An architectural rendering of a public realm development, showing a mix of green spaces, pedestrian paths, and modern buildings. The scene is viewed from an elevated perspective. A semi-transparent white box is overlaid on the center of the image, containing project information. The background shows a large, modern building with a dark facade and a flat roof, surrounded by landscaped areas with trees, grass, and paved walkways. People are depicted as small black silhouettes, providing a sense of scale and activity in the space.

REFERENCE  
2895

PROJECT

# POLAND STREET ZONE

DOCUMENT

## NEIGHBOURHOOD DEVELOPMENT FRAMEWORK ADDENDUM - PUBLIC REALM STRATEGY

CLIENT

MANCHESTER CITY COUNCIL

STATUS

DRAFT FOR  
CONSULTATION

DATE

25/01/22

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# 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.



# 1.0 Introduction



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 southwestern boundary of the neighbourhood.

## 3 Warehouse

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.

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 should be used to guide 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<sup>1</sup>, revitalising Ancoats and 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 at the detail as well as the masterplan.

These qualities are why Ancoats works so well as a neighbourhood. The evolving approach to development requires a reciprocal approach to detailed thinking about the public realm and infrastructure within which around 1500 new homes will be sensitively integrated.

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

## 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.

## 2.0 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 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 future.

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





# 3.1 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 evolves some of the detail set out in the 2020 NDF in six key areas:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Create a <b>movement strategy</b> which rebalances the streets, favouring active travel, exploiting the sustainable movement opportunities generated by the Mobility Hub.</li> <li>3. Place a <b>higher degree of emphasis on Naval Street</b> as the direct connection linking Ancoats Green and Cutting Room Square.</li> <li>4. Refine the <b>design of the Prussia</b></li> </ol> | <p><b>Street Arm Greenway</b>, 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.</p> <ol style="list-style-type: none"> <li>5. Add <b>design detail showing how the influence of Ancoats Green can be extended through the neighbourhood</b>, along streets and beyond its current boundaries.</li> <li>6. Explore <b>how the benefits of extending Ancoats Green can be maximised</b>, placing a strong emphasis on walking, cycling and healthy lifestyles.</li> </ol> |
|---|---|

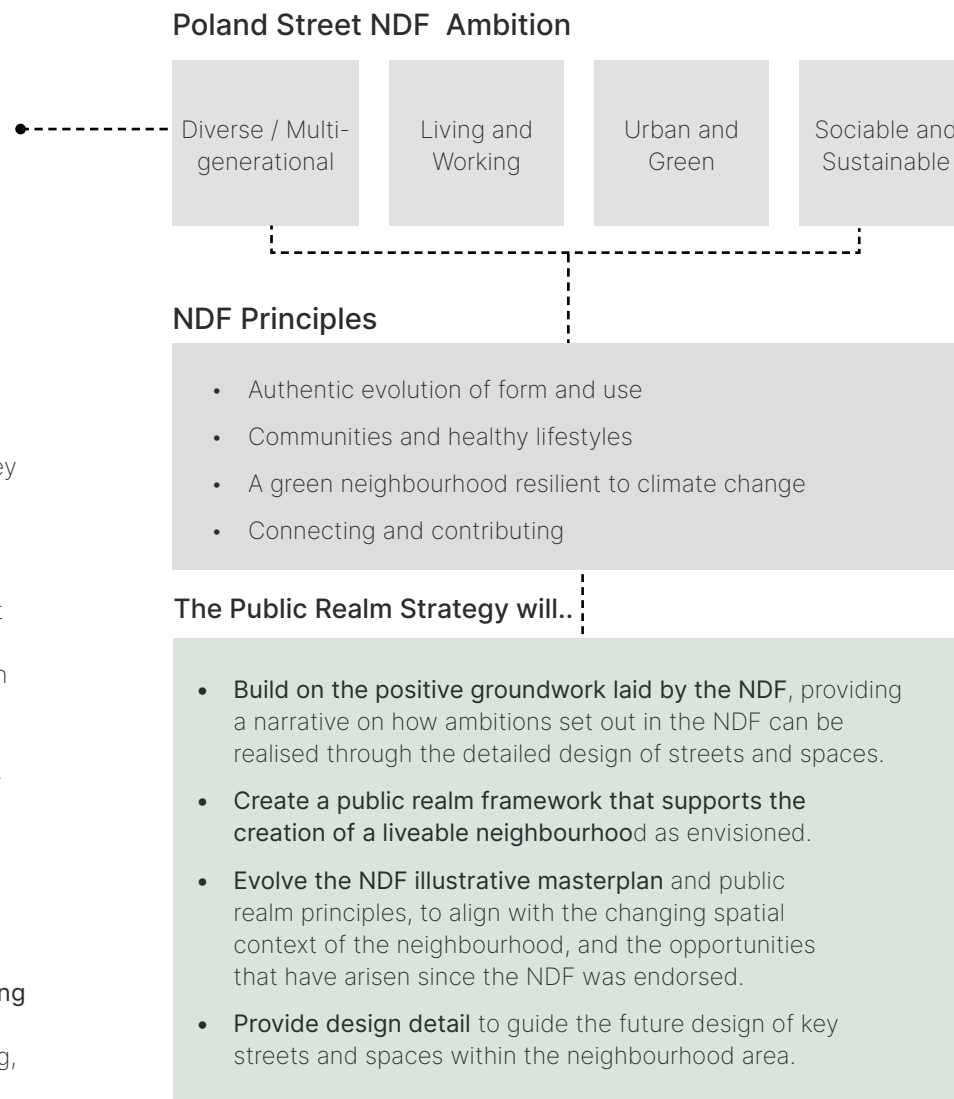


Figure 4 - NDF Review Diagram



## 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 St canal arm
- A large green space along Rochdale Canal at southernmost tip of the Prussia Street green link.
- Assumptions on what can be delivered within future development parcels - including new connections, spaces and buildings.

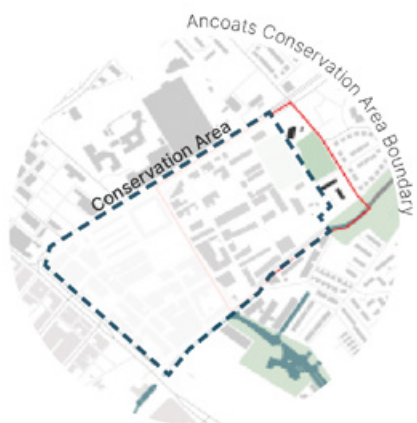
Evolving Development Context - strategy evolution



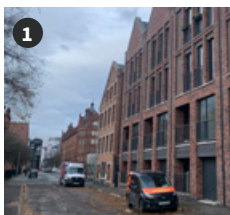
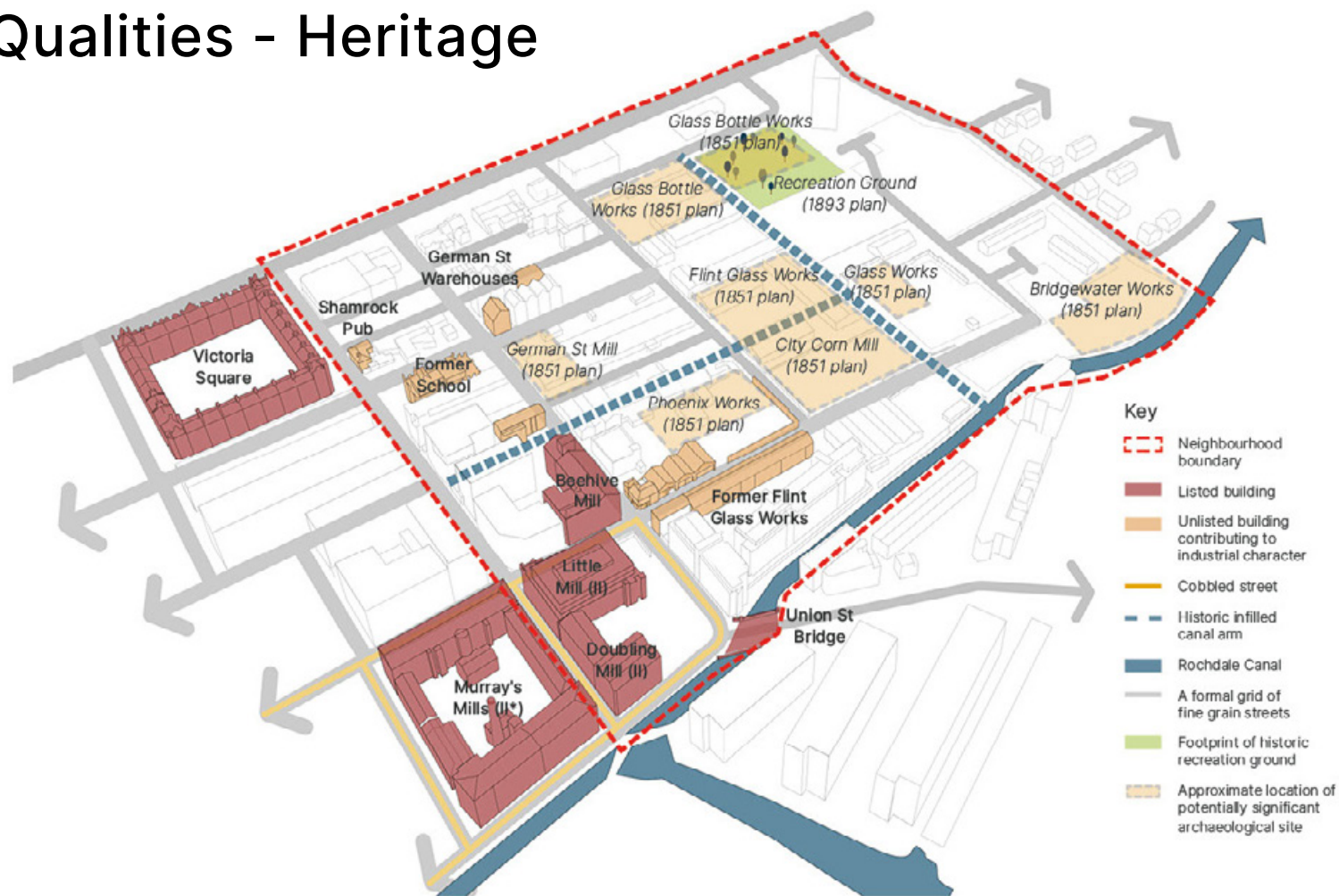
Figure 6 - NDF Evolution plan

