MANCHESTER
CITY COUNCIL

GREAT JACKSON STREET

Development Framework | January 2015

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01 INTRODUCTION

1.0 Introduction

This document has been prepared for Manchester City Council, it is intended that the development framework will become a material consideration for Manchester City Council when determining planning applications and other matters related to the area.

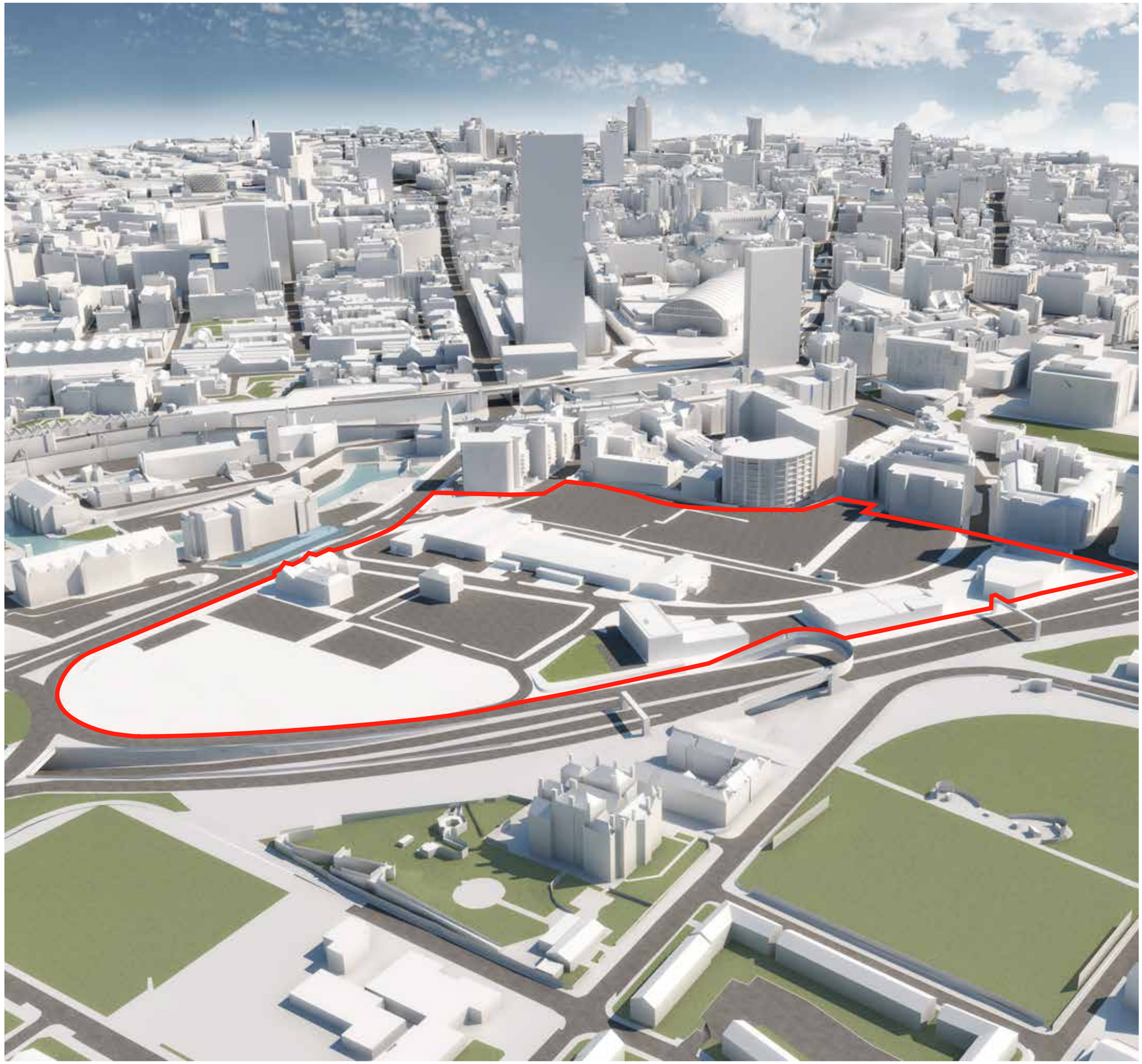
It is understood that outline or full planning applications may be submitted by the core landowners across their respective land holdings and that these will be considered in the context of the agreed development framework and other relevant planning policy guidance.

Scope of document

The illustrative framework is underpinned by a process of urban design, townscape analysis and strategic principles detailed within the document.

The framework proposals do not address in detail all the matters required of a completed masterplan. However it is anticipated that feedback from MCC and others will provide the basis of establishing a decision making strategy that will lead to the adoption of the framework including:

- Processes and sign off
- Stakeholders
- Consultation and communication.



Great Jackson Street
Aerial CGI showing extent of study area

1.1 Context

2007 Great Jackson Street Development Framework

This document is an update of the 2007 Development Framework which aimed to create "A new high-density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by 'knowledge capital'; comprising high quality urban architecture that enriches the city's public realm and establishes its reputation for design excellence in building". It should be read in conjunction with the 2007 document which defined a strategy for scale, massing and mix of uses that signalled the site as a significant point of entry in to the city. It established a scale of development that would have a positive impact outside its immediate locality and mark the site as a new vibrant quarter of the city.

In particular, as a symbol of the regeneration of the area, sites for tall buildings were identified, including a site for a 'very tall' building towards the north of the site.

The framework was based on a mix of functions with a generally equal split between residential (to the north of the site) and commercial space along the Mancunian Way terminating with a landmark building on the Crown Street site which addressed the Chester Road intersection, establishing the positive perception associated with a thriving urban district. The sequence of distinctive buildings (including Bridgewater House) and mix of uses continuing north-east along Chester Road was intended to enhance the journey into the City by creating a coherent and active frontage.

The framework defined a hierarchy of open spaces and routes to create a new high quality public realm with safe and attractive links to Castlefield, to Oxford Road and to the city centre.

GJS Framework 2007 - City context diagram

GJS Framework 2007 - Indicative massing

GJS Framework 2007 - Indicative masterplan

02 *SITE APPRAISAL*

2.1 Location & topography

Site Character and Context

Location & topography

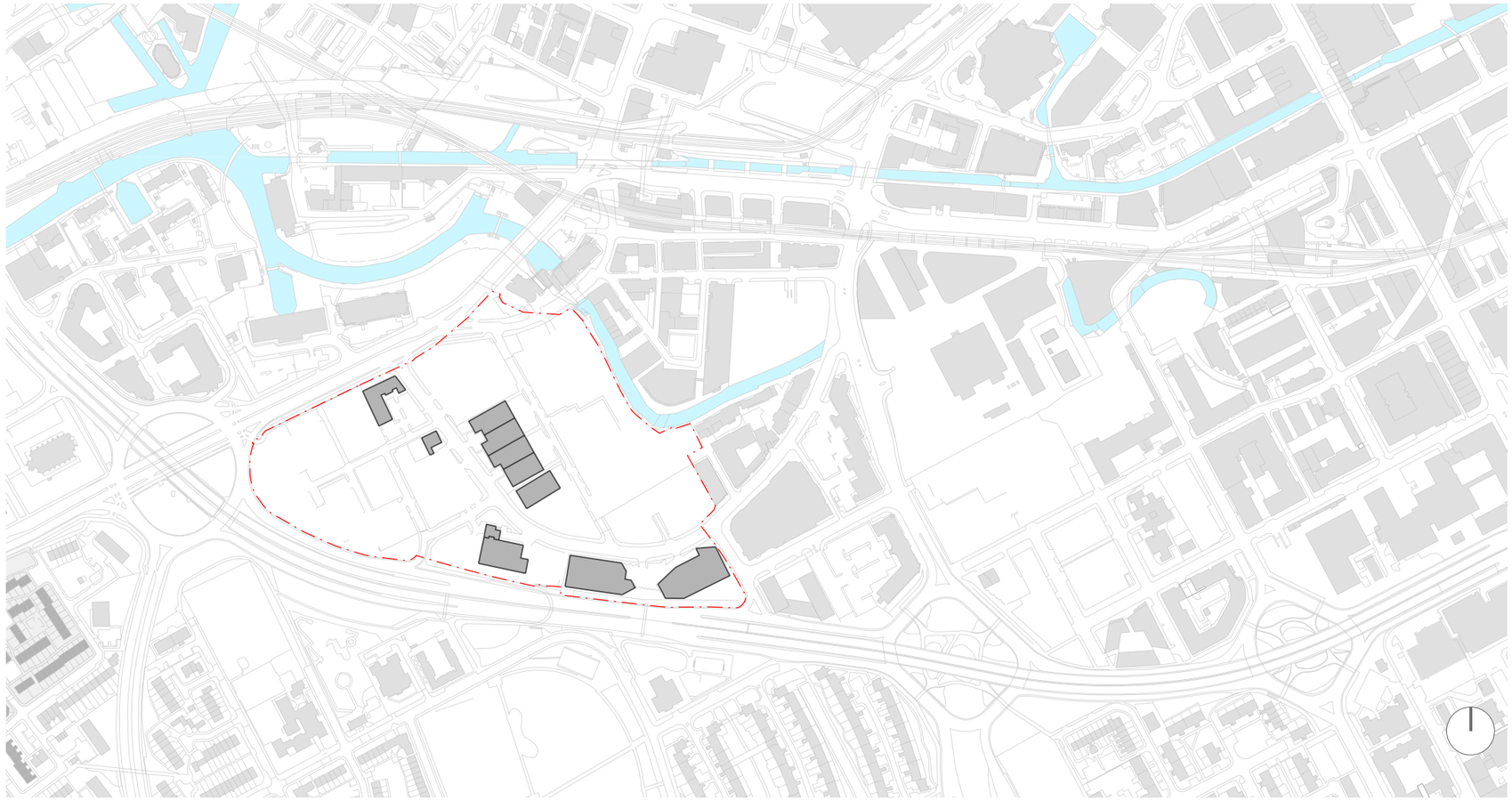
The site is located approximately 1km to the southwest of Manchester city centre, it is approximately 8 hectares in plan area and is bounded by Chester Road to the north and the Mancunian Way to the south and west and the River Medlock to the East.

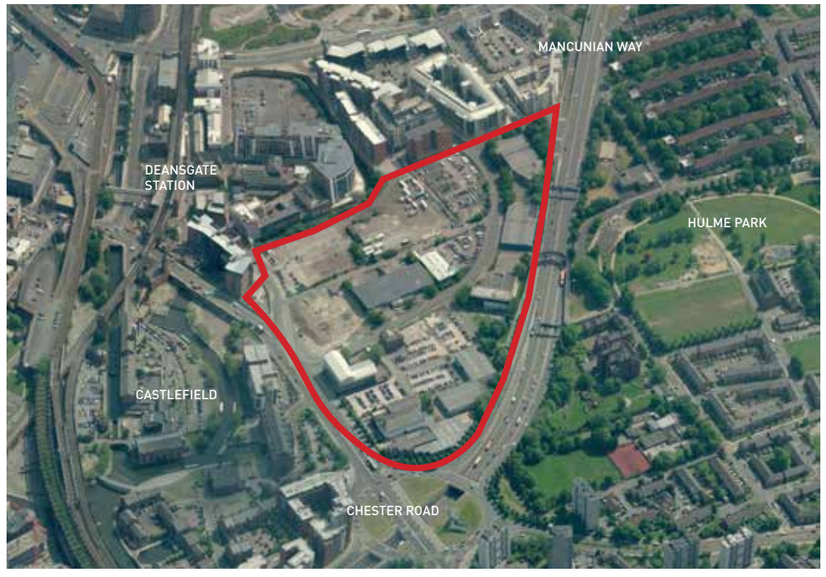
Ground levels across the site vary from 33.6mOD at the south-west along the Mancunian Way, to 28.2mOD close to Knott Mill bridge. The area of car parking in the eastern third of the site, adjacent to the River Medlock, is on two levels, separated by a brick retaining wall approximately 3 to 4m in height. The bed level of the River Medlock near the eastern boundary of the site is some 4 to 5m below the adjacent ground level.

Current Land Use

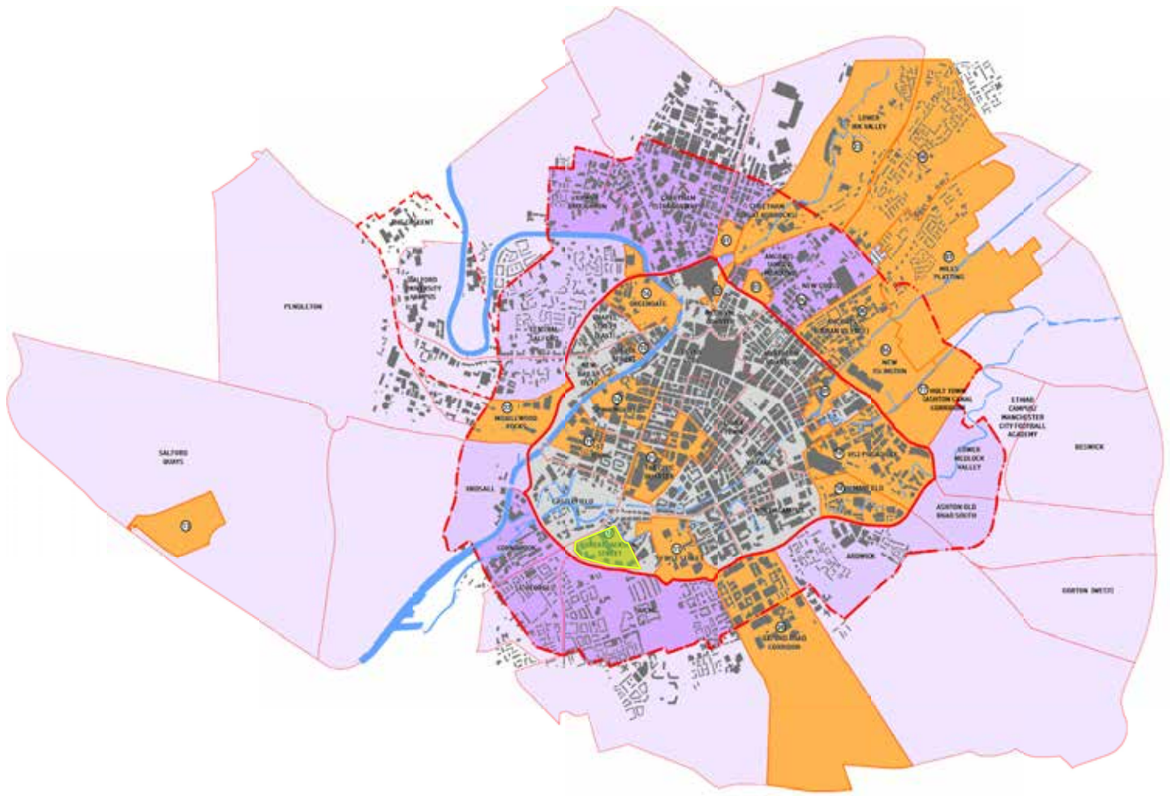
The site is currently has a number of uses, as follows:

- Street and below street level car parking
- Light industrial units/Warehouses
- Commercial





