to take advantage of its location. The ground floors of development will be encouraged to contain active uses that generate pedestrian movement and add interest and activity to the street scene at different times of the day.

4.4.3 The historic mills and warehouses in Ancoats, such as the Royal Mill and Murray Mill complexes provide opportunities for restoration and reuse for a mix of uses including residential, leisure, office and retail uses.

4.4.4 The traditional grid iron street pattern should be retained to allow permeability and ensure the built character of the area is not adversely affected by development proposals. Redhill Street forms an important element of the built character adjacent to the Rochdale Canal. Traffic calming measures should respect the built heritage in terms of materials used and design to enhance the quality of the Ancoats area. The introduction of a range of traffic calming measures will help to improve the pedestrian environment, and a reduction of traffic speeds will increase public safety and amenity.

4.4.5 The Rochdale Canal has some of the most important examples of cotton mills alongside its banks, providing a record of technological advancement in mill building design. These mill buildings form a bold and dramatic building line along the canal and this relationship between building form and canal should be maintained and enhanced by any development proposals.

### **Sub-Area 7 - Sportcity**

4.7.1 Sportcity is located in the heart of the East Manchester regeneration area at the junction of Ashton New Road and Alan Turing Way. Its reuse is integral to the regeneration of East Manchester, as it is key to connecting the areas of East Manchester. Its redevelopment for uses which create a focus of activity in East Manchester is pivotal to the regeneration of the wider area.

## **EM11**

**Sportcity including the District Centre is a major focus for regeneration activity on previously developed land. It is located in a strategic position at the heart of East Manchester with excellent infrastructure and proposed infrastructure links to the City Centre, adjacent areas and the national motorway network. Within Sportcity, development will be permitted which includes:**

- i. International sports facilities and mixed use development along Alan Turing Way;**
- ii. The District Centre within Sportcity as defined on the proposals map comprising retail A1, A2 and A3, residential, community facilities and mixed use development to create a vibrant district centre and High Street along Ashton New Road;**
- iii. Further commercial development to complement the nature and scale of facilities and their accessibility;**
- iv. Provision of pedestrian and cycle links to adjacent residential neighbourhoods, the Ashton Canal, Phillips Park and the Medlock Valley;**
- v. Residential and mixed use development adjacent to the Ashton Canal;**
- vi. Provision of public art in prominent locations;**
- vii. The provision of two Metrolink stops, one adjacent to the City of Manchester Stadium and the other on Ashton New Road adjacent to the District Centre.**

4.7.2 The development of Sportcity has become a symbol of the renaissance of East Manchester with facilities to attract visitors from Greater Manchester, the region, and national and international locations. The infrastructure in place and proposed will create strong links between Sportcity and the City Centre, for example the proposed Metrolink from the City Centre to Ashton-under-Lyne with stops within Sportcity; the improvements to the Ashton Canal will provide a pedestrian and cycle path from the City Centre to Sportcity; and there is a high frequency of buses along Ashton New Road. Sportcity is surrounded by major residential neighbourhoods, namely Beswick, Miles Platting, Newton Heath, Clayton and Openshaw, and will be accessible by foot to a large proportion of these communities.

4.7.3 The area is being developed as a major mixed use area with a defined district centre boundary stretching from the shops on Ashton New Road to the Alan Turing Way and the Ashton Canal. To the north of the district centre is the Velodrome and proposed housing which will abut the Ashton Canal and contribute to the activity and surveillance of the Ashton Canal, making use of this feature of the urban landscape and providing a waterside setting for new houses. To the west of the District Centre is the new City of Manchester stadium, a National Institute of Sport, Tennis Centre, athletics facilities and other uses including employment and retail. The area fronting the Alan Turing Way is suitable for a mix of uses including a hotel, leisure and other commercial uses.

4.7.4 Improvements to the Ashton Canal and the provision of a continuous link between the Lower and Upper Medlock Valley will contribute to improving the quality of the environment.

## **Sub-Area 13 - Ardwick Yards and Kay Street**

4.13.1 Ardwick Yards and Kay Street is predominantly an industrial area which comprises the former Ardwick Goods Yards East and West and the Kay Street industrial estate. The main railway lines - and their associated structures - sever the area from neighbouring West Gorton and Beswick and form barriers to movement within it. The area's relationship with the transport network does however provide opportunities for industrial activity.

#### **EM17**

**Ardwick Yards and Kay Street is an industrial area comprising uses which require large sites, such as car dealerships, maintenance depots and recycling facilities. Within the Ardwick and Kay Street area development will be permitted which includes:**

- i. Class B2 General Industrial development and Class B8 Storage and Distribution uses;**
- ii. Relocation of "bad neighbour" uses to Ardwick West;**
- iii. Environmental improvement to the Kay Street industrial area;**
- iv. Provision of a high quality frontage along Pottery Lane to form a gateway to Beswick and Sportcity;**
- v. Employment uses, which would take advantage of the existing rail infrastructure;**
- vi. Provision of visual enhancement measures, such as landscape buffers and boundary treatments;**
- vii. Provision of new local roads to open up sites for use;**
- viii. Improved permeability within the area including access to Ardwick and Ashburys railway stations, West Gorton, Beswick, and Sportcity.**

4.13.2 The railway infrastructure provides opportunities to expand rail based activities such as rail to road distribution centres. Proposals should take advantage of this infrastructure to promote more sustainable freight movements and greater use of the railway stations at Ardwick and Ashburys. In addition, due to the location of Ardwick West Goods Yard away from residential areas it is suitable for the location of "bad neighbour" uses.

4.13.3 Current industrial uses do little to enhance the visual quality of this area; proposals to improve boundary treatments should be designed to reduce the negative impacts, particularly the feeling of isolation, of current boundary structures. The provision of landscaped buffers, screens and boundary treatments should be well designed to avoid the creation of defensive, inhospitable spaces.

4.13.4 This area is characterised by the transport infrastructure that defines its boundary and splits the area internally; this affects the permeability particularly for pedestrians and cyclists. Development proposals should enhance the street network providing clear, legible and safe routes. The current isolation and physical appearance of Ardwick and Ashburys railway stations does little to encourage greater use of them; improved access needs to ensure that routes are well lit and designed to improve safety and security.

4.13.5 Ashton Old Road and Pottery Lane are major corridors within East Manchester;

the introduction of strong high quality frontages along these corridors and a high quality landmark structure at the Pottery Lane, Ashton Old Road junction will provide an enhanced street and visual scene to the area.