- 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 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.
- A green character could extend along three key east-west streets.
- The strategy should 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



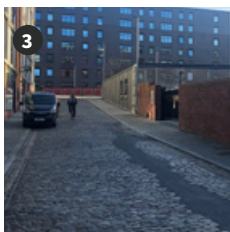
Ancoats Conservation Area covers much of the neighbourhood, its character steeped in industrial narrative. A detailed appraisal of the 'Poland Street Zone' is being undertaken to inform the detailed design of the public realm.



1 Long framed views



2 Rochdale Canal



3 Re-used cobbles along Radium Street



4 Beehive Mill and Jersey St Arches

## 1. The Industrial Grid

An efficient grid of streets creates permeability and is characteristic of the former industrial era. The layout affords long, framed views along streets.

## 2. R Canal

The Rochdale Canal and its historic arms, the Bengal Arm and Prussia Street Arm mark the economic 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 St 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.



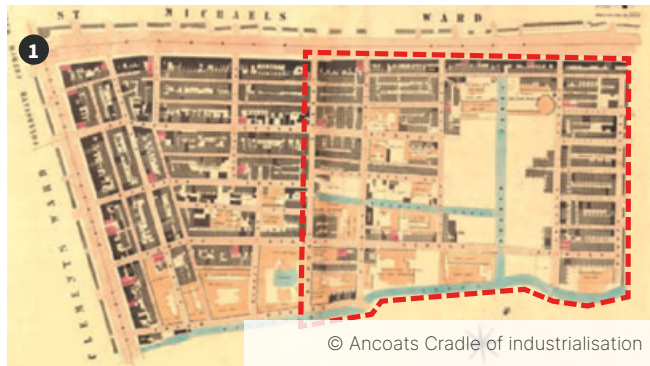


Figure 8 - Adshead Plan New cross Ward (c. 1851)

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 areas 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 rear<sup>1</sup>.

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, door steps 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.

The strategy seeks to embrace 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.

1. Adshead Land Use Plan presents a collage of land uses within a compact neighbourhood (c.1851)
2. Jersey St housing (c.1894)
3. Back to back dwellings in Ancoats (c.1894)



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



4. Nurse visiting workers dwellings in Ancoats (c.1901)
5. Rear yards to tenement dwellings on Oldham Road (c.1898)



#### References

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



# 3.5 Neighbourhood Assets and Qualities

## Ongoing Regeneration

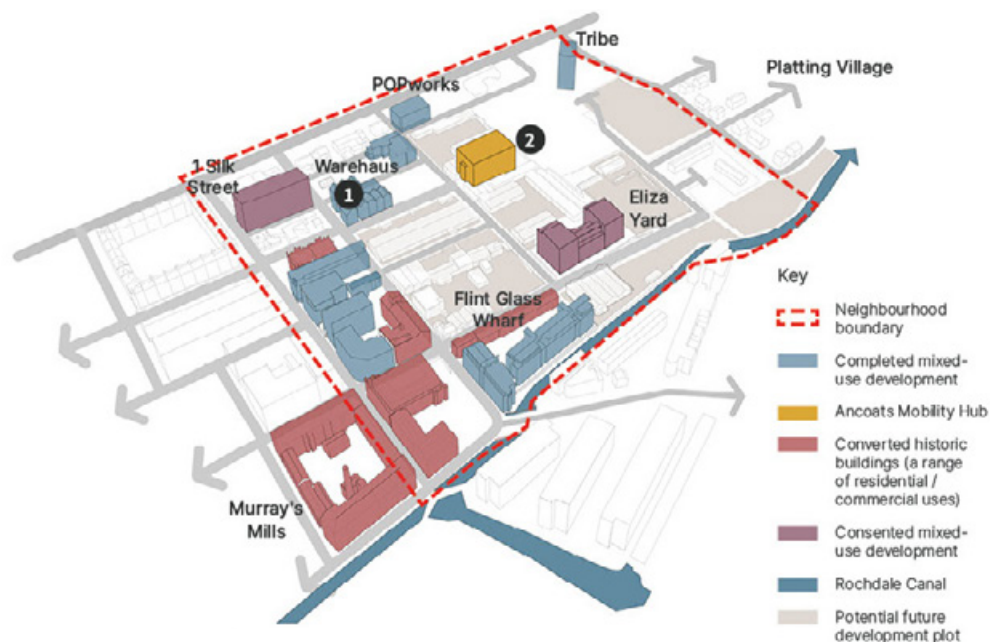


Figure 9 - Regeneration Assets

- 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, as well as planning consents include 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

- The neighbourhood is well located strategically, adjacent to several neighbourhoods undergoing transformational change.
- Strategic linkages - the grid creates permeability and provides 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 on New Islington Marina



2 Cutting Room Square provides a vibrant and active space

## Blue and Green Infrastructure

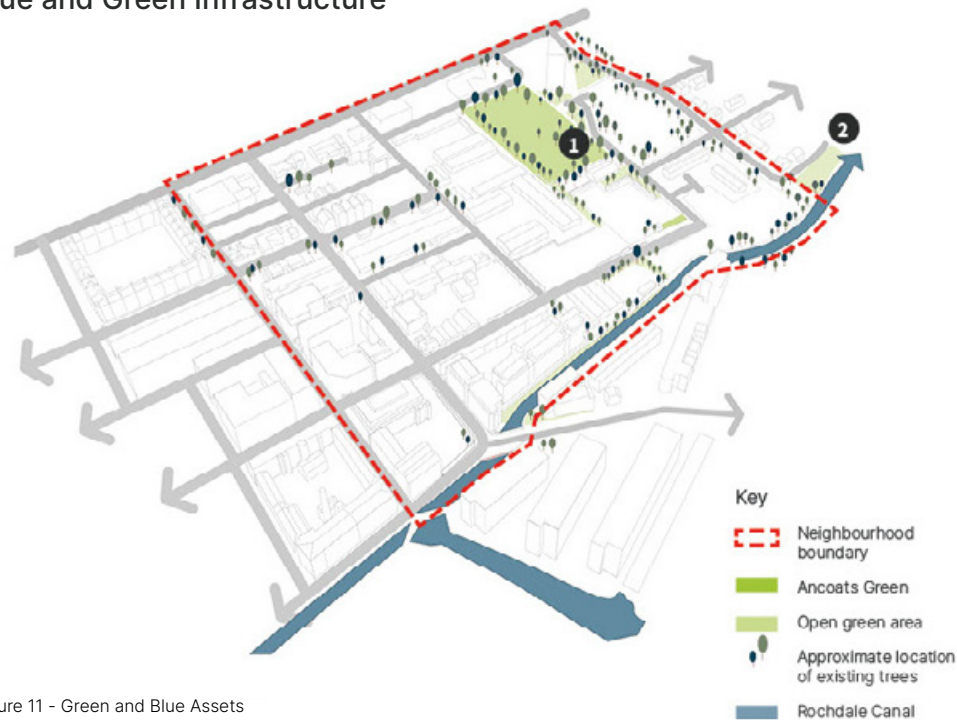


Figure 11 - Green and Blue Assets

- Ancoats Green provides a key green space, providing recreational opportunities, mature trees and a natural focal point.
- The Rochdale Canal is a key green corridor and amenity resource.
- Several trees of varying maturity and species exist across the neighbourhood, particularly around Ancoats Green and its surrounding streets.