City Context - Macro scale



Great Jackson Street Framework Development Area

Development Zones

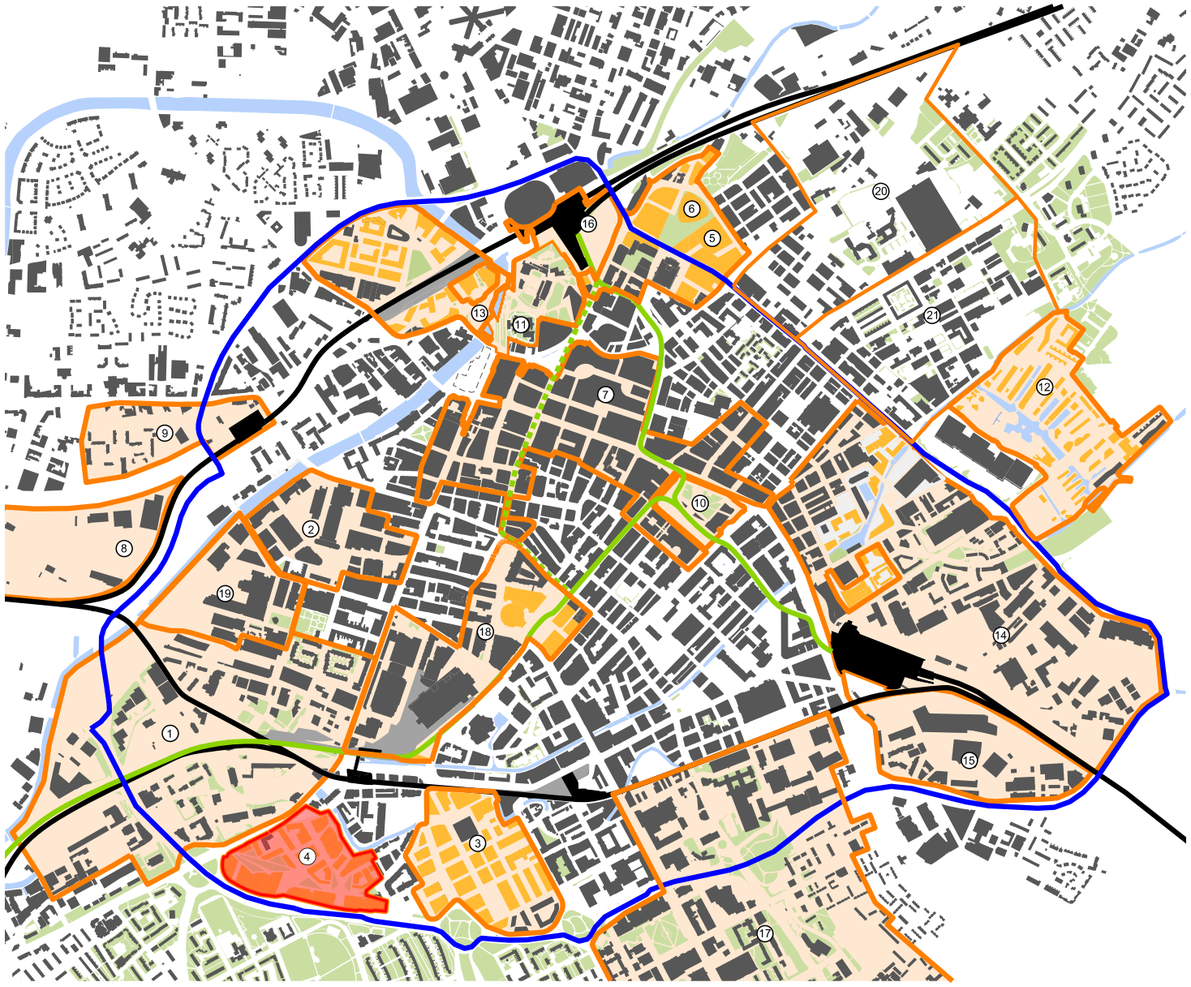
City Zones

City Fringe Zones

Outer City Zones

01 GREEN QUARTER
02 VICTORIA STATION AND FISH DOCK
03 NOMA + 1AS
04 NORTH VILLAGE AND NEW CROSS
05 ANCOATS URBAN VILLAGE
06 NEW ISLINGTON
07 MILES PLATTING
08 COLLYHURST
09 PICCADILLY BASIN
10 HS2 PICCADILLY
11 FIRST STREET
12 GT. JACKSON STREET
13 MEDIA CITY : UK
14 SPINNINGFIELDS
15 CHAPEL STREET
16 GREENGATE
17 HOLT TOWN
18 MAYFIELD
19 ST. JOHNS
20 OXFORD ROAD CORRIDOR
21 THE CIVIC QUARTER
22 MIDDLEWOOD LOCKS
23 LOWER IRK VALLEY

City Context - Meso scale



City Centre Context

1 Castlefield
2 Spinningfields
3 First Street
4 Great Jackson Street
5 NOMA
6 Co-op Headquarters
7 Retail Core
8 Middlewood Locks
9 Salford Central
10 Piccadilly Gardens
11 Medieval Quarter
12 New Islington
13 Greengate
14 HS2 Piccadilly
15 Mayfield
16 Victoria Station and Fish Dock
17 The Corridor
18 The Civic Quarter
19 St Johns Quarter

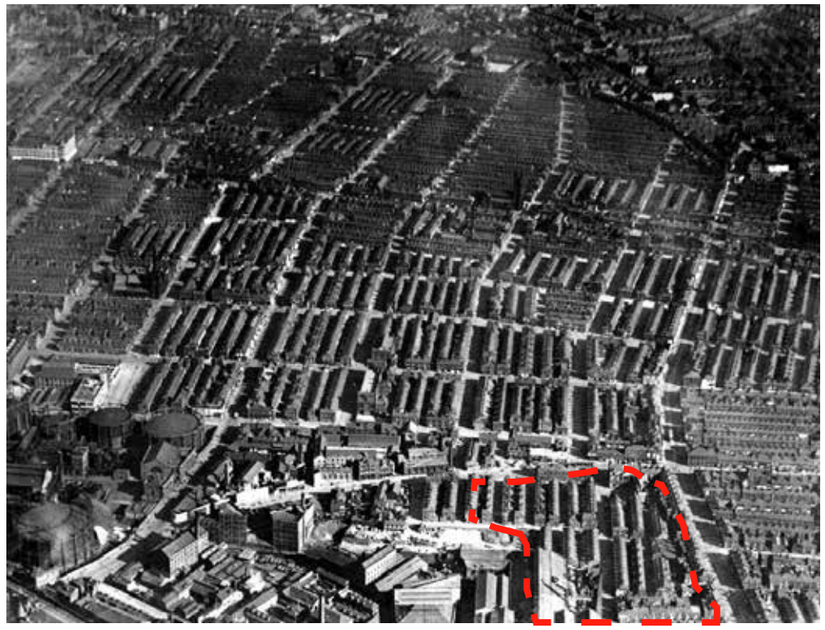
Existing Tram Route
Proposed Second City Tram Crossing
Train Line
Inner Ring Road
Great Jackson Street Site

2.2 Site history

General (source: Pevsner)

Until late in the 18th century the Great Jackson Street area was open land. A few Georgian villas stood on the Chester Road which was already an important route into the city. The site was originally developed as part of the Hulme area and by the middle of the 19th century most of it was laid out in a gridiron pattern of terraces. One hundred years later the area was run down and the City of Manchester Plan of 1945 envisaged large scale re-development mainly with low-rise housing. The site was separated from the rest of Hulme by the construction of the Mancunian Way in 1965 and the main routes through the site (including Great Jackson Street) were severed. The majority of the buildings which currently occupy the area of the site to the west of Great Jackson Street were constructed in the late 1960's. Construction of the remainder of the present day buildings took place in the early 1990's.

1900 Hulme, Wood Street



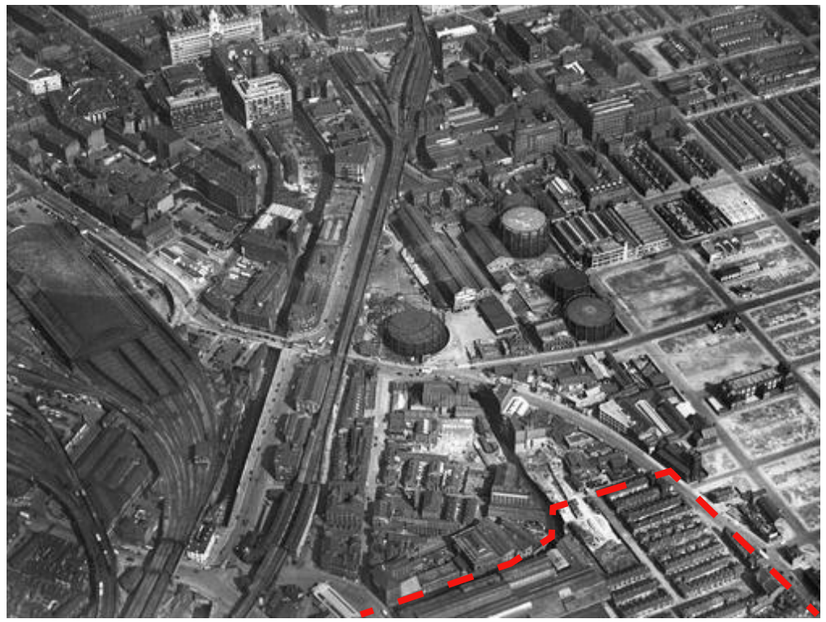
2: 1922 Hulme and Great Jackson Street

18th century

The Greens Map published in 1794, is probably the most accurate early map of Manchester available. The River Medlock is shown along its present day course (adjacent to the eastern boundary of the site and to the north of the site). The majority of the site is shown to be undeveloped, however, a number of industrial developments are shown along the banks of the River Medlock both within and beyond the site boundary, these include Iron Foundry, Dye Works, Cotton Works, Lime Works, Coal Wharf and several ponds. The present day Chester Road and a number of streets lain out to the south of it are shown.

19th century

By 1831 the south of Chester Road had been developed for primarily residential purposes and the ponds shown on previous plans, with the exception of the Mill Pond, had been infilled. A Cotton Mill is shown on the corner of Pryme and Silver Street and a Dye Works on the corner of Queen Street and Moss lane. Apart from the construction and expansion of a number warehouses and ponds adjacent to the River Medlock, other changes are limited.



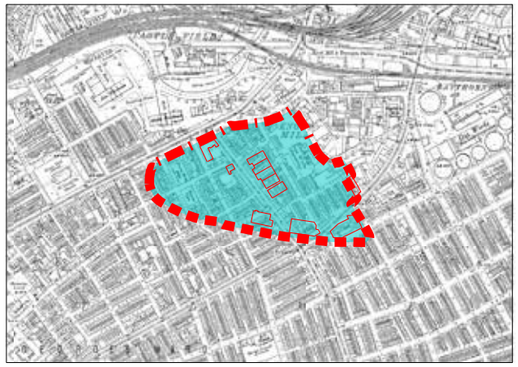
1937-39 Slum clearance around George street and Gaythorn Gas works

1954 Crown Street to Great Jackson Street

20th century

The 3rd, 4th and 5th Edition OS plans, dated 1908,1922 and 1932 show no significant changes to the site, other than the extension of the tramway network along Great Jackson Street shortly after the turn of the century and the conversion of Pryme Street Mill to a 'canned' food factory and Knott Mill to an Iron Works. Between 1950 and 1970 the residential properties which occupied the site were demolished to make way for the construction of the Mancunian Way, and the street layout altered to its present day configuration.

1882



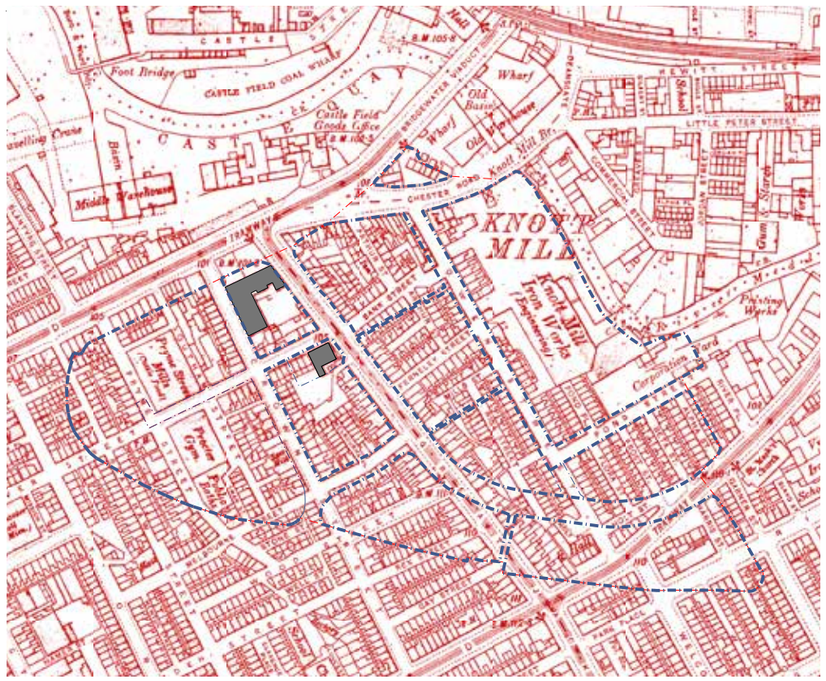
1908

1922

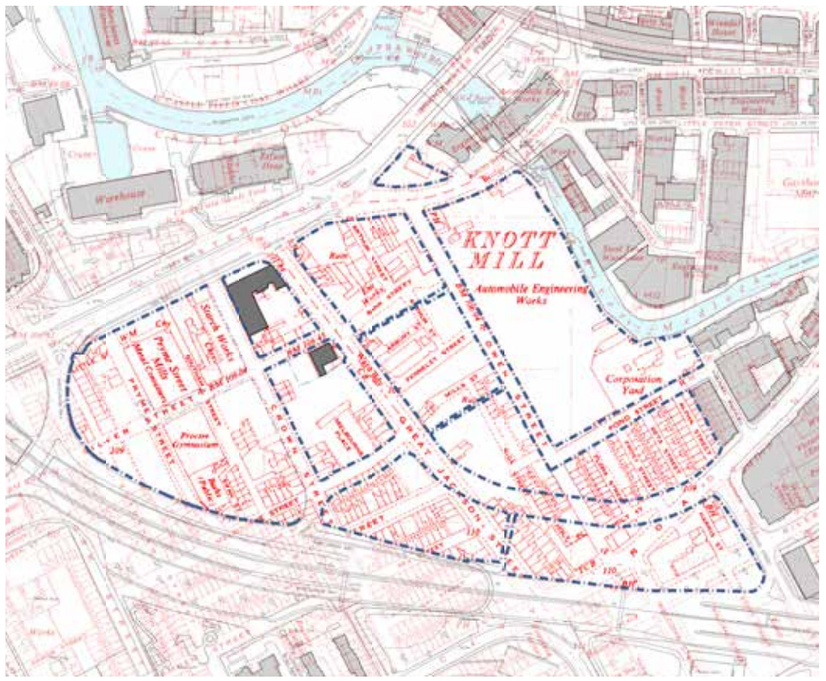
1938

1950

1965



1908 - Historical Street Pattern



1950 - Historical Street Pattern

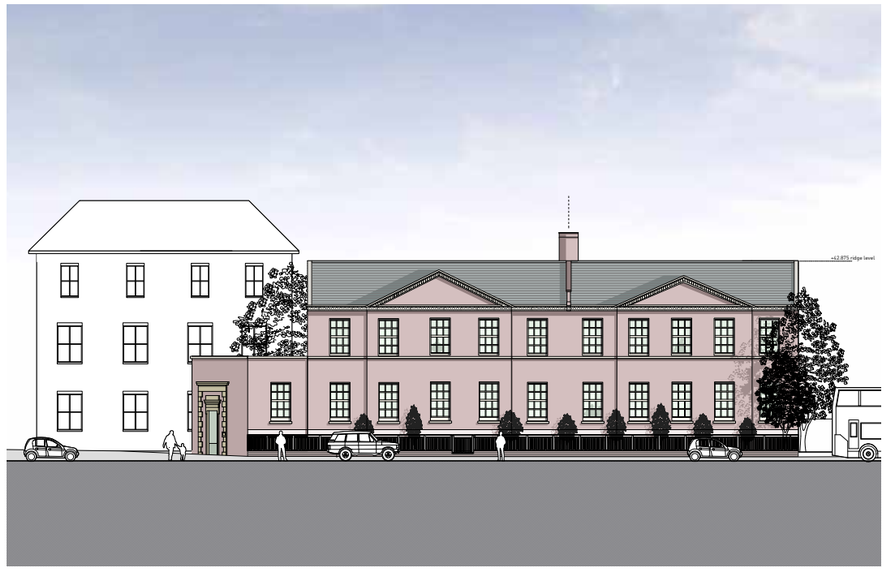
2.21 Bridgewater House

Bridgewater House is a Grade II listed building which while not actually in a Conservation Area, is within the setting of the Castlefield Conservation Area.