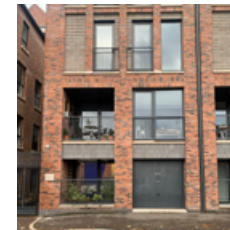
Significant amenity space at Ancoats Green



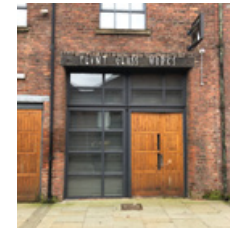
Linear green space along Rochdale Canal connects into the neighbourhood

## 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

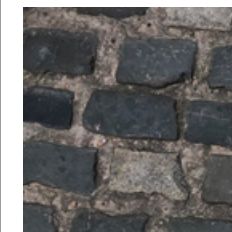
### Street Materials



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 Canal edge



A range of trees within Ancoats Green



## 3.6 Design Considerations

Figure 12 provides a visual summary of the assets and physical elements that should 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 consideration, providing a valuable landscape asset and a key 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 areas 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, enhanced by the abutting and consented Ancoats Mobility Hub.

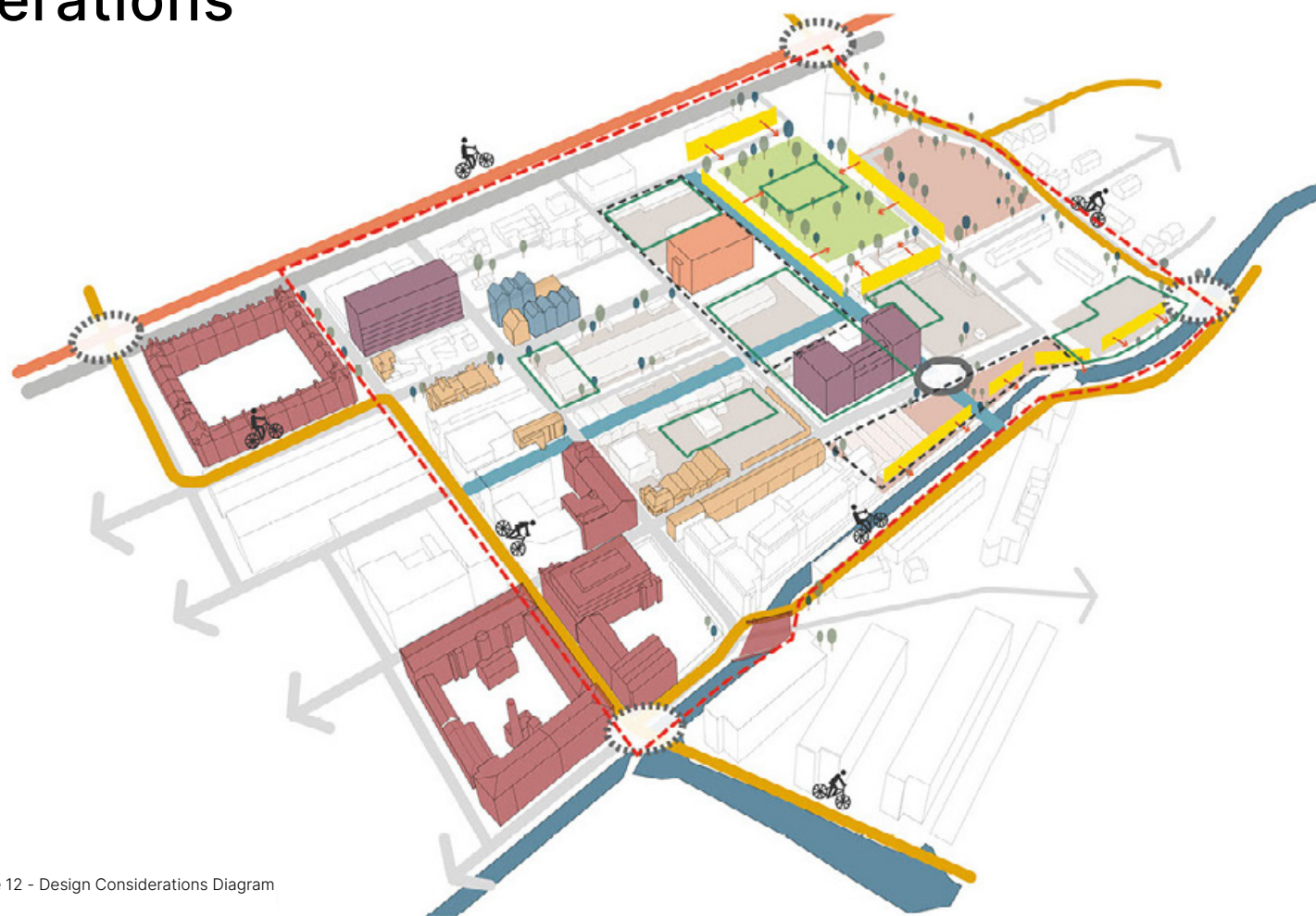


















Figure 12 - Design Considerations Diagram

### Key

- |  |   |  |
|--|---|--|
|  Listed building  |  Ancoats Mobility Hub proposal with planning consent             |  Existing plot, bounded by walls and fencing, preventing pedestrian access and movement |
|  Heritage feature contributing to historic industrial character |  Recently completed development referencing industrial character |  Jersey Street canal bridge   |
|  Historic canal arms  |  Known future development parcel                                 |  Beeway cycle routes  |
|  Rochdale Canal   |  Ancoats Green   |  Significant archaeological neighbourhood   |
|  A formal grid of tight, fine grain streets                     |  Approximate location of existing trees                          |  Beeway cycle route junction improvement  |
|  Proposal with planning consent                                 |   |  |



## 3.7 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...

- A key strategic location within the wider regeneration context.
- 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.

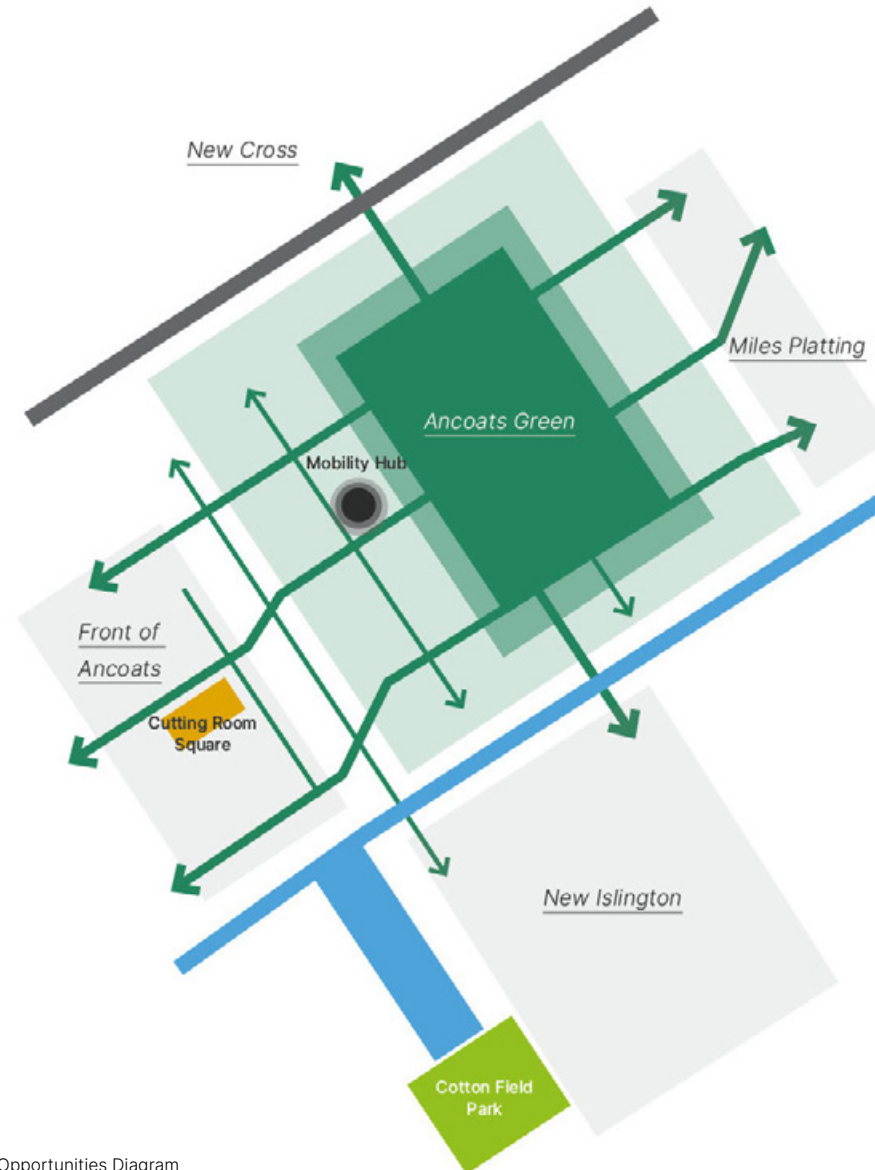


Figure 13 - Opportunities Diagram

### 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 the neighbourhood with its neighbours and key city spaces and the 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.

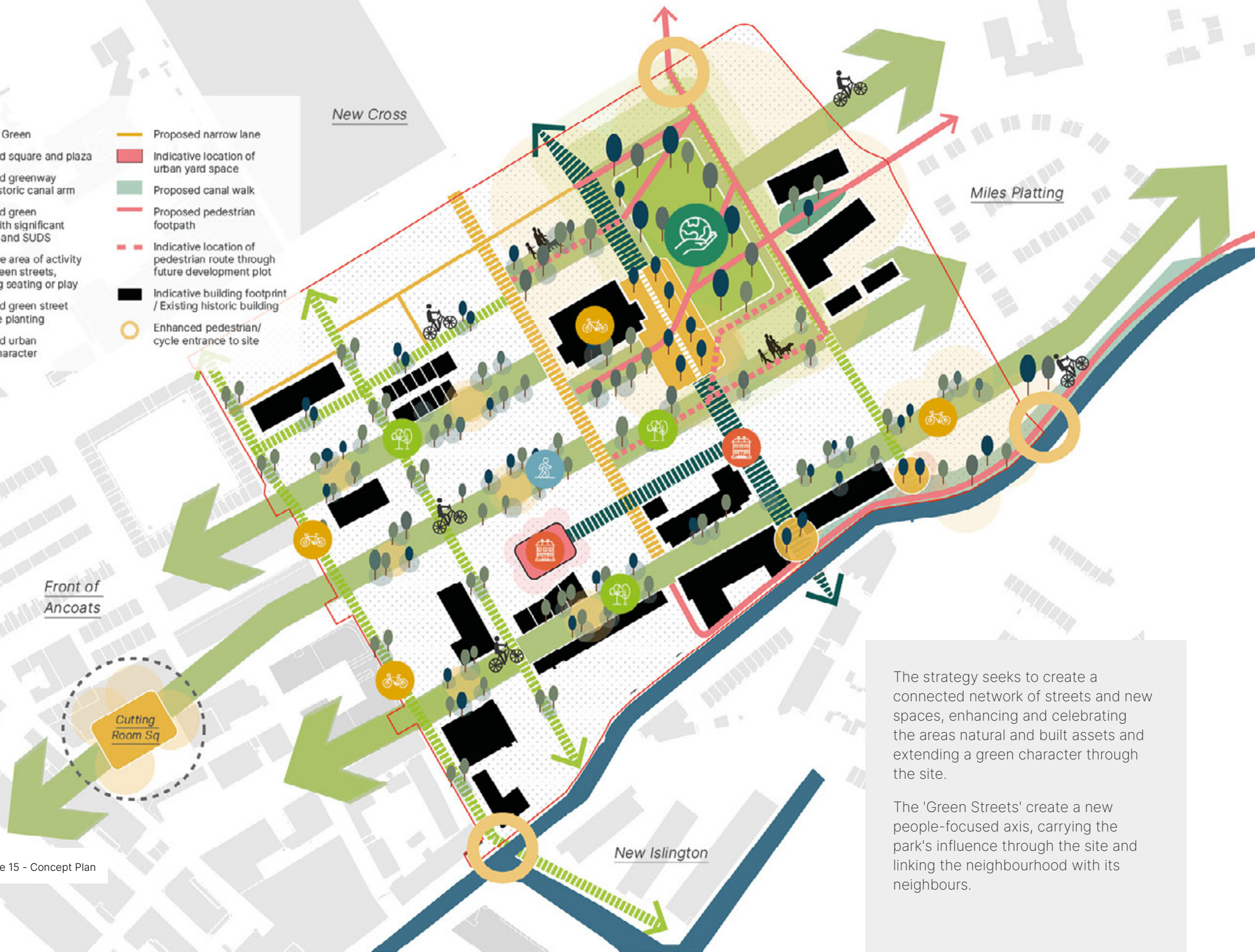
The objectives below build on those outlined in the Poland Street Zone NDF (2020), outlining what the future public realm in the 'Back of Ancoats' should achieve.

Figure 14 - Public Realm Strategy Objectives



Key

- Ancoats Green
- Proposed square and plaza
- Proposed greenway along historic canal arm
- Proposed green street with significant planting and SUDS
- Indicative area of activity along green streets, including seating or play
- Proposed green street with tree planting
- Proposed urban street character
- Proposed narrow lane
- Indicative location of urban yard space
- Proposed canal walk
- Proposed pedestrian footpath
- Indicative location of pedestrian route through future development plot
- Indicative building footprint / Existing historic building
- Enhanced pedestrian/cycle entrance to site



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

The 'Green Streets' create a new people-focused axis, carrying the park's influence through the site and linking the neighbourhood with its neighbours.

Figure 15 - Concept Plan



# 4.1 Illustrative Public Realm Masterplan

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.

The implementation of the illustrative masterplan and delivery of the public realm strategy will help unlock and coordinate development throughout the neighbourhood, 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.

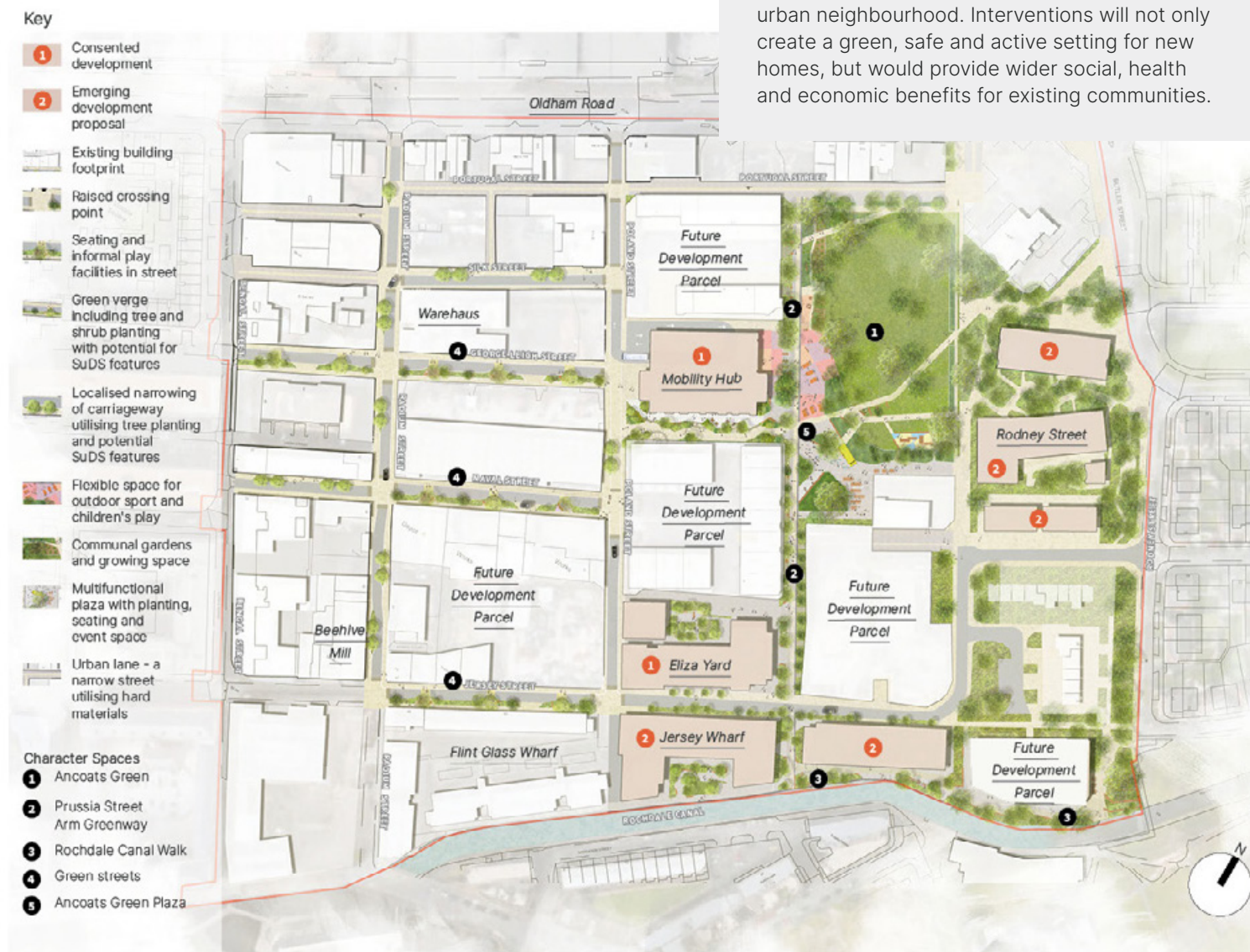


Figure 16 - Illustrative Public Realm masterplan

## 4.2 Refined Street Typologies

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 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:

- Alleviate 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.
- 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.