It pre-dates the rapid expansion of the city in the 19th century and being the original home of the Bridgewater Canal Offices, it has a local importance which is now rare. The features of the building of greatest significance are the north and west elevations and the interiors of the original front rooms. Bridgewater House is one of only two existing buildings within the development framework area to be retained (the other being the Gaddum Centre). It is anticipated that the building will be refurbished and be subject of applications for Planning and Listed Building consent.

(For further details, refer to the Historic and Contextual Assessment (2005) by Stephen Levrant Heritage Architecture Ltd.)

The scale of development within the Framework study area needs to respect the scale of, and acknowledge the importance of, Bridgewater House.



Proposed elevation north west

Bridgewater House 1972

Proposed ground floor plan

Bridgewater House 2005

2.3 Site analysis

Public transport links

METROLINK

RAILWAY

TRAIN/BUS STATIONS

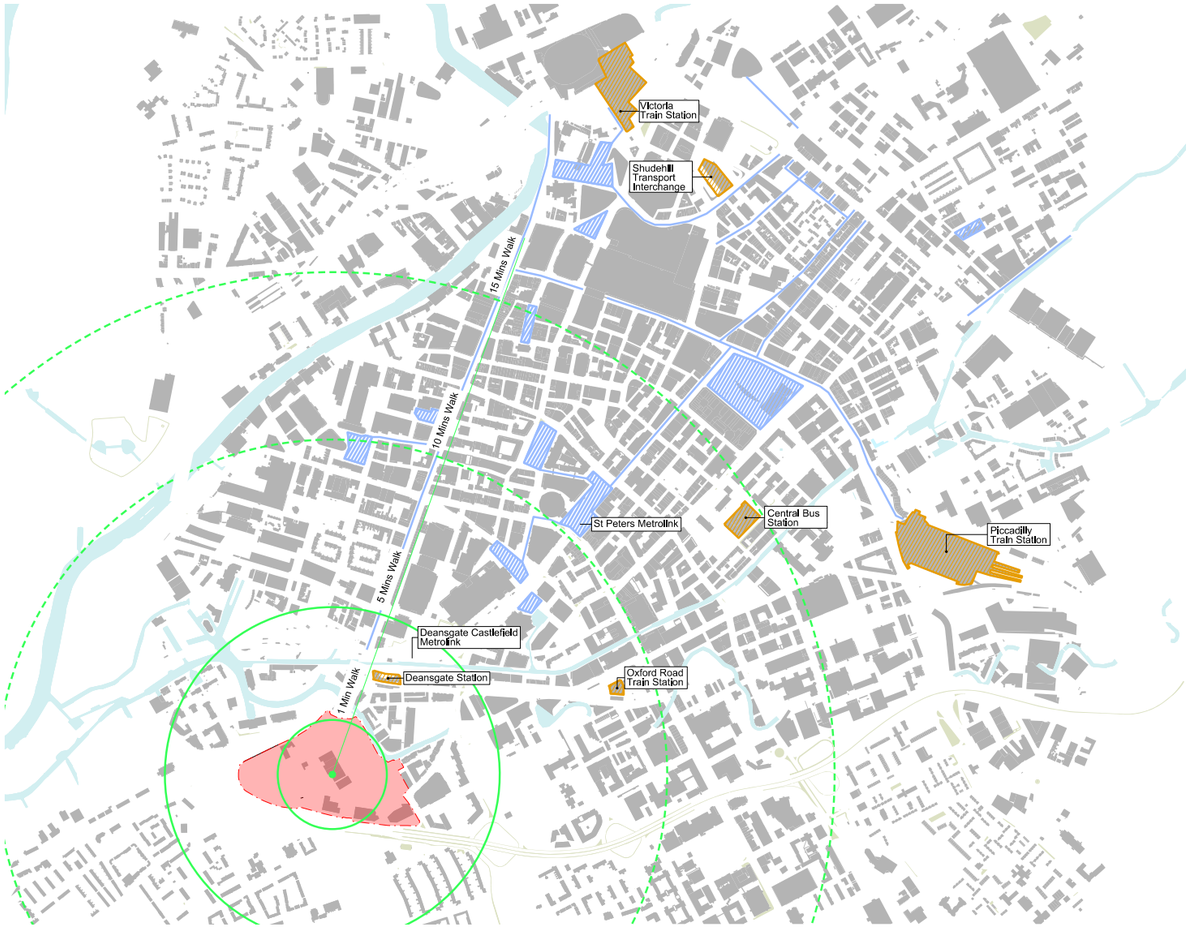
Major road links

MAIN TRAFFIC ROUTES AROUND AND INTO CITY CENTRE

MAIN TRAFFIC ROUTES THROUGH THE CITY CENTRE

TRAIN/BUS STATIONS

Walking distances

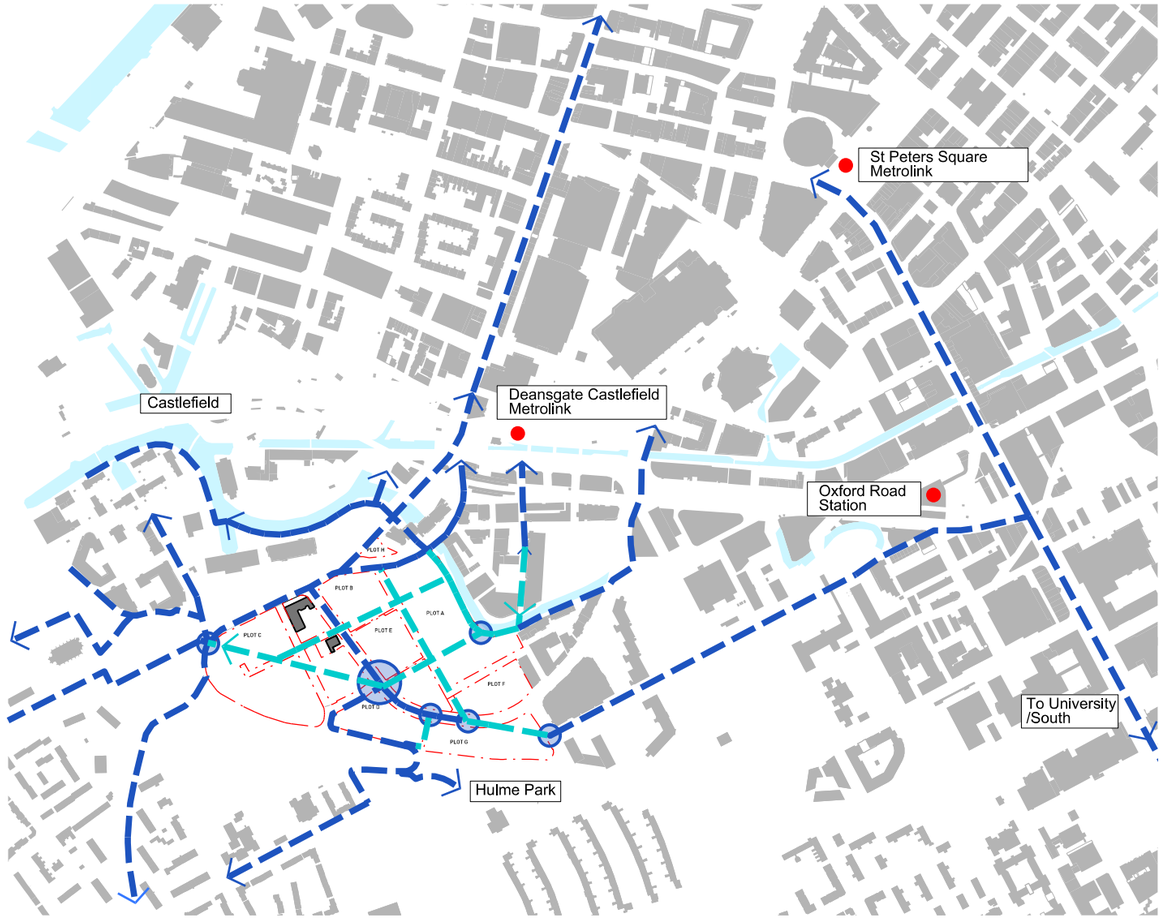


PUBLIC SPACE

MAIN PEDESTRIAN ROUTES

TRAIN/BUS STATIONS

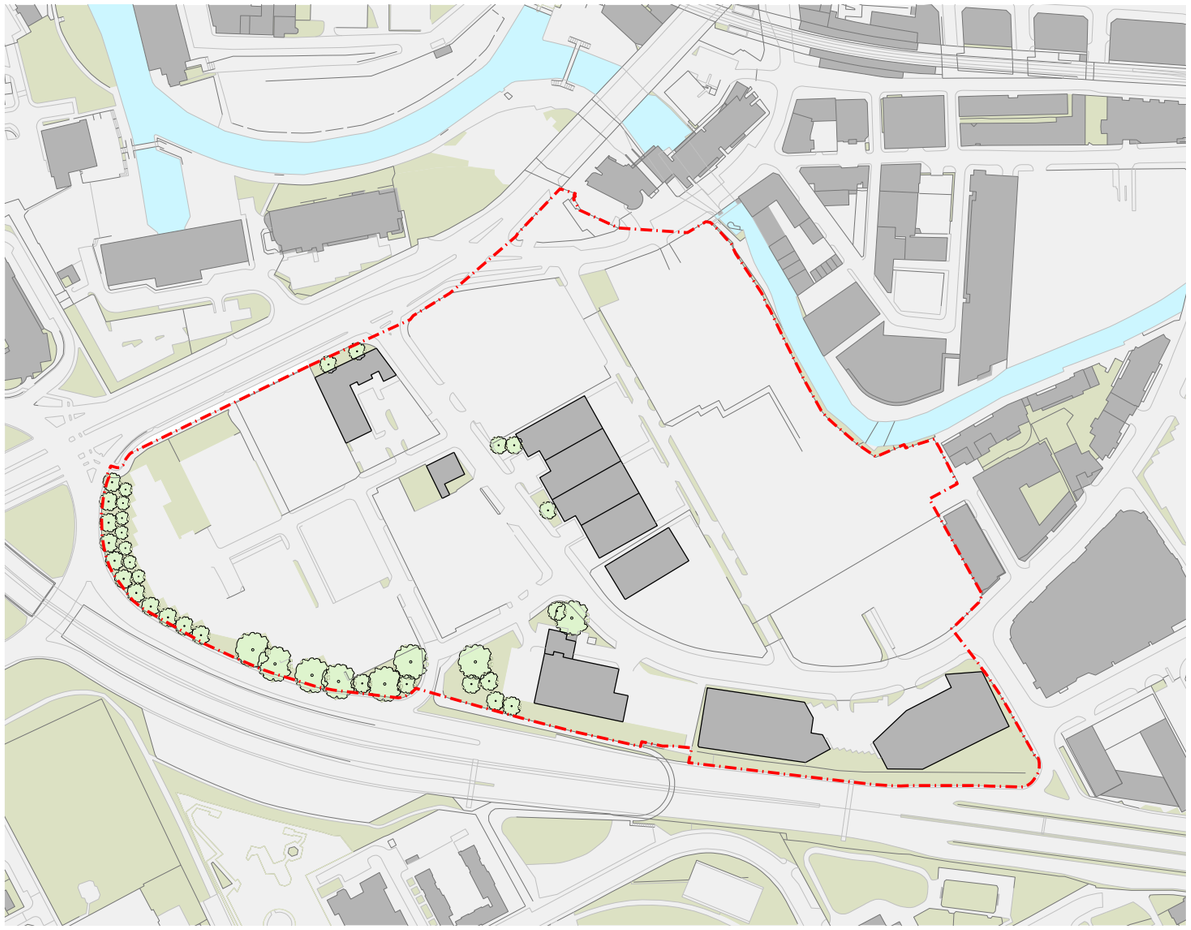
Pedestrian routes



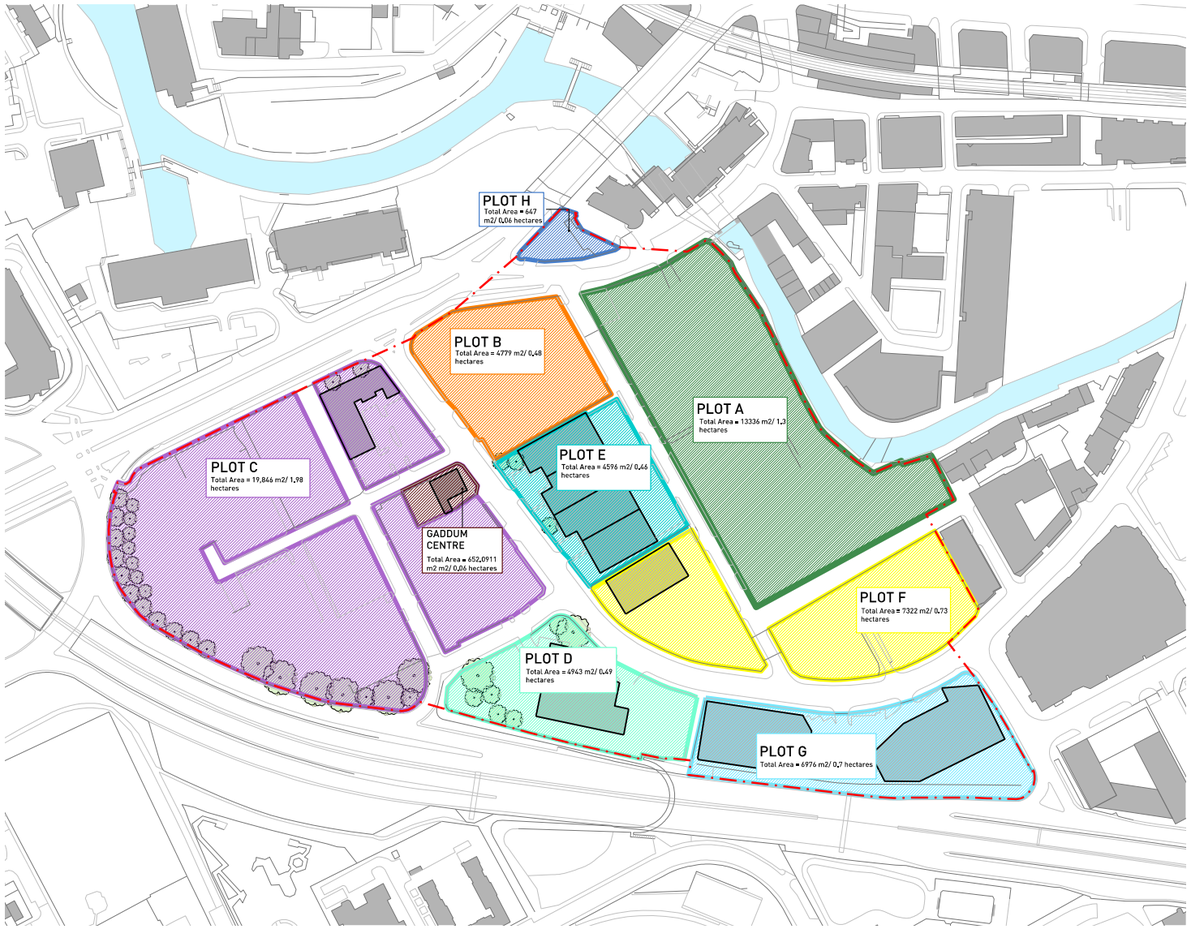
EXISTING PEDESTRIAN ROUTES

PROPOSED PEDESTRIAN ROUTES

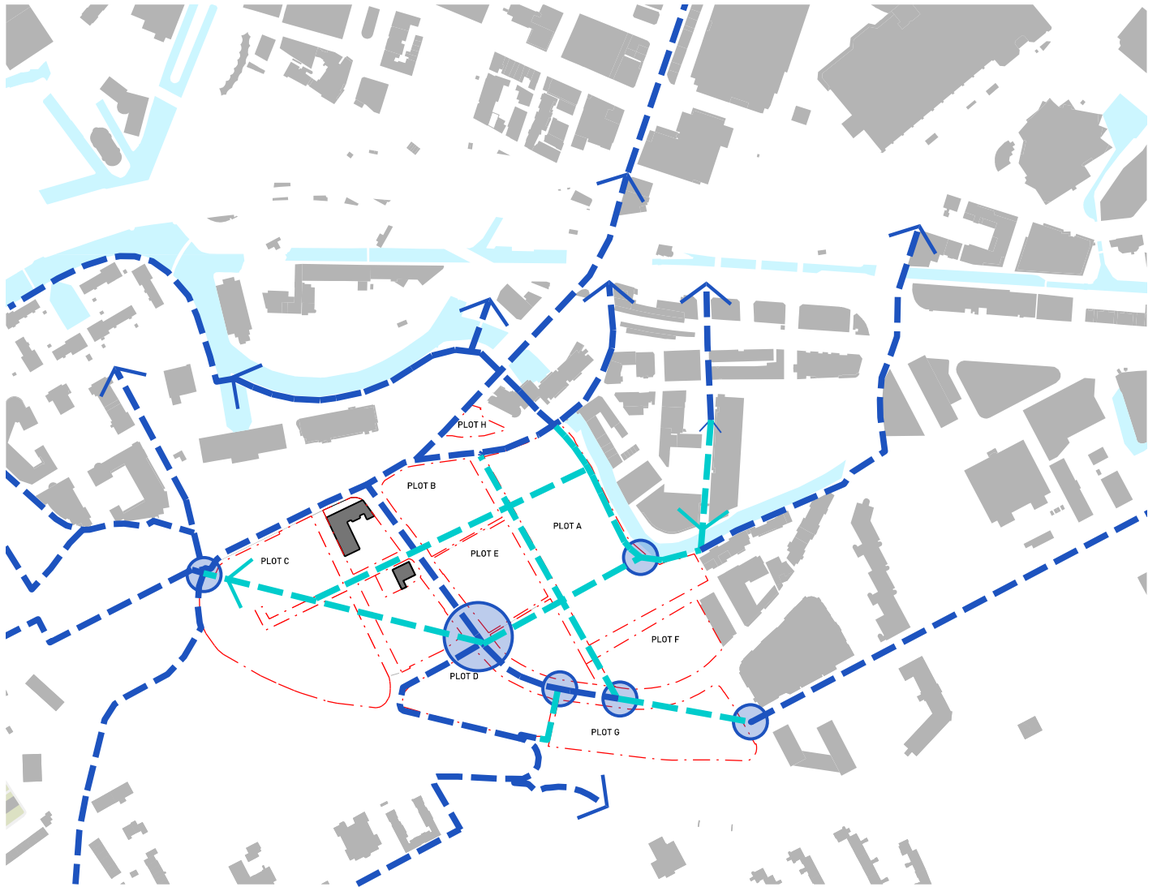
Existing site plan



Development (Ownership) plots



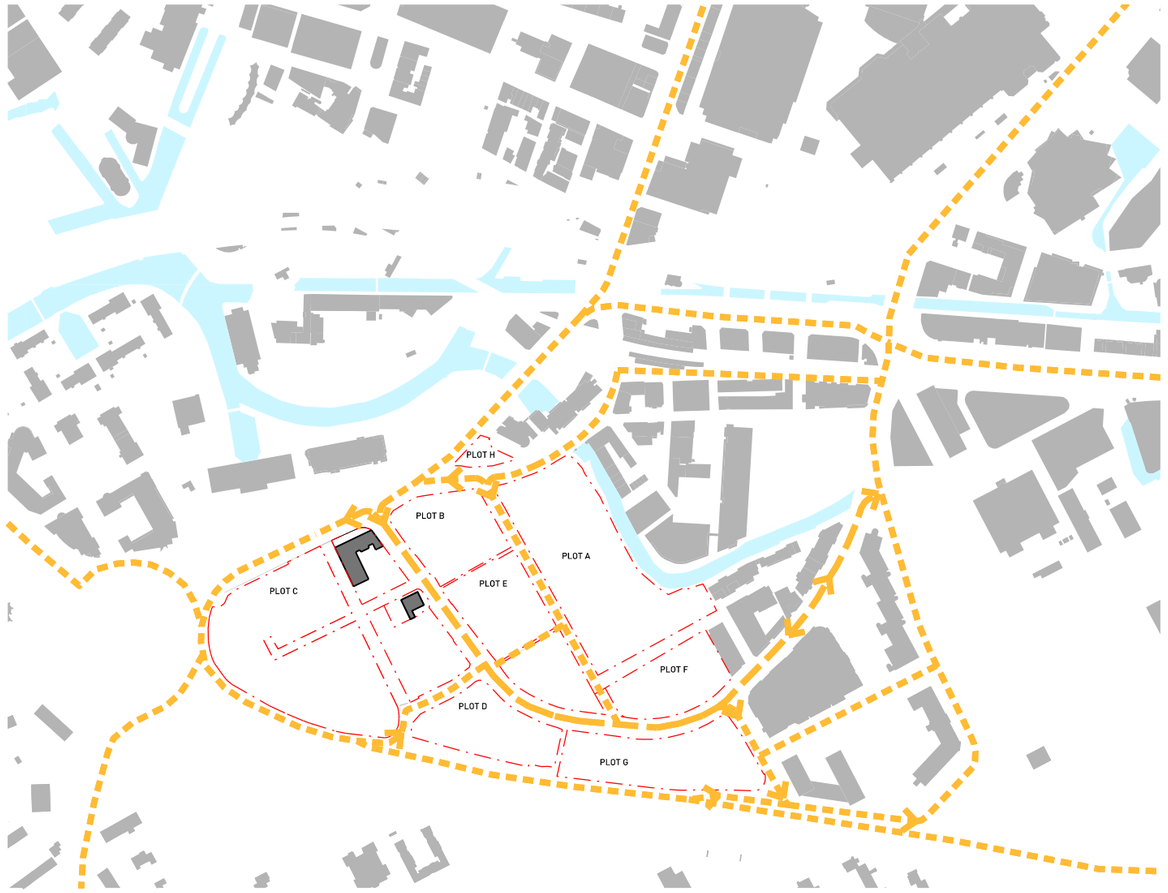
Pedestrian routes



EXISTING PEDESTRIAN ROUTES

PROPOSED PEDESTRIAN ROUTES

Vehicular routes

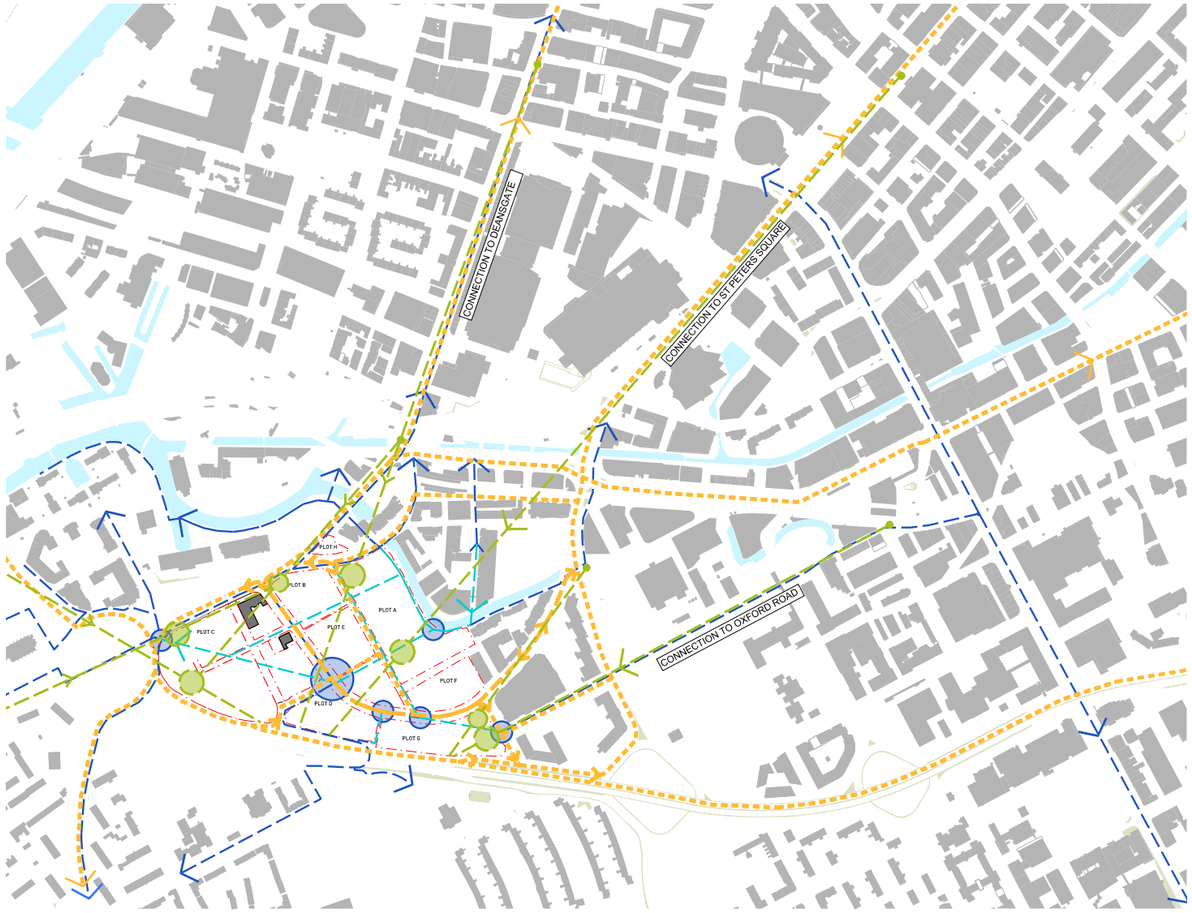


VEHICULAR ROUTES