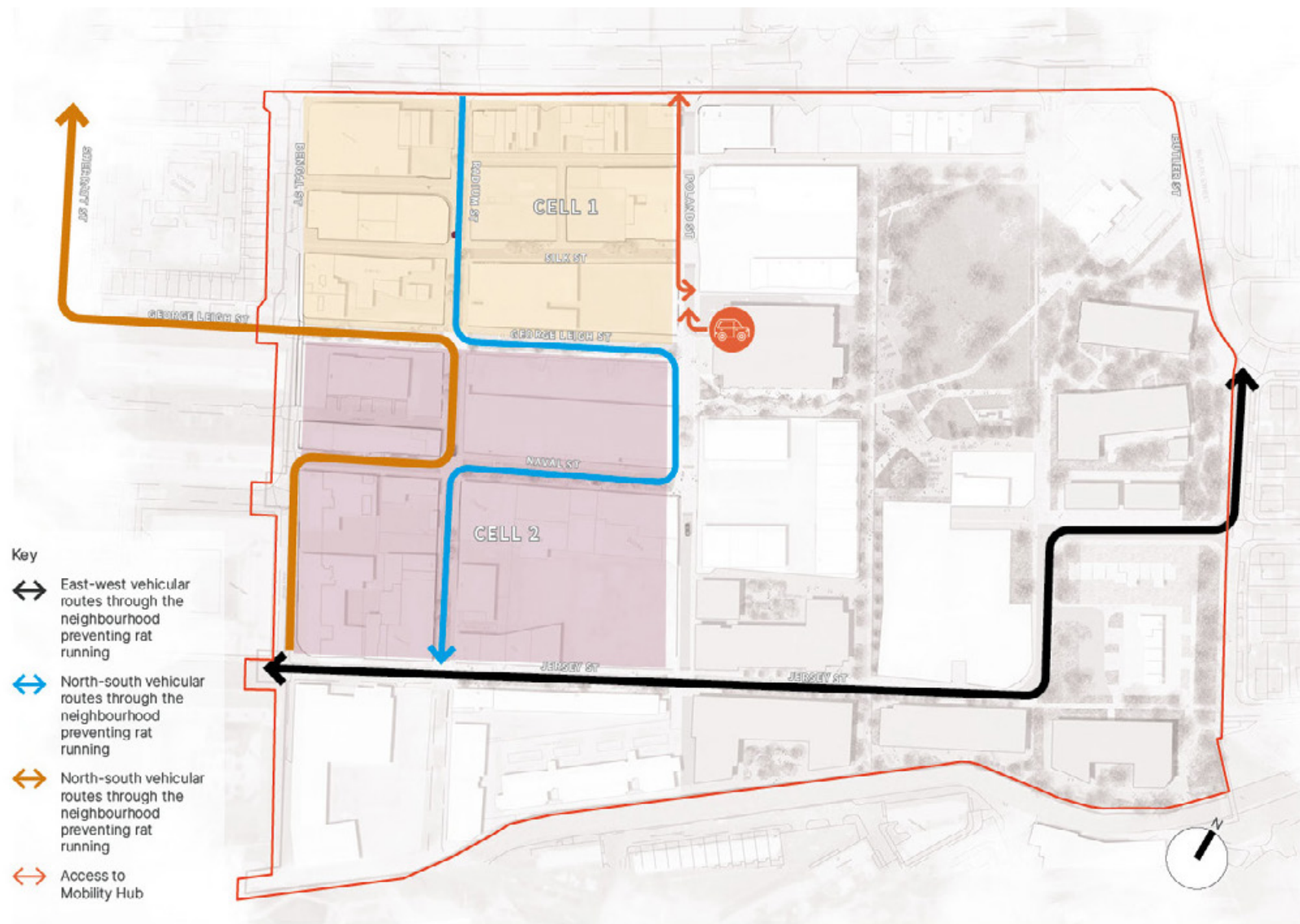


Figure 18 - Movement Cells to prevent Rat-running Diagram



# 4.4 Vehicular Movement Flow

Several streets will become one-way to deter vehicular rat-running through the neighbourhood, thus decreasing the area of the street dedicated solely to cars.

The approach will:

- 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.
- Create one way sections of road, using green infrastructure as a traffic calming measure.



- Key**
- One way section of road combine with Filter Points to prevent rat running
  - Vehicle Filter Point - no entry with exceptions
  - Vehicle Filter Point at Poland Street to permit delivery / good vehicle
  - Change in flow
  - ↔ Two way Vehicle access
  - ↔ Pedestrian / cycleway
  - ↔ Pedestrian paths

Figure 19- Proposed Vehicular Movement Diagram

# 4.5 Character Spaces - Green Streets

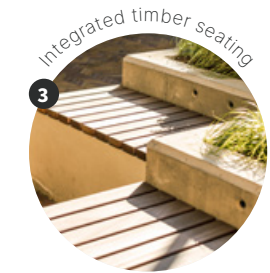


Figure 20 - Green Street Location Plan

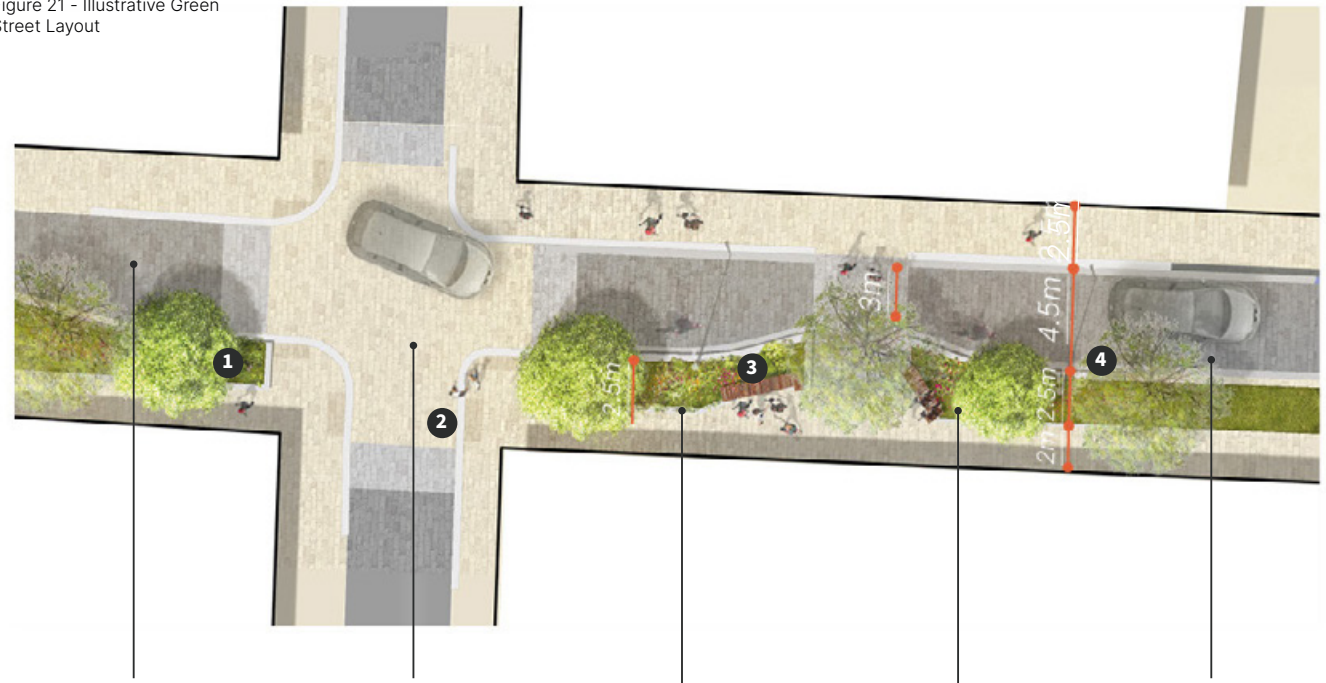
## What are we trying to achieve?

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



### Narrowed carriageways including contraflow

Carriageways are narrowed to 3m, extending green infrastructure into the road to create pinch points.

### Raised junctions and crossings

Crossing points raised to pavement level, slowing traffic and creating variation in the carriageway.

### Opportunity for dwell and interaction

Multifunctional street furniture creates pockets of useable space in the street, encouraging interaction.