Key vistas

KEY VISTAS

Analysis overlay



KEY VISTAS

VEHICULAR ROUTES

PROPOSED PEDESTRIAN ROUTES

EXISTING PEDESTRIAN ROUTES

Indicative proposed building heights - Strategic

KEY VISTAS

0-5 STOREYS

5-10 STOREYS

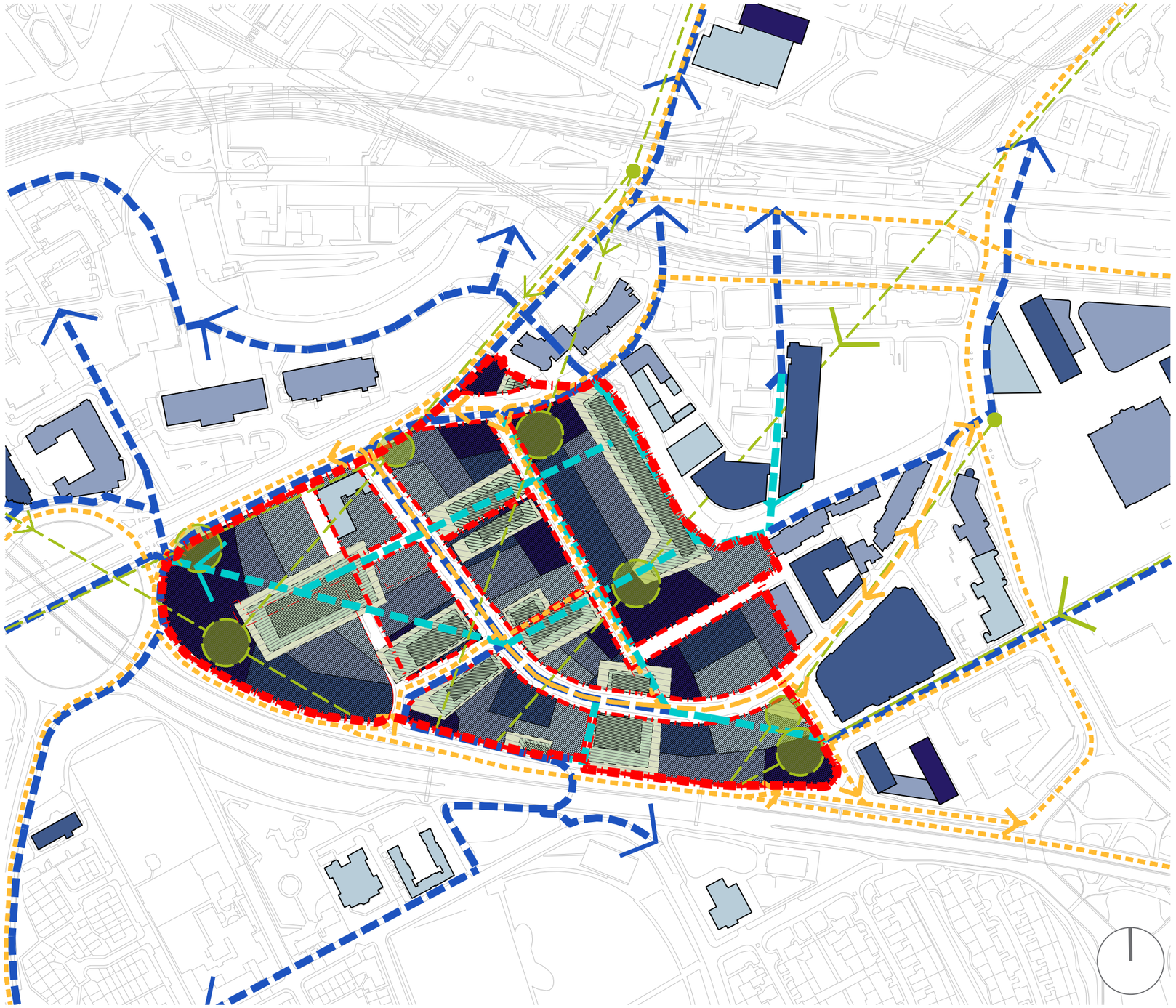
10-20 STOREYS

OVER 20 STOREYS

Indicative proposed building heights - Plot by plot

Analysis - Overlay

- Key Vistas
- Height Distribution
- Public Spaces percentage Diagram
- Vehicular Routes
- Pedestrian Routes



03 ***DESIGN CONCEPT***

3.1 Concept

Use

The proposals address the perceived difficulty in delivering the large floorplate (1500 m2) commercial offices proposed in the 2007 Framework and describe the creation of a residential neighbourhood, which benefits from the amenity value of the riverside location (there are extremely limited opportunities in the city centre to access the bank of the Medlock, or any other river) and has good connections to the city centre and to other local amenities such as Hulme Park, First Street (the new cultural facility at Home) and the Castlefield Basin. The ambition is to create a vibrant, safe, secure and sustainable community with a range of dwelling types that provide an attractive place to live, ranging from one, two and three bed apartments to two or three storey houses with front doors onto the street or gated gardens. Development proposals should provide an appropriate level of shared/amenity space to serve the needs of the residential community being created and consideration should be given to the provision of commercial space at ground/first floor levels in key locations where it will be attractive to small businesses such as cafes, shops, launderettes or gyms which will serve the residents and encourage footfall around and through the development.

Ownership

The framework attempts to work with existing ownership boundaries and define a form of development which can be delivered as a series of stand alone proposals.

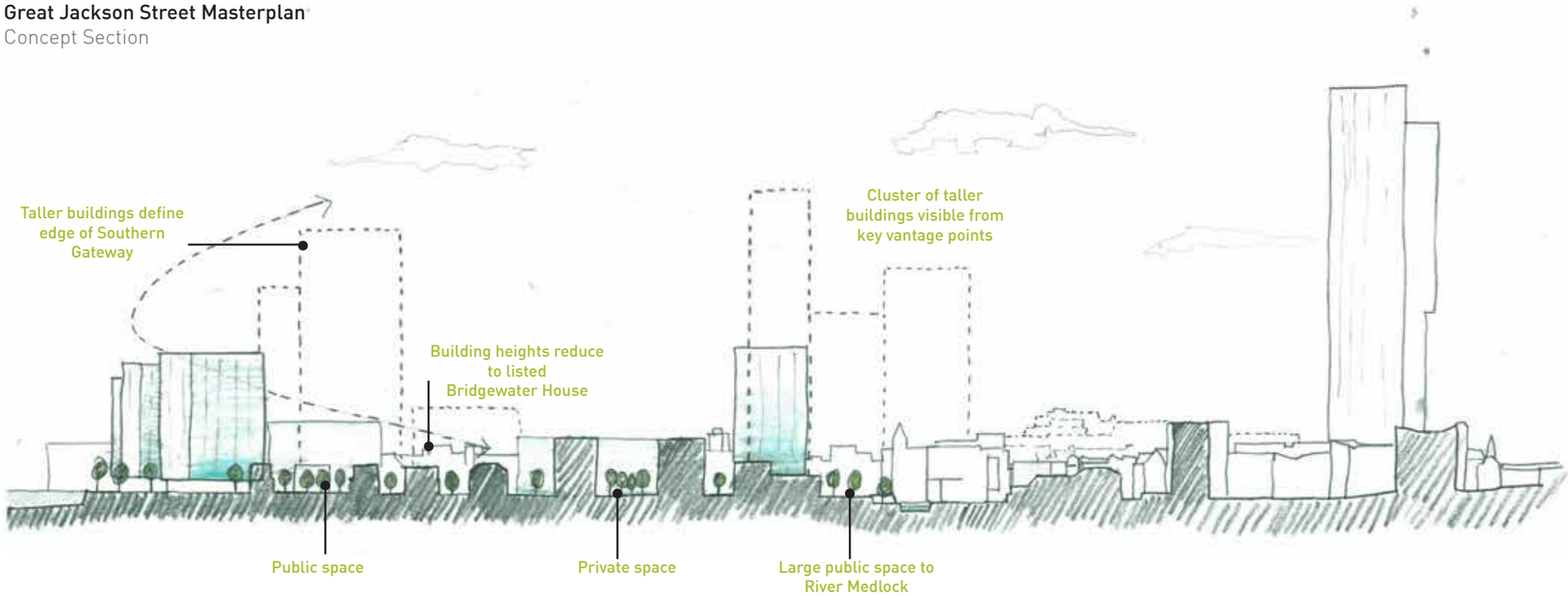
Public Space

Potential for large public spaces have been identified on the two larger sites. These spaces will be linked with a series of intimate streets.

Connectivity

The large public space to the north of the site is located closest to Deansgate - encouraging footfall thorough the site. Streets are used to connect public spaces and to connect through to the River beyond. Throughout the scheme pedestrians have priority over vehicles wherever possible.

Great Jackson Street Masterplan
Concept Section



Public / Private space plots

Public / Private space connections

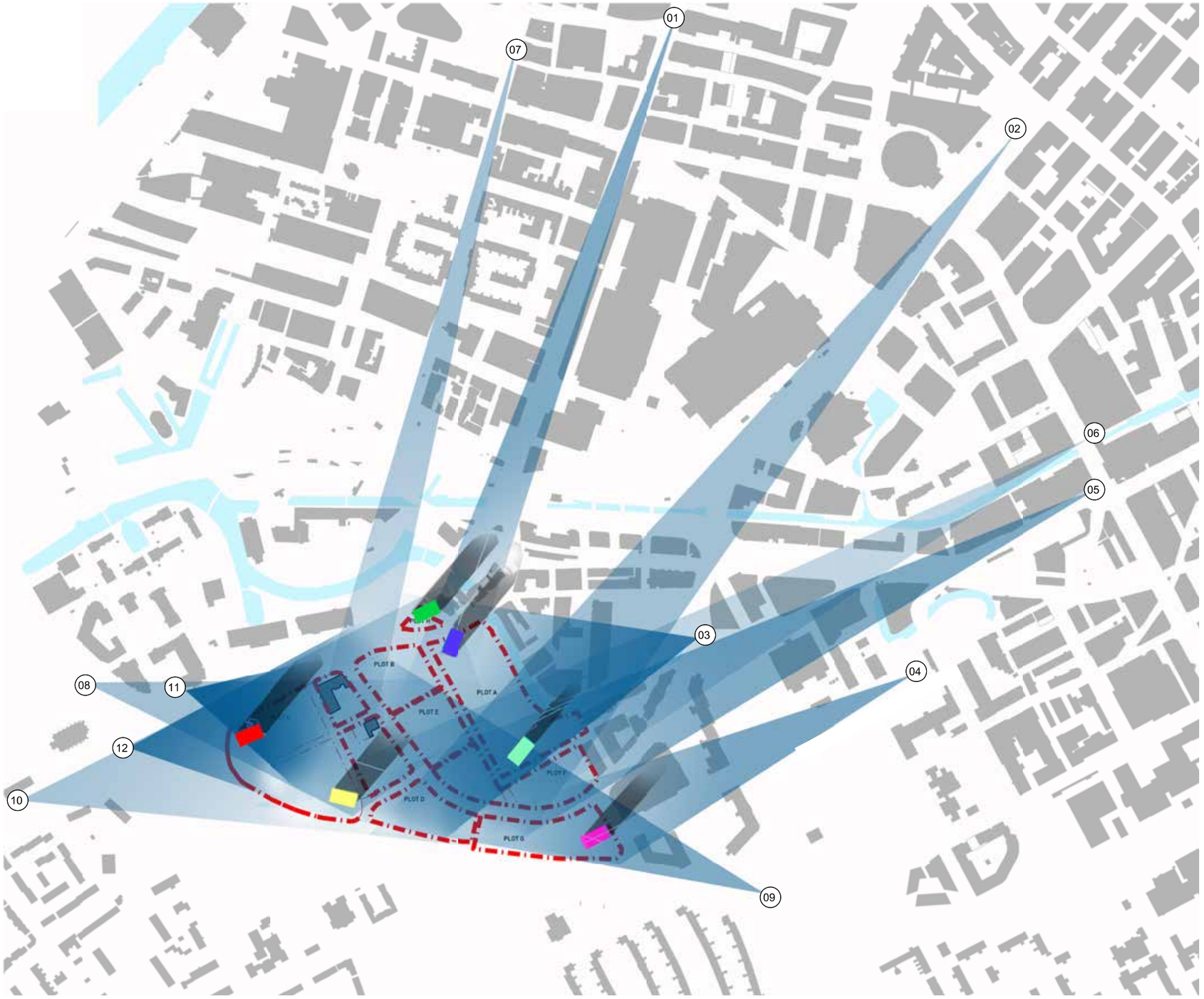
Great Jackson Street Masterplan
Concept Plan

Gateway

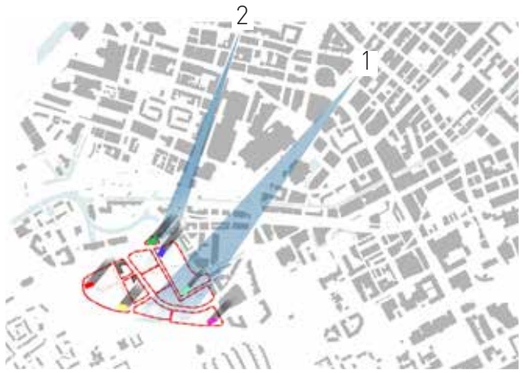
The site has a strategic position at an entrance to the City and at the western extremity of the Southern Gateway. This is not reflected in the existing uses or built form. The framework defines a strategy for scale, massing and mix of uses that signals the site as a significant point of entry in to the city. Similarly, the character of the development will establish it as an important part of Manchester integrating it into the city as a whole. The sequence of distinctive buildings (including Bridgewater House) and mix of uses continuing north-east along Chester Road will enhance the journey into the City by creating a coherent and active frontage where presently there is none.

3.2 Tall building Study

The study has reviewed potential locations for tall buildings within the Framework area which might be used to signal the regeneration of the site and emphasize its 'gateway' function and tested these locations through analysis of a number of key factors including their relationship to axial connections within the city such as Deansgate and Mosley Street. From these points views have been taken at eye level to assess the visibility and impact of a tall building in each location.



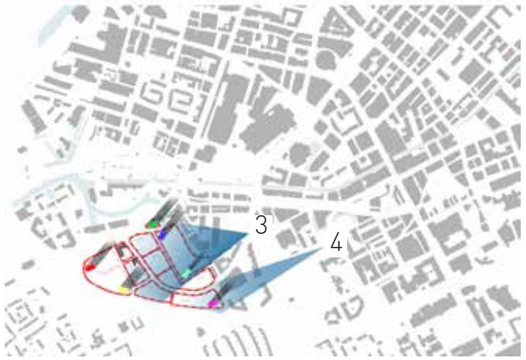
01	DEANSGATE	04	RIVER STREET	07	SPINNINGFIELDS	10	CHESTER ROAD
02	ST PETER'S SQUARE	05	OXFORD ROAD STATION	08	CASTLEFIELD A	11	CASTLEFIELD B
03	RIVER MEDLOCK	06	PALACE THEATRE	09	MANCUNIAN WAY		