### Planting

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

### 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, creating and enriching Ancoats' industrial narrative.

## Extend green character

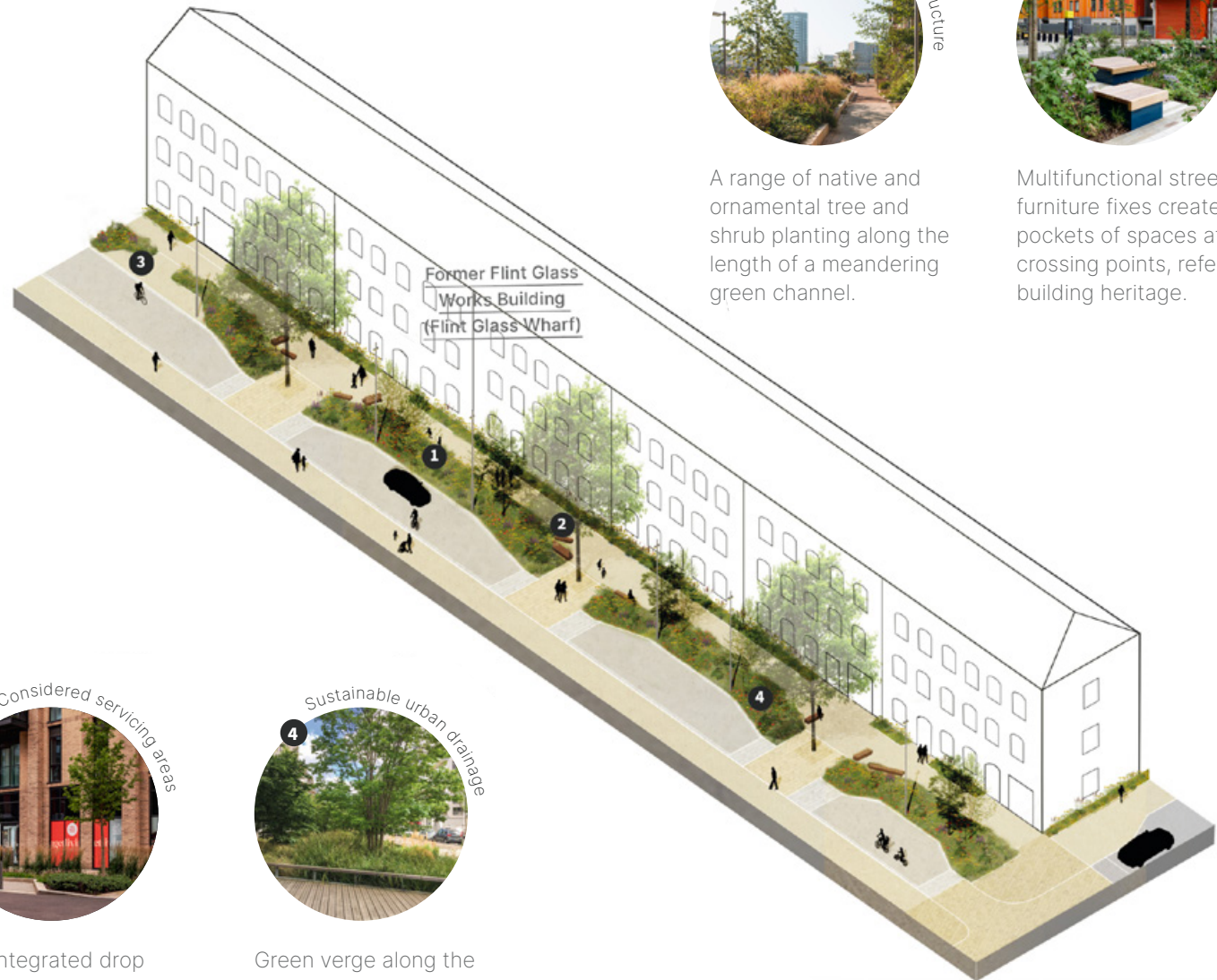
Significant green verges are proposed along streets, creating opportunities for a range of planting, SuDs features and street trees.

## Active, healthy, walkable

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

## Community

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



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



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



Well integrated drop off and servicing areas along green channel.



Green verge along the southern aspect could incorporate SuDs features.

Figure 22 - Illustrative Green Street View



## 4.6 Character Spaces - Rochdale Canal Walk



Figure 23 - Rochdale Canal Walk Location Plan

### 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 dwell, 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.
- Children's play facilities to create activity adjacent to the bridge.

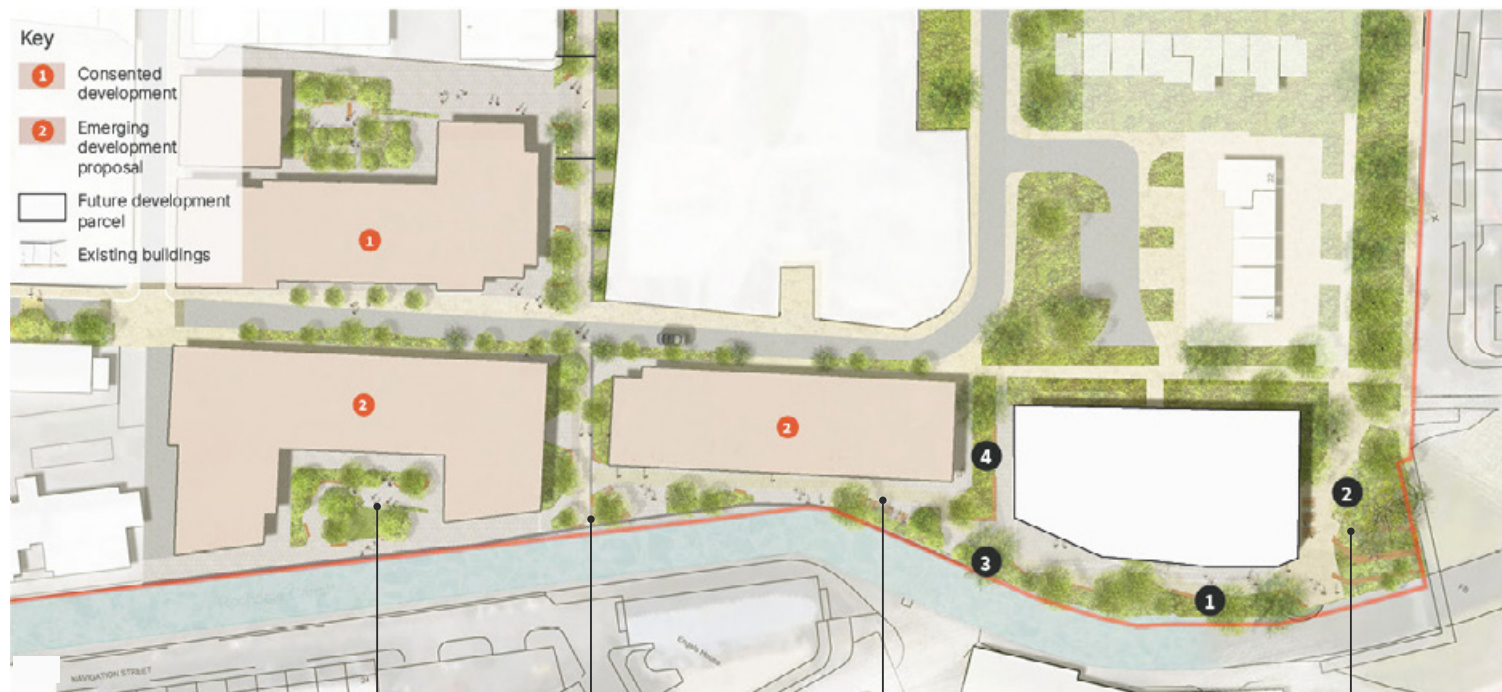


Figure 24 - Illustrative Rochdale canal Walk Layout

### Spaces interface with canalside walk - green connections

Private areas interface with the canal to extend the perception of a green walk.

### Prussia St Greenway provides connection

The proposed Greenway extends through to the canal, providing a new habitat corridor.

### Opportunity for dwell and interaction

Raised planters provide opportunity for seating and creates continuous green edge.

### 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.

# 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 walkway directly links surrounding public open spaces and neighbourhoods with Ancoats Green.

## Extend green character

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

## Active, healthy, walkable

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

## Community

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

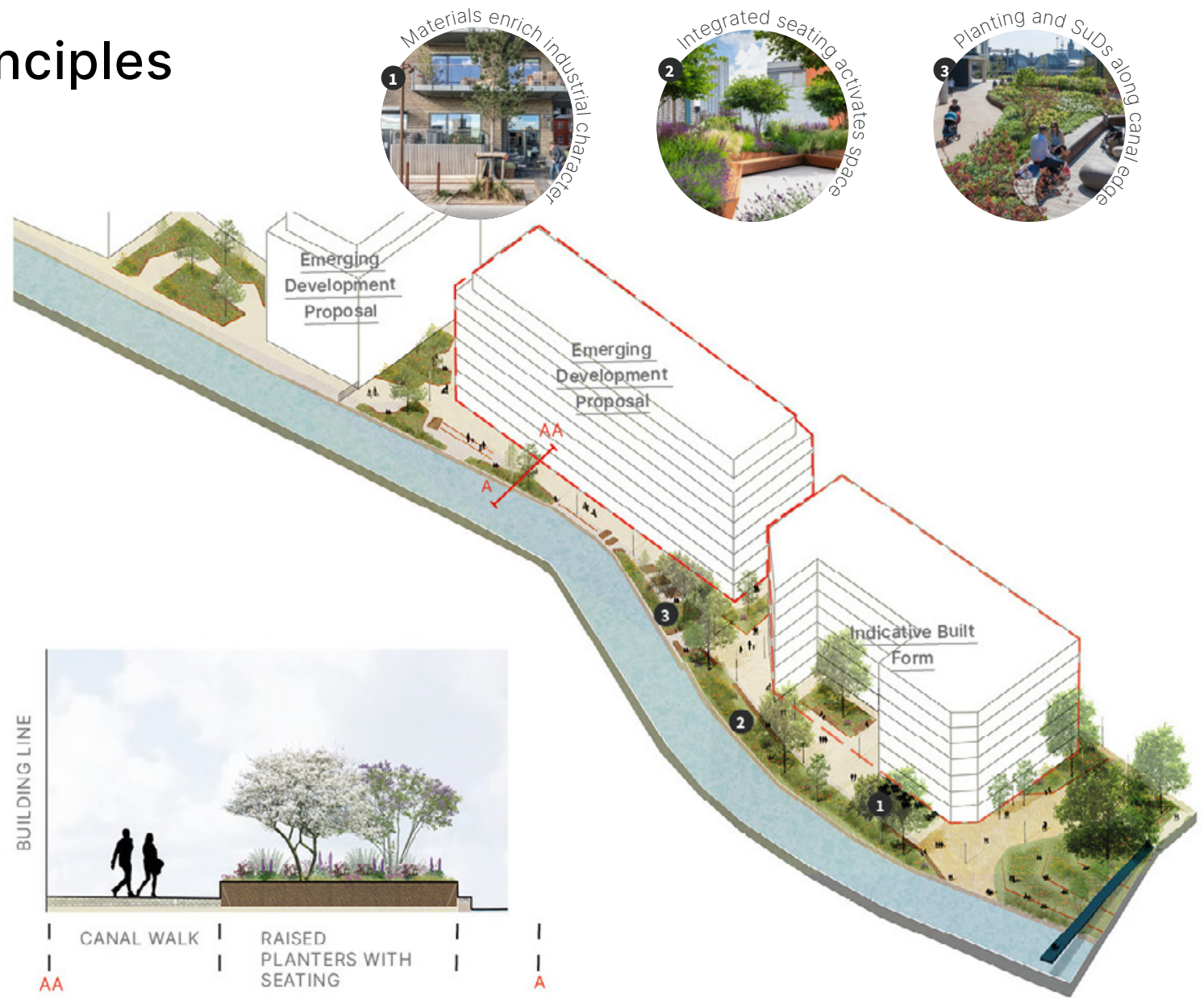


Figure 25 - Cross section example of Canal Treatment

Figure 26 - Illustrative Canalside Walk View



## 4.7 Character Spaces - Prussia Street Arm Gree

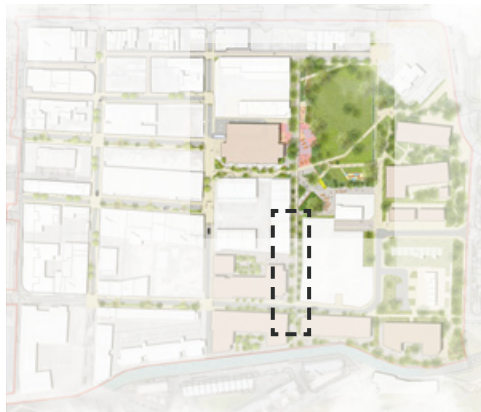


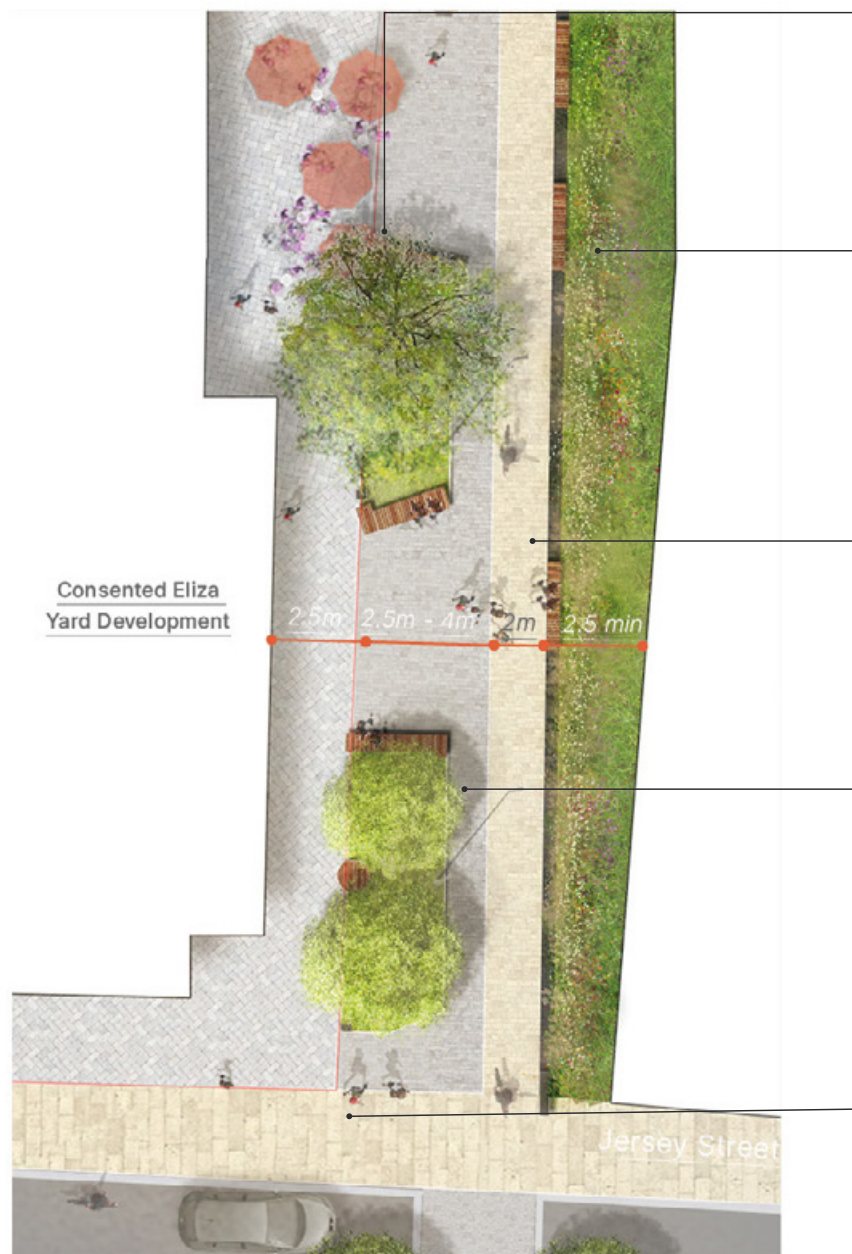
Figure 27 - Greenway location Plan

### 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.



### Green edges

Creating new places for seating and tree planting with wildflower and potential SuDs below.

### 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.

### The edge

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

### Central walkway

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

### Wider links

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

Figure 28 - Illustrative Greenway layout



# Delivering the Principles

## Rebalancing movement

Promotes cycle and pedestrian movement, terminating at an enhanced 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

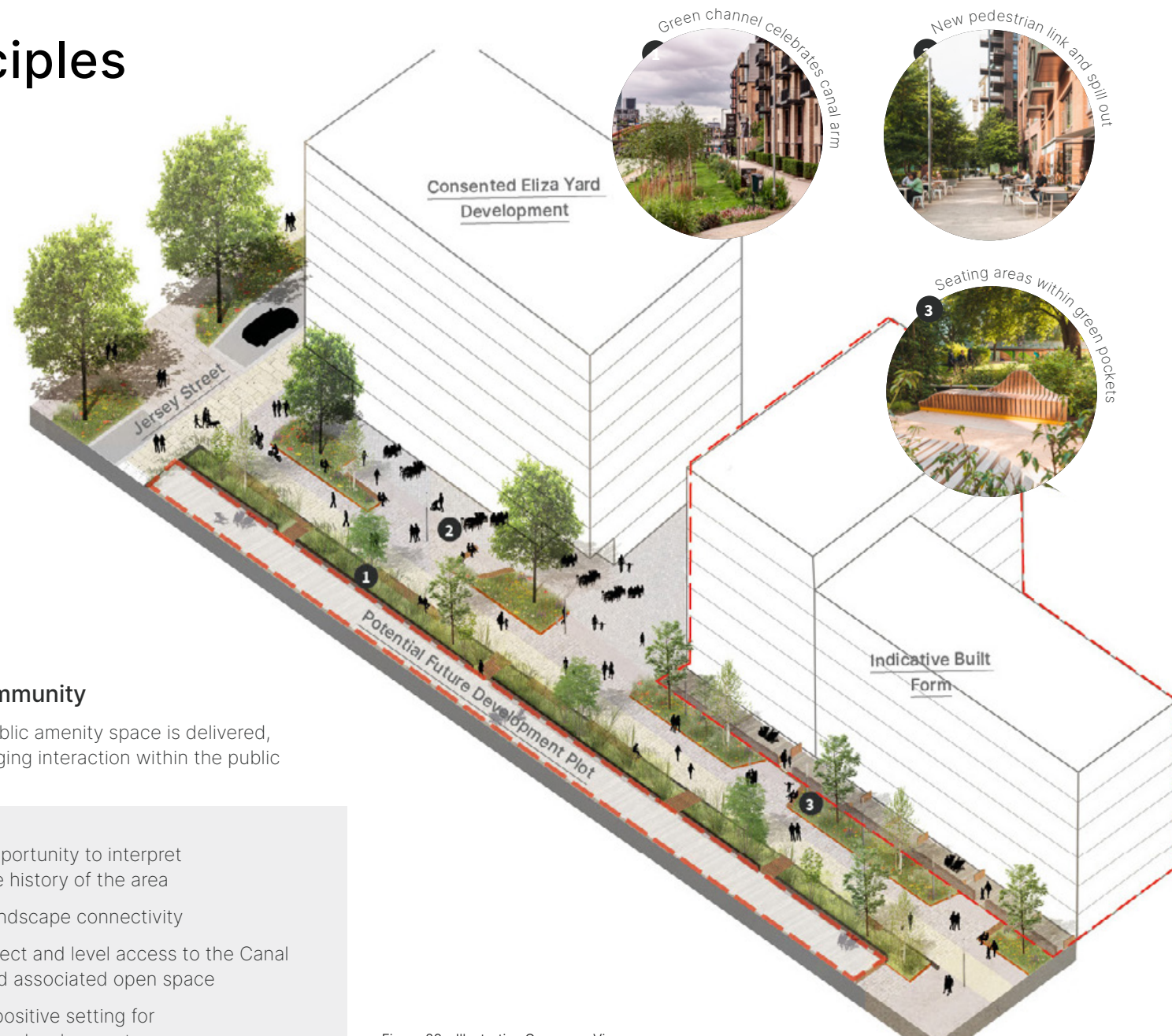


Figure 29 - Illustrative Greenway View

## 4.8 Character Spaces - Ancoats Green



Figure 30 - Ancoats Green location plan

### 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 from public squares and gardens through to open grass lawn and fenced dog run areas.