1: Deansgate & 2: St Peters Square

1 Deansgate

2 St Peters Square



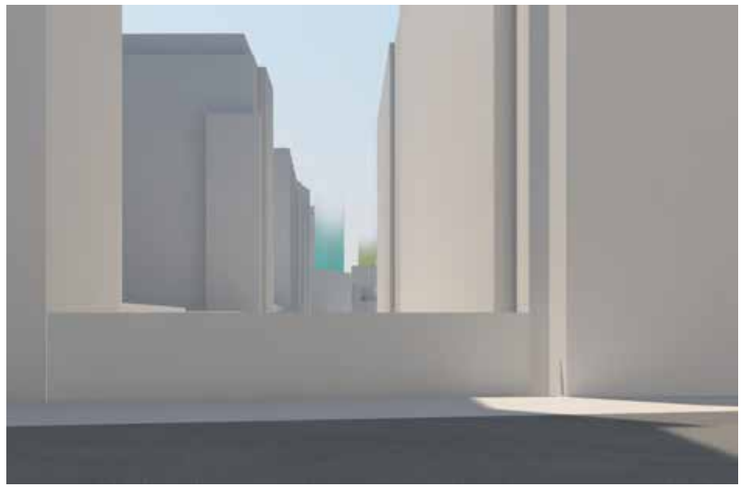
River Medlock & River Street

3 River Medlock

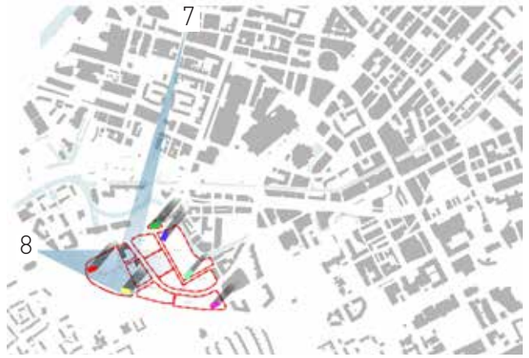
4 River Street

Oxford Road Station & Palace Theatre

5 Oxford Road Station

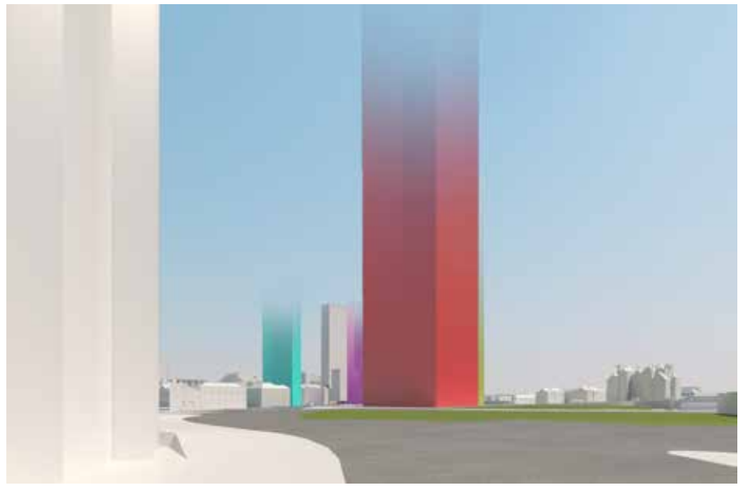


6 Palace Theatre

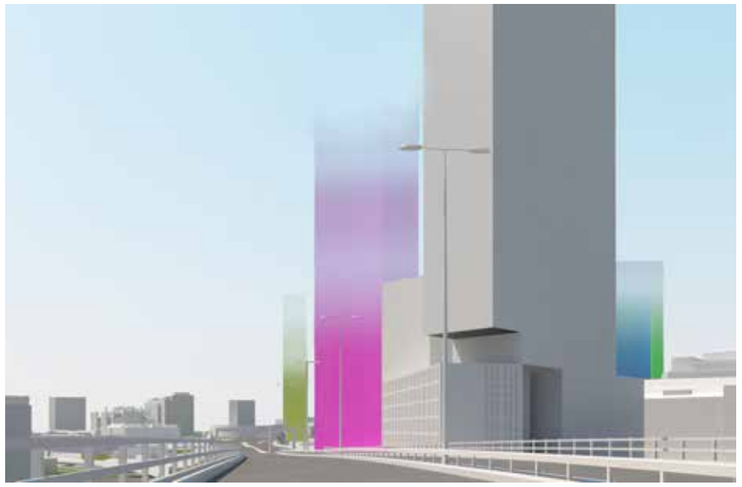


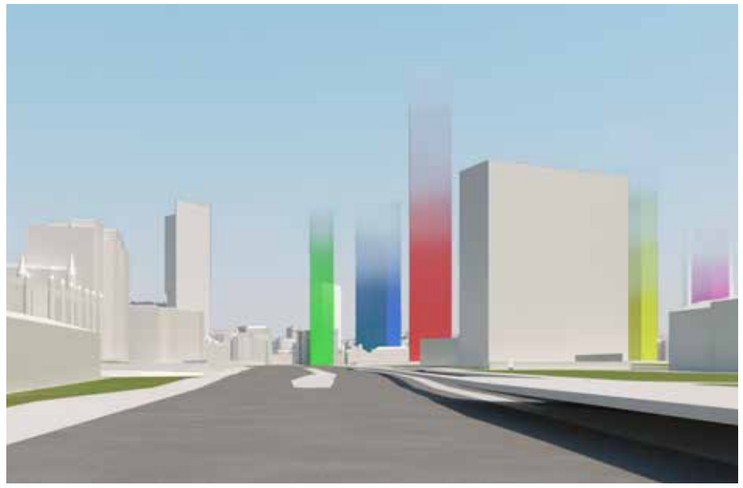
Spinningfields and Castlefield


7 Spinningfields

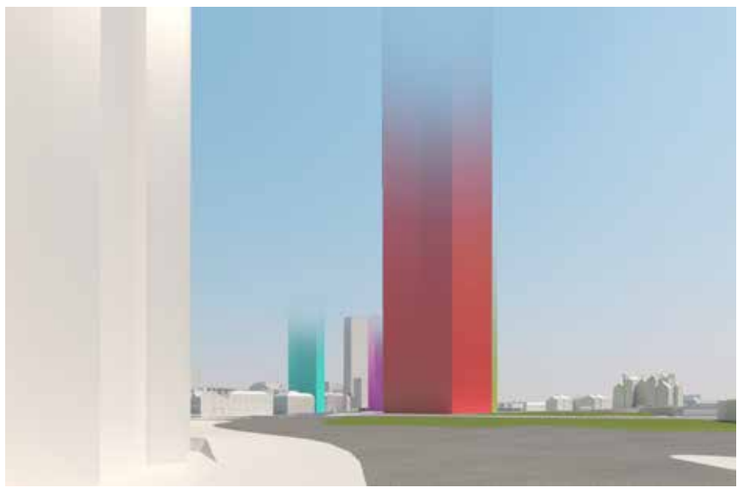

8 Castlefield

Mancunian Way and Chester Road


9 Mancunian Way


10 Chester Rd A

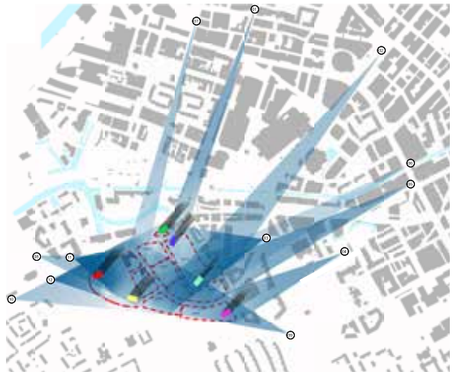
Castlefield B and Chester Road B

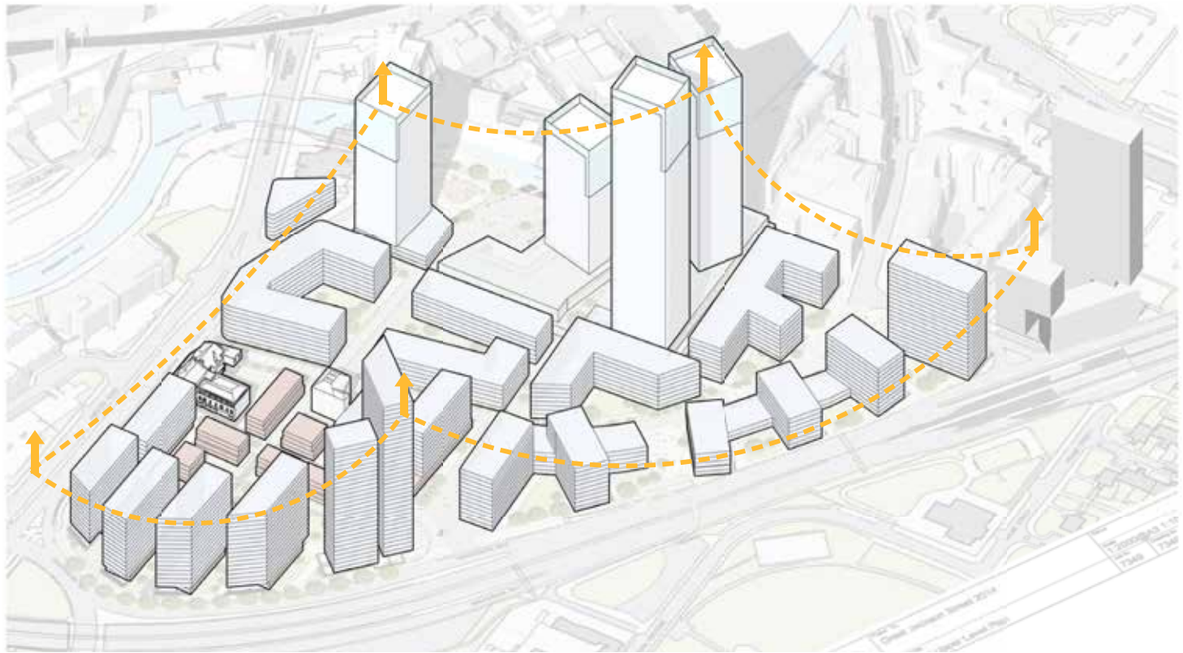

11 Castlefield B


12 Chester Road B

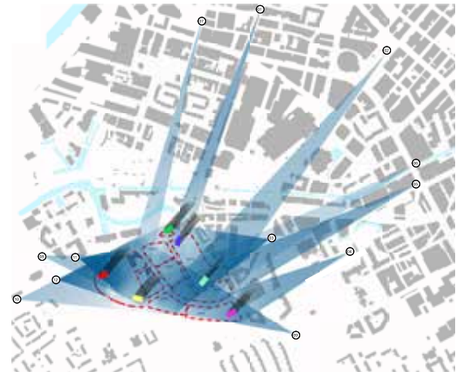
Height at strategic points

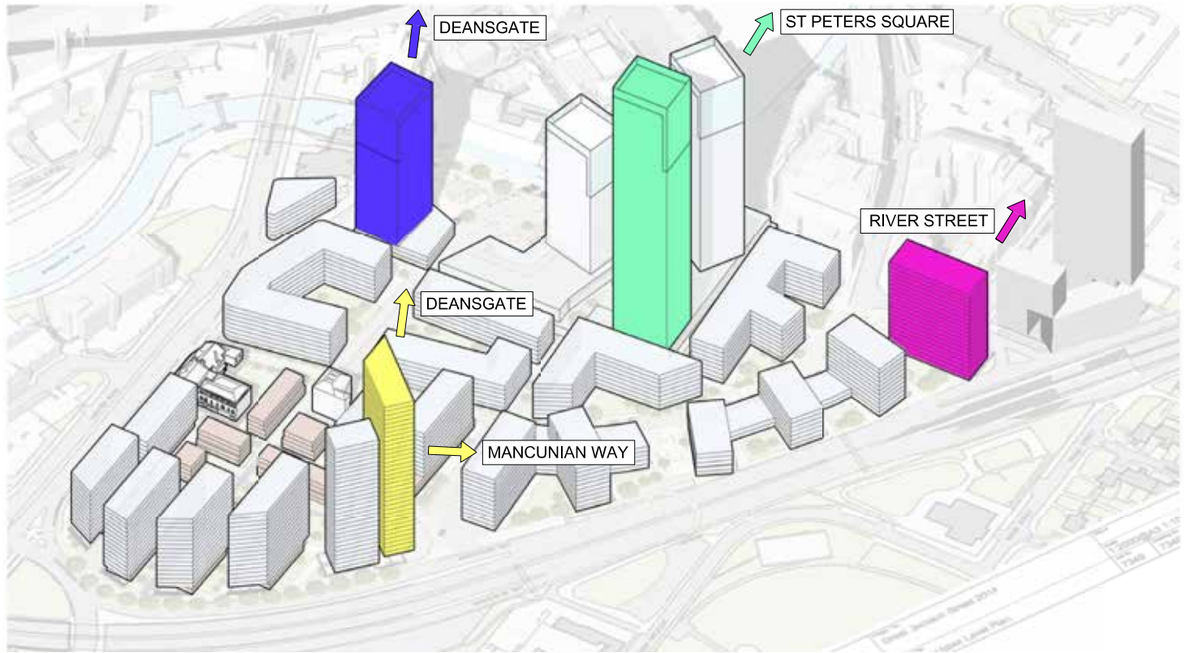
Sites for tall buildings are identified at key points around the perimeter of the Framework study area, addressing the key axial views, from Deansgate, St Peters Square/Mosley Street, the Mancunian Way and the Chester Road approach. The building heights step down to relate to Bridgewater House.





Height at strategic points





3.3 Open Spaces

Egalitarian Concept of space

The existing ownership arrangement divides the Framework area into a series of development parcels of different sizes. The study has reviewed ways in which the ambitions of the development framework with regard to open space and landmark buildings can be delivered in an equitable way given the constraints posed by the land ownership.

Initial studies reviewed whether it would be possible/desirable to provide a public space on each development plot which was determined as a percentage of the site area. The conclusion of this exercise was that sites should be treated on an individual basis.

There are opportunities to create large public spaces on some key sites. Some plots have important public routes and connections running through them. On some plots there are no routes required across the site and no benefit to the masterplan in creating public space.

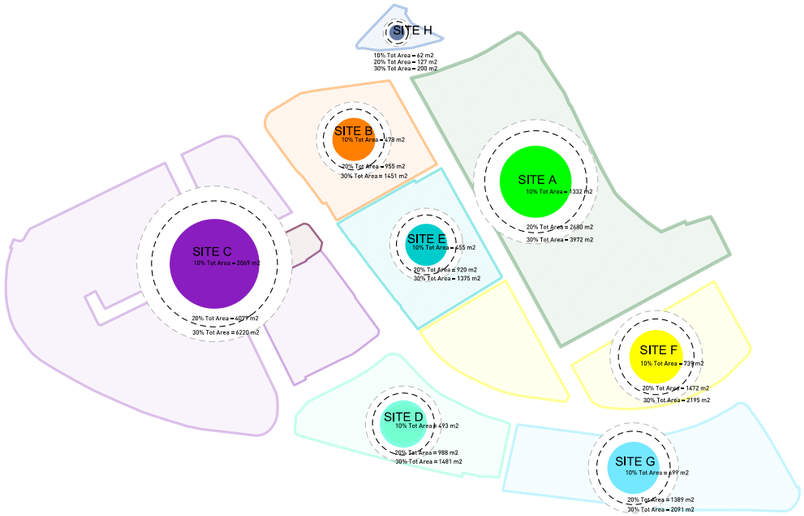
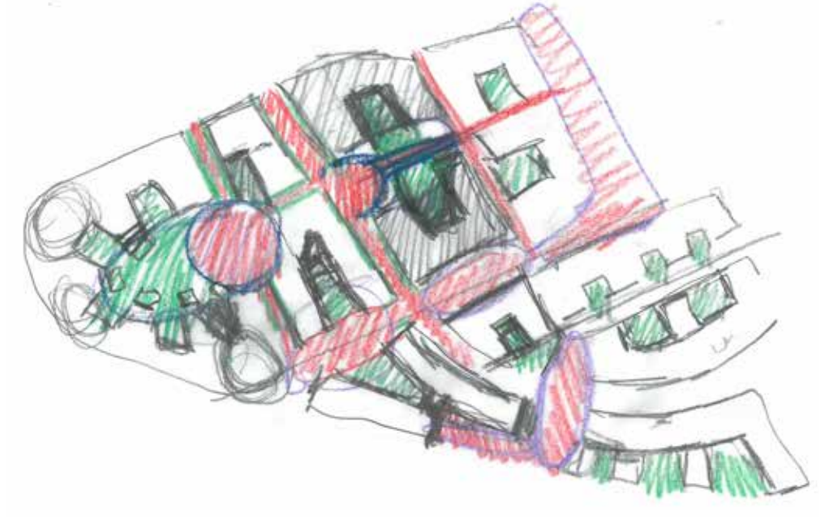
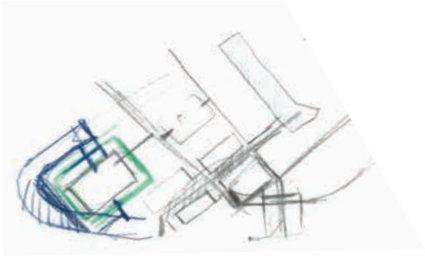


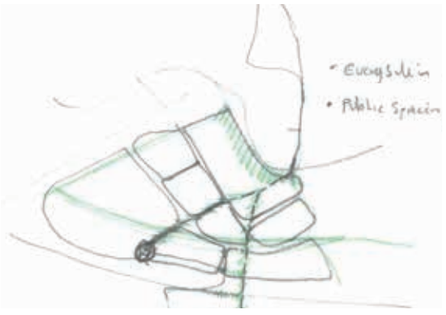
Diagram illustrating equal percentage of public spaces on site