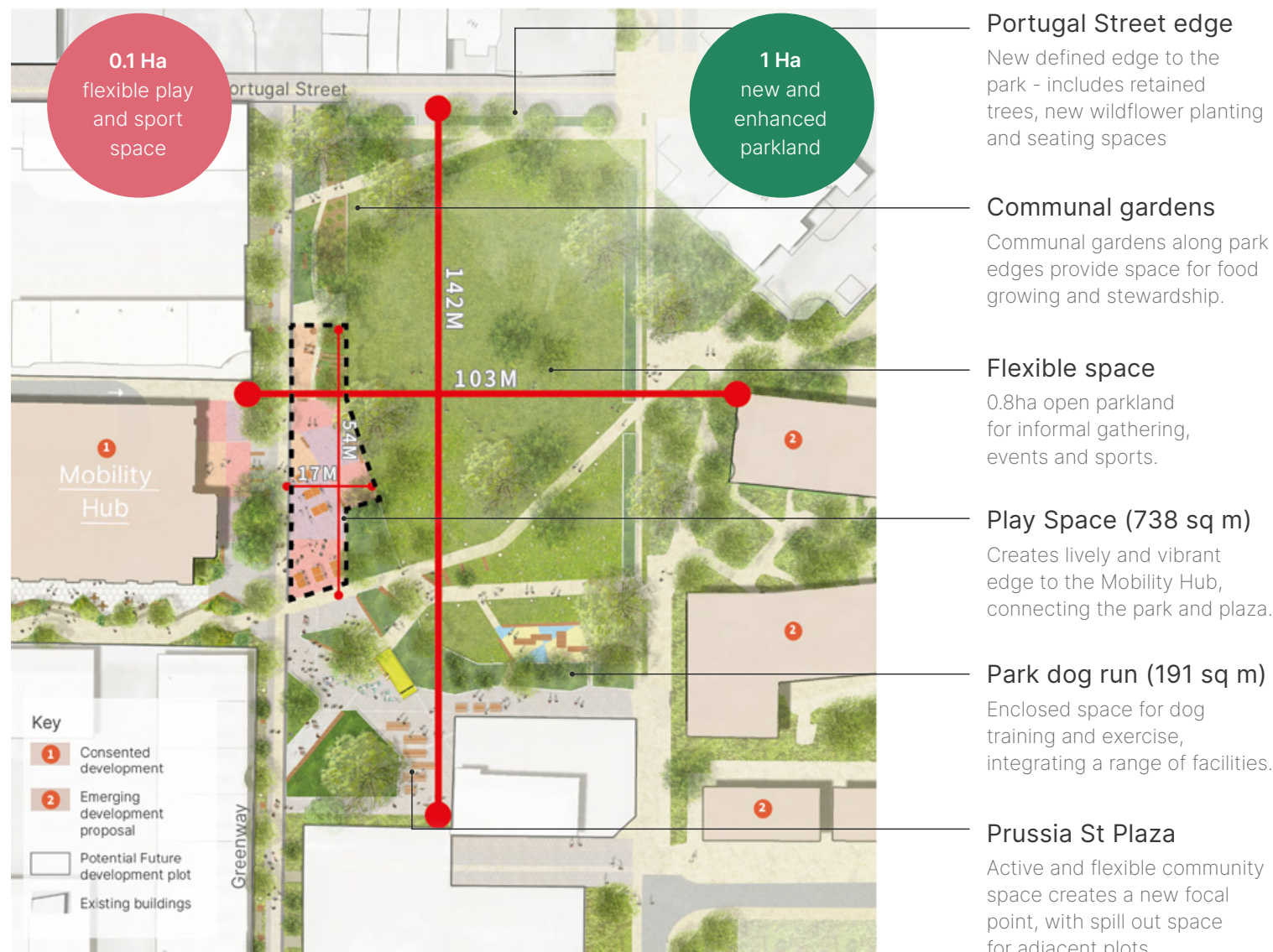


Figure 31 - Illustrative Ancoats Green layout





Figure 32 – Illustrative Ancoats Green View



## 5.0 Materiality and Furniture

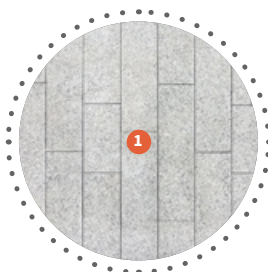
Materials and street furniture within the Front of Ancoats have created a strong and consistent character through the area, a similar palette should be extended through the neighbourhood to maintain a coherent aesthetic.

### Surfaces

The proposed palette of surface materials has a consistent and high-quality character chosen as durable and in character with Ancoats' wider post industrial character. A combination of granite and clay paving is proposed in the key character spaces, including a new plaza abutting Ancoats Green and the Rochdale Canal Walk, to distinguish and define spaces.

### Furniture

The proposed palette of furniture materials lends itself primarily to the historic character of Ancoats. The primary material used in the public realm will be timber topped furniture with raised steel planters.



#### Natural Stone Mix 1

Medium module paving to canal frontage

Type: Portuguese granite

Colour: Mix of warm greys

Size: 150-300(W)x100mm (L) x Depth tbc

Supplier: by Hardscape or similar



#### Natural Stone Mix 2

Small module paving to canal frontage

Type: Portuguese granite

Colour: Mix of warm greys

Size: 100(W)x100mm (L) x Depth tbc

Supplier: by Hardscape or similar



#### Clay Paving Mix

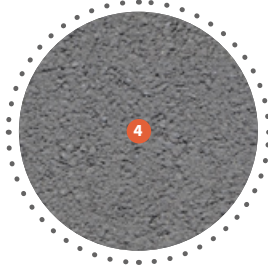
To residential streets and new spaces

Type: Dutch Clay Paving

Colour: Buff/red mix

Size: 65(W)x200mm (L) x 85mm(D)

Supplier: by Hardscape or similar



#### Tarmacadam Surface

To engineers specification on carriageways.

*Macadam with* Small module setts to define central stone channel/ gully



# 5.1 Existing Materiality



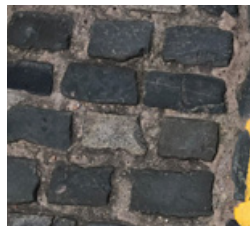
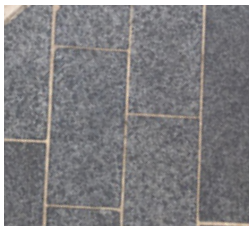
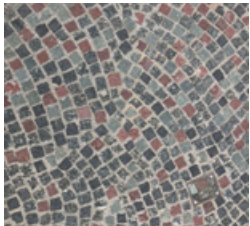
Blossom St



Jersey St



George Leigh St



Existing materials in the Front of Ancoats



Rochdale Canal Side



Cutting Room Square



# 5.1 Hardworks Strategy

## CHARACTER

### ROUTES

#### Streets

Separate highway and raised pavement

#### Highway :

- Type 1 - Reclaimed cobble highway
- Type 2 - Macadam

#### Footpaths :

Natural yorkstone flags and small module granite cubes to junctions

#### 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

### PARK

#### Paths

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

#### Footpaths :

Textured - New small module natural stone

Smooth – Macadam 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

#### Squares -

Natural stone and porous bound materials

#### Private Resident Gardens -

Natural stone, clay pavers and porous bound materials

Overlap in materiality

### STREETS



### LANES



### PATHS



### SPACES



- KEY
- ROUTES:
- Street (Type 1)
  - Street (Type 2)
  - Lanes
- PARK:
- Paths
  - Spaces
    - 1: Play
    - 2: Public Space
    - 3: Private Residents Garden



Figure 33 - Proposed Hardworks Palette Plan



## 6.0 Phasing

Whilst a strategy is still to be finalised, delivery is likely to be phased to align with funding and development plots being brought forward.

Ancoats is likely to be an early focus and further engagement will be undertaken with the public on the detailed proposals.







Civic Engineers



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