Initial concept sketch illustrating public and private space differentiation



Concept development sketches



3.4 Public Space

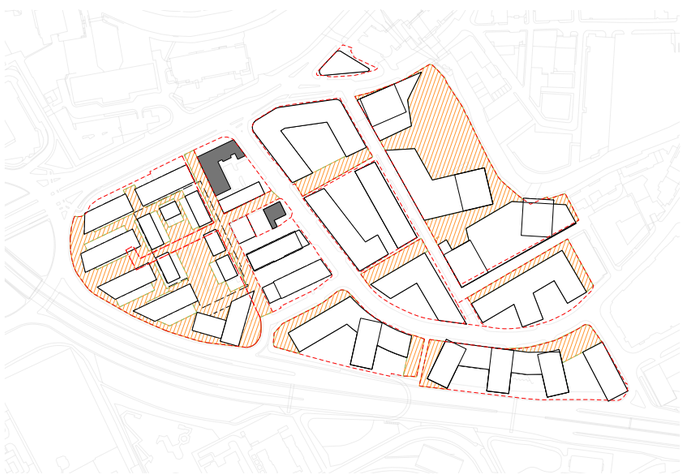
Public space percentage of site total site area

Plot A 45%	**Plot E** 0%
Plot B 16%	**Plot F** 21%
Plot C 46%	**Plot G** 16%
Plot D 22%	**Plot H** 0%

Public space

Private space

Private space



Public space

Public and private space overlay
Scale 1:2000

3.5 Public square comparison study

Small / Medium size square study

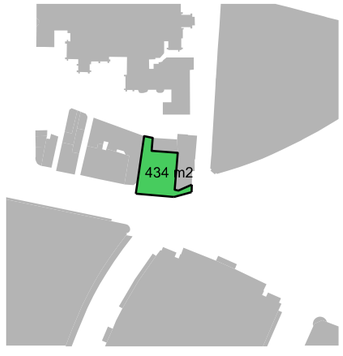
Medium - Small size squares in Manchester
Scale 1:2000

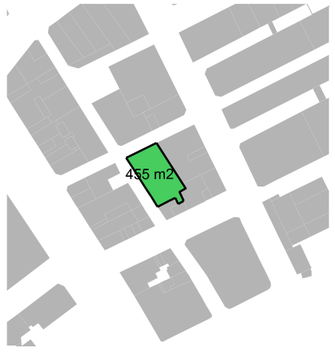
Shambles

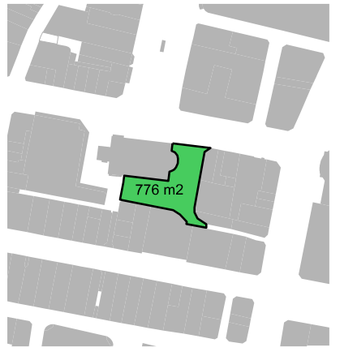
Back Piccadilly

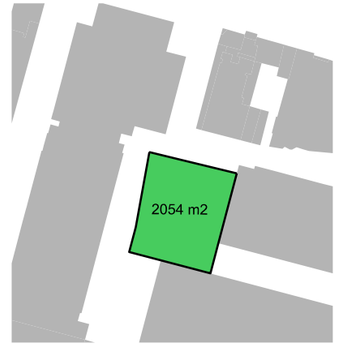
St Ann's Place

Crown Square









Large square study

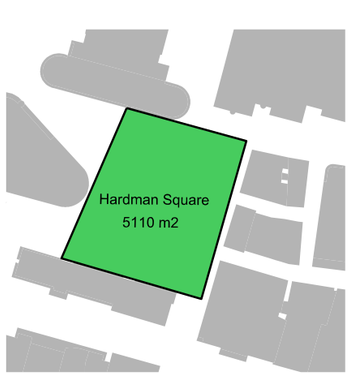
Large squares in Manchester
Scale 1:2000

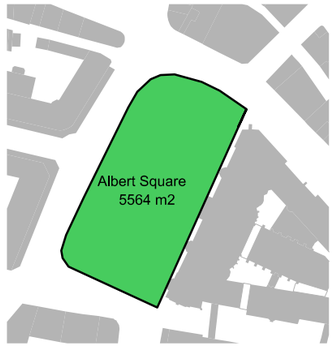
Hardman Square

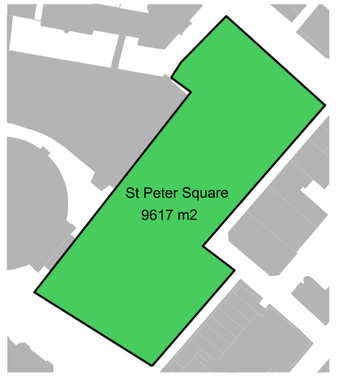
Albert Square

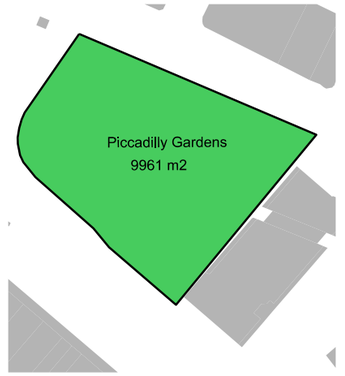
St Peter's Square

Piccadilly Gardens









3.6 Density

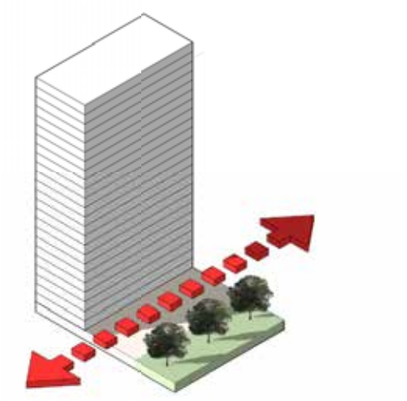
The only plots that are of sufficient size to accommodate large public spaces are plots A and C. These are also the plots which the 2007 Framework identified as being suitable to accommodate tall buildings.

Plots B, F, D and G need to accommodate public routes and connections. There is no real requirement for plots E or H to deliver any public space.

The Framework seeks to demonstrate how the provision of significant public space within a site ownership boundary could be balanced by increasing the density of allowable residential development on that site.

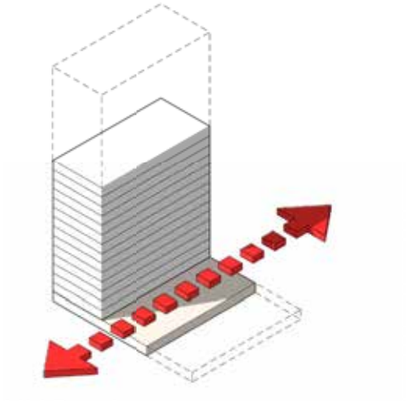
Concept

High Density
= Significant Percentage of Public Space



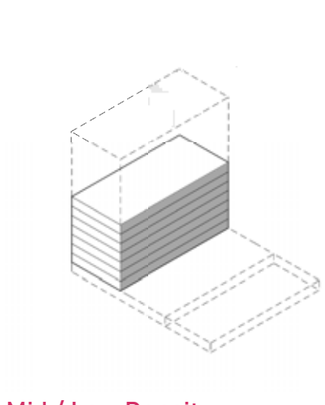
High Density

Mid Density
= Moderate Percentage of Public Space



Mid Density

Low Density
= No Public Space



Mid / Low Density

Concept applied to Development Plots

High Density (up to 1000 units / hectare)

Where opportunities for creating large public spaces exist, for example along the water's edge of the river Medlock. And in situations where public space is required for links and routes through plots - it is acceptable that a greater density of development can be created.

45% Public Space

Mid Density (up to 450 units / hectare)

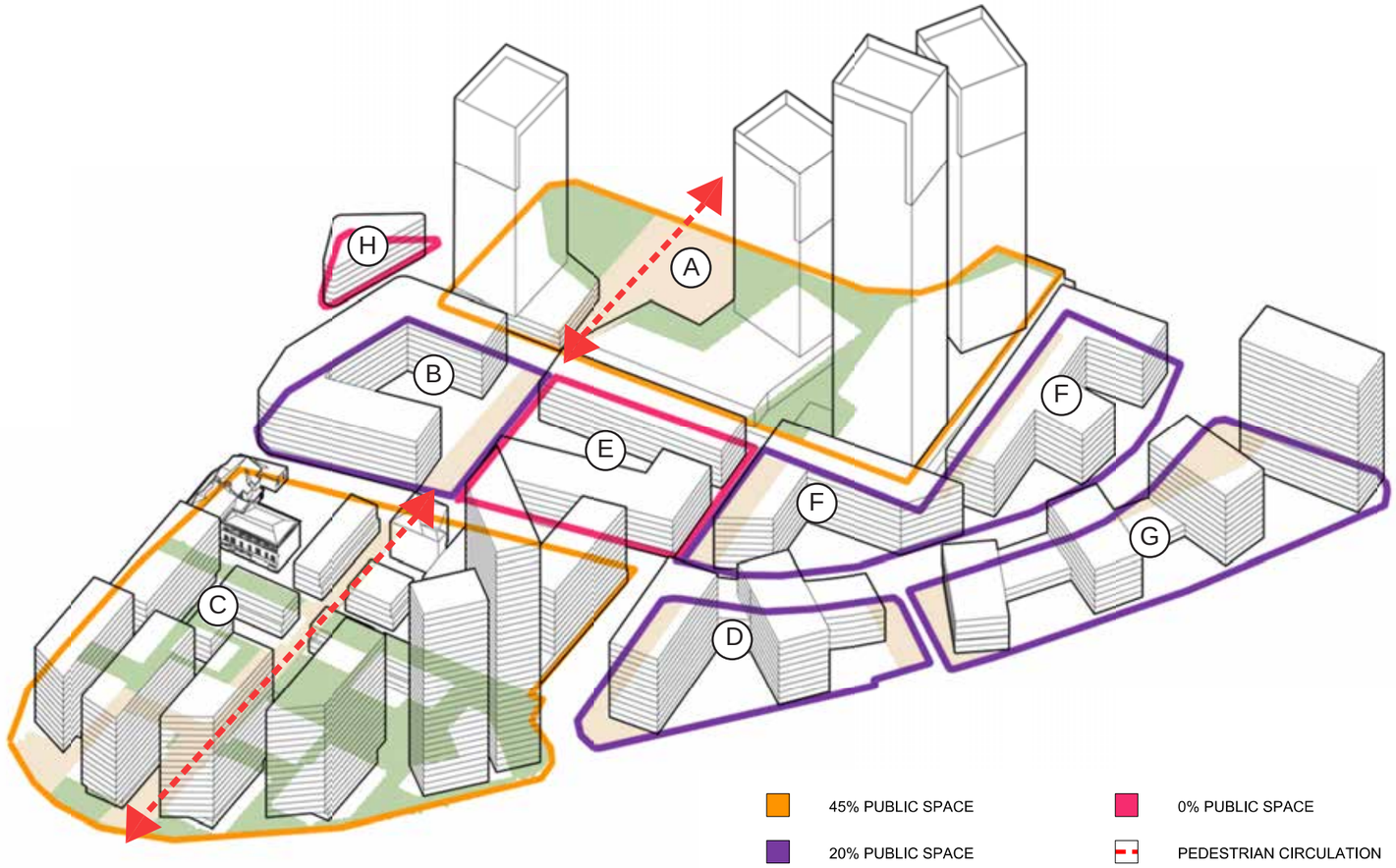
Plots that have important connections running through them must relinquish 20 percent of the site to create adequate space for these routes. For example 'Plot B' contains a key connection from Plot A - Owen Street to Plot C - Crown Street.

20% Public Space

Mid / Low Density (up to 400 units / hectare)

In instances where no routes are required through a site and there is no benefit to the masterplan from a plot's public space provision, it is anticipated that a lower density of development shall be created.

0% Public Space



3.7 Vehicles

2.1 Vehicular links

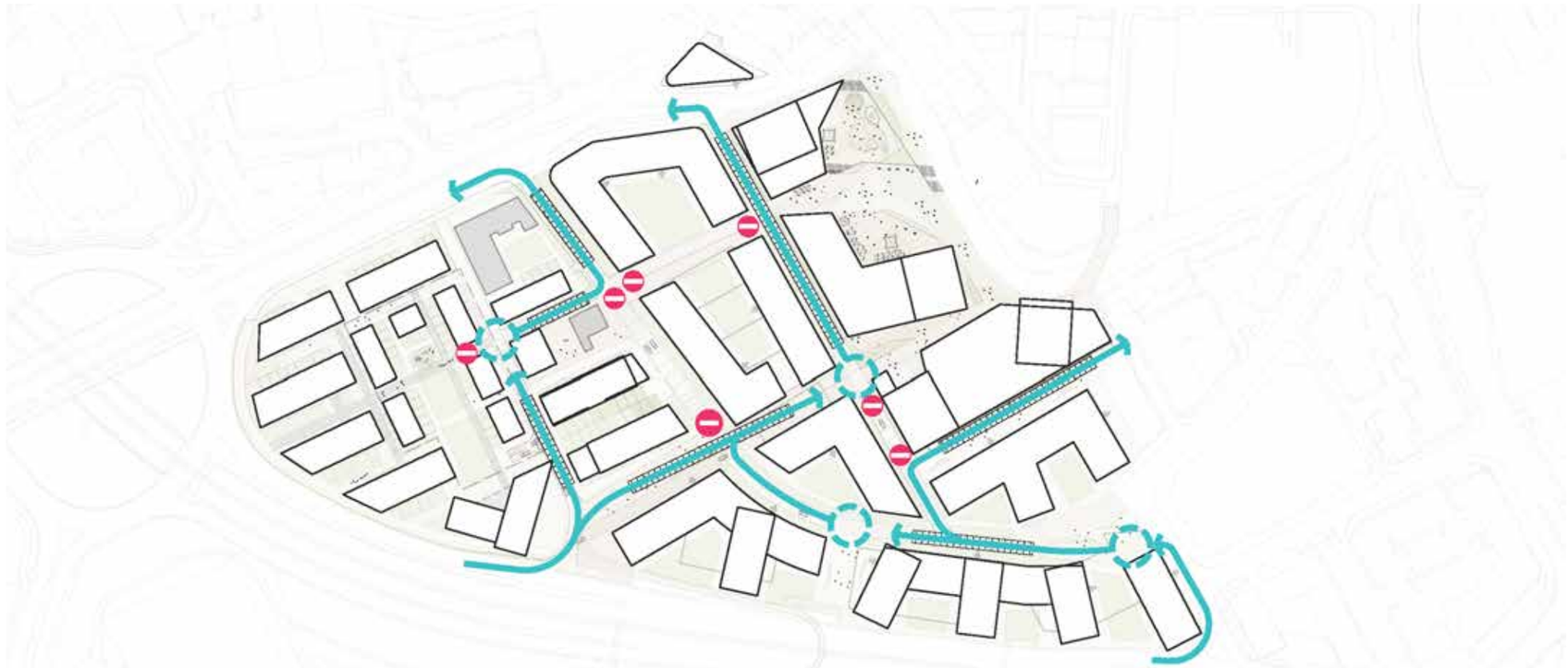
The plans for the framework ensure the site continues to be well connected for vehicular access. However it is imperative that sufficient traffic calming measures are introduced to ensure that the roads do not continue to be used as a 'rat run' instead of the main roads bounding the site. Pedestrian links through the site have where possible been given priority over vehicles.

Servicing

Fire and refuse vehicles will be able to use shared surfaces as required.

Key

- Primary vehicle routes
- Traffic calming
- Drop-off zone
- No vehicular entry



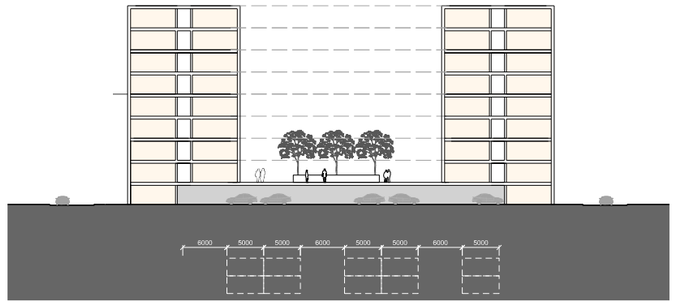
Highways strategy

2.1 Car parking

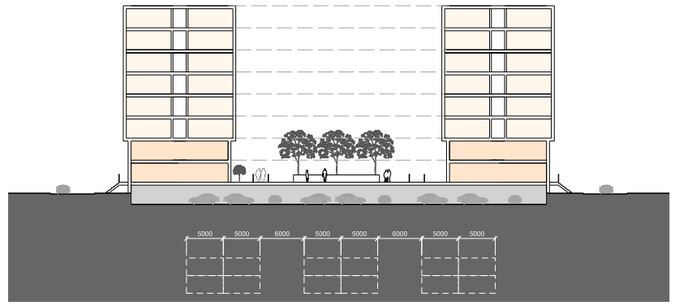
Parking should generally be located below ground in either basement of undercroft solutions. On street parking is not desired - and should be limited to a number of short stay / visitor bays.

Specific numbers are yet to be finalised it is anticipated that the larger plots of Owen Street (Plot A) and Crown Street (Plot C) will be most suited to basement parking solutions.

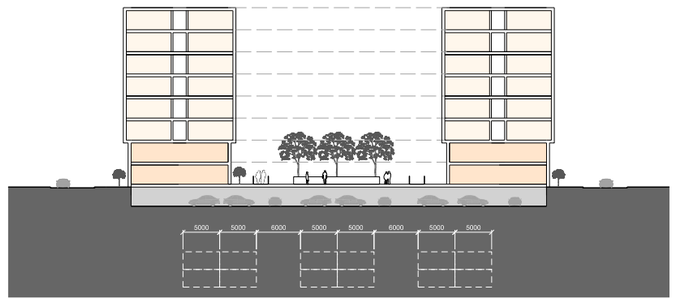
A number of possible approaches have been investigated, these should be developed in further once detailed numbers have been calculated.



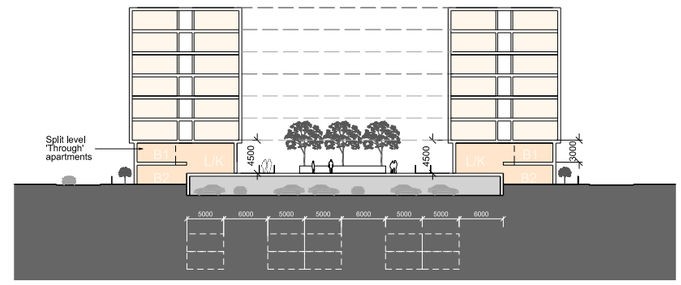
Type 01
Parking at grade, landscaped deck above



Type 02
Half basement level



Type 03
Basement level parking



Type 04
Half basement level, split level townhouses

04 ***MASTERPLAN***

4.1 Indicative Masterplan

4.11 Layout

Urban Structure

The development site is bounded by existing roads, the River Medlock and existing buildings. The masterplan responds to these features along with Bridgewater House, and the Gaddum Centre the only existing buildings to be retained on site.

Urban Grain

The layout respects and reinterprets the historic Victorian street pattern. Great Jackson Street, Crown Street, Owen St, Pond St and Silver St are retained (in part) to provide vehicular access to on site car parking and to allow drop off and deliveries and consideration should be given to the retention of the cobbled surfaces to the streets.

The masterplan works within the existing development plots

Connectivity

The development provides a clear network of streets and garden squares within a sustainable landscape framework and connects to the wider Castlefield area.

The design supports pedestrian movement through a pleasant series of landscaped, naturally secure streets - terminating in large, usable public squares, for example adjacent to the River Medlock.

Cycle Path

We also propose to extend the cycle path from Chester Road around the southern boundary of the site, within a tree lined avenue which will act as a buffer to the noise from the Mancunian Way, to connect to the cycle route across the pedestrian bridge over the Mancunian Way to Hulme Park and south Manchester beyond.

Masterplan - Ground level
Scale 1:2000

Bridge

To the east of the site a potential bridge across the River Medlock has been identified - landing on Jordan Street and connecting the development to Little Peter Street then across to First Street and the Home cultural facility.

The 2007 Framework included a Green Bridge across the Mancunian Way to connect the site to Hulme Park. The need for, and deliverability of, this major piece of infrastructure has been reviewed. The proposed development seeks to simplify this connection by providing improved and enlarged public spaces at the landing points of the existing pedestrian/cycle bridge rather than providing the Green Bridge

Masterplan - Typical lower level
Scale 1:2000

4.12 Scale

Tall buildings

Opportunities for tall buildings have been established and their placement tested through analysis of a number of key factors as described earlier.

Scale / Massing

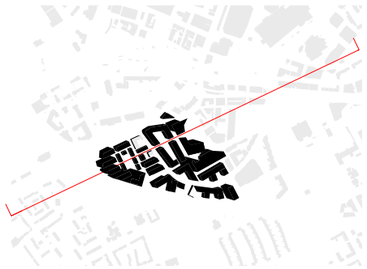
Scale has been used in a very specific and direct response to context and orientation which gives the development a clear identity and provides a significant number of high quality dwellings in a mix of townhouses and apartment buildings. Taller buildings are generally arranged around the perimeter of the Framework area in response to particular city vistas, as described earlier in this document.

Sunlight / Day lighting

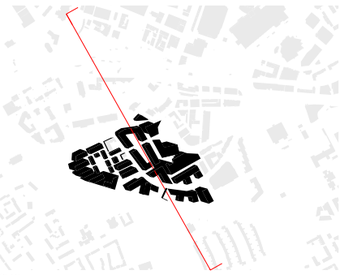
The cascading form of the development responds to sun path. Typically apartment blocks are arranged as a series of fingers to allow sunlight to penetrate deep into the central spaces.

To the east of the site, the towers on the Owen Street site are arranged in a cluster to the south east. This arrangement allows midday sun to radiate in to the lower level square, in the afternoon and evening the upper square receives almost uninterrupted sunlight, creating a series of spaces with differing spacial qualities throughout the day.

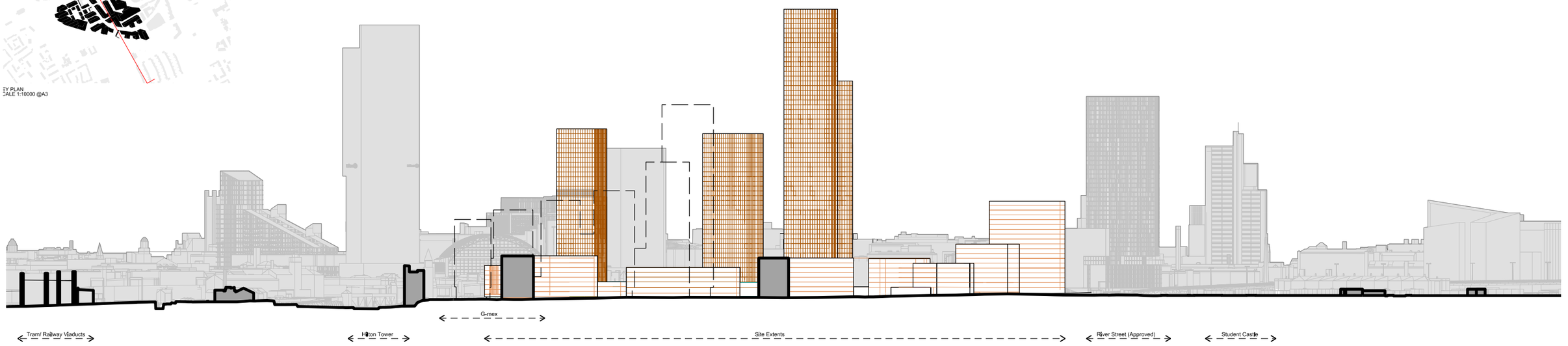
Masterplan - Typical upper level
Scale 1:2000



KEY PLAN
SCALE 1:10000 @A3



EY PLAN
ALE 1:10000 @A3



Aerial view from south

Aerial view from west

Aerial view from northwest

4.2 Appearance

Materiality

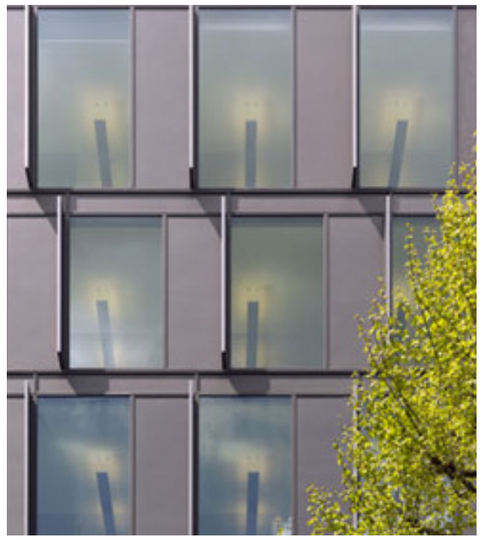
Whilst the architectural expression of the buildings will, clearly, be subject to detailed design, the intention is that the development will rooted in Manchester, the Original Modern city, and be clearly contemporary in character whilst taking reference from the site's rich history.

The lower buildings and townhouses will typically be of masonry construction and have a clear relationship to the context such as Bridgewater House and the Georgian Villas and terraces which grew up along Chester Road in the Eighteenth Century.

The taller buildings will typically be lighter weight in construction, will take reference from relationships with adjacent buildings, key vistas and may develop individual expressions/personalities

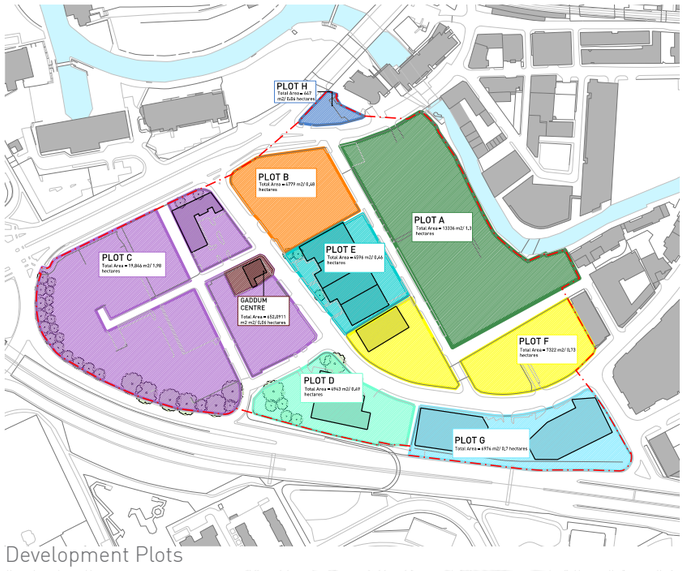




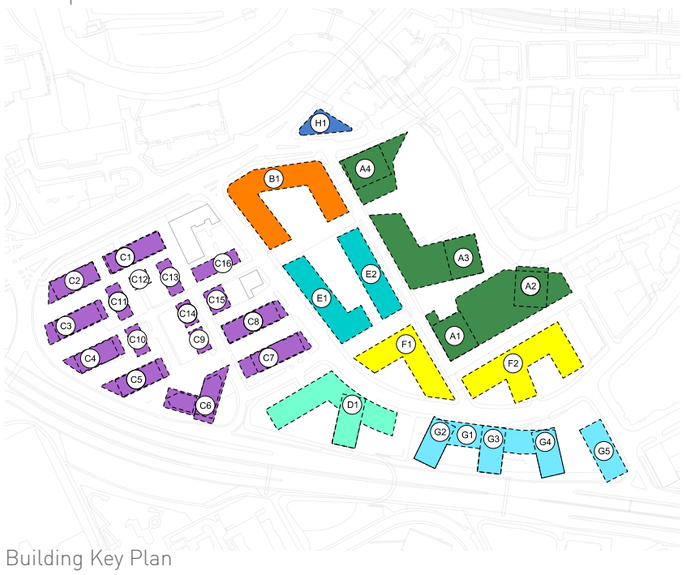




4.3 Example Development Matrix



Development Plots



Building Key Plan

Note
All areas are approximate. The scheme illustrated is indicative only and has not been subject of a detailed design or co-ordinated exercise. The areas should therefore not be relied upon for the basis of a development appraisal.

High Density

Mid Density

High Density

Mid Density

Mid / Low Density

Mid Density

Mid Density

Mid / Low Density

Zone	Site Area (Hectare)	Public Space (Hectare)	Public Space (%)	Storeys (Resi.)	Typical Floorplate (No. of units)	Units	Density (Unit/Hectare)	Typical Floorplate (GEA m2)	GEA (m2)	GEA (ft 2)
Plot A - Owen Street										
Tower A1				58	8	464		754	43,732	
Tower A2				43	8	344		754	32,422	
Tower A3				30	8	240		754	22,620	
Tower A4				32	8	256		754	24,128	
Podium				2					7,695	
Total	**1.3**	**0.58**	**45**			**1304**	**1003**		**130,597**	1,405,746
Plot B										
Block B1				8	27	216		2,504	20,032	
Total	**0.48**	**0.075**	**16**			**216**	**450**		**20,032**	215,624
Plot C - Crown Street										
C1				8		60			7,020	
C2				14		108			8,466	
C3				18		137		738	13,284	
C4				20		128		640	12,800	
C5				22		148		689	15,158	
C6				26/38		316			32,496	
C7				12		83		674	8,088	
C8				10		68		689	6,890	
C9				4		4		204	816	
C10				4		5		254	1016	
C11				4		5		303	1212	
C12				4		3		167	668	
C13				4		6		30	120	
C14				4		0		209	836	
C15				4		9		287	1148	
C16				4		14		405	1,620	
Total	**1.98**	**0.905**	**46**			**1,094**	**553**		**111,638**	1,201,671
Plot D										
D1						220			13160	
Total	**0.49**	**0.11**	**22**			**220**	**449**		**13,160**	141,654
Plot E										
E1				6	16	96		1,515	9,090	
E2				6	14	84		1,266	7,596	
Total	**0.46**	**0**	**0**			**180**	**391**		**16,686**	179,608
Plot F										
F1				8	16	128		1,606	12,848	
F2				8	23	184		2,306	18,448	
Total	**0.73**	**0.15**	**21**			**312**	**427**		**31,296**	336,870
Plot G										
G1				2	28	56		2,740	5,480	
G2				3	7	21		640	1,920	
G3				5	7	35		640	3,200	
G4				8	7	56		640	5,120	
G5				18	8	144		810	14,580	
Total	**0.7**	**0.11**	**16**			**312**	**446**		**30,300**	326,149
Plot H										
H1				5	5	25		457	2,285	
Total	**0.06**	**0**	**0**			**25**	**417**		**2,285**	24,596
Development										
	6.20	**1.93**	**31**			**3,663**	**591**		**355,994**	3,831,919