DEVELOPMENT OPPORTUNITY
LITTLE PETER STREET
MANCHESTER CITY CENTRE
INTRODUCTION

This document provides the context and opportunity that exists for the future development of land at Little Peter Street (currently known as Bridgewater car park) located at Medlock Street/Little Peter Street, to the southern gateway of Manchester City Centre. It is part of the wider First Street Development Framework, which consists of the subject site along with First Street North, First Street Central, First Street South and the Creative Ribbon which links the neighbourhood to Oxford Road.

The site is approximately 0.67 Hectares (1.46 acres) and currently operated as a pay and display car park under the NML Joint Venture.

The site is bounded by Medlock Street and Little Peter Street to the east and north respectively. To the western boundary of the site lies the Jordan Street residential development and to the southern boundary lies the River Medlock. Access to the site is directly from adopted highway on Little Peter Street.
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OVERVIEW

Manchester is embarking upon an ambitious plan for growth and reform. The Greater Manchester Agreement sets out plans for devolution to the Greater Manchester Combined Authority (GMCA) and transition to a directly elected mayor, and will help to support economic and residential growth of the City Region. Manchester’s population is on course to exceed 600,000 residents by 2030 and 46,000 jobs will be added to the Manchester economy in the next 10 years. To support this significant growth Manchester needs to provide an additional 55,000 new homes over the next 15 years, alongside the development of high quality neighbourhoods and sustainable communities, the right mix of amenities and facilities, with effective management arrangements.

Manchester City Council considers this site to be a key strategic opportunity to support the residential growth ambitions of the City and is seeking a sustainable, residential-led scheme of the highest quality.

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OPPORTUNITY

Little Peter Street presents a major opportunity to build on existing activity at First Street. Adjacent to the amenities at First Street North, the site overlooks the River Medlock, and the surrounding area currently provides an established residential community, commercial and creative space, retail outlets and a hotel. The site itself is currently used as a car park.

This highly desirable location links key city centre neighbourhoods at First Street, Castlefield and Great Jackson Street – an area of significant future residential redevelopment.

The existing development of First Street enables Little Peter Street to be included as part of a wider mixed-use community, adjacent to a range of existing facilities and services including Manchester Oxford Road and Deansgate Railway Station, and the new Castlefield Deansgate Metrolink tram stop (see Appendix 1).

The site is unallocated within the Core Strategy and there are no listed structures within its boundaries. Given the location and neighbouring land uses, the City Council’s preference is for a residential-led development incorporating active ground floor uses and, where appropriate, ancillary complementary uses across the site. The characteristics and location of the site present an opportunity for development of height and scale where it can be justified in terms of the highest quality of design and use of materials.
First Street is emerging as one of Manchester’s most vibrant new neighbourhoods. Recent and continuing development has provided the area with an innovative blend of culture, leisure, retail and office space, all within a highly accessible location with excellent connectivity.

Its prominent gateway position, as part of the wider Corridor, marks the entrance to the city centre from the airport and the south, and this highly visible, exciting and unique development opportunity is bound to become a distinctive new neighbourhood within the city. The overall vision for the 20 acre site is to deliver a quality cultural and visitor destination alongside targeted commercial and retail development, hotel and residential accommodation.

The Development Framework identifies four separate areas within the First Street site: First Street North, First Street Central, First Street South and the Creative Ribbon (which links the neighbourhood to Oxford Road and Little Peter Street.)

The initial phase of the First Street development was Number One First Street. Completed in 2009, the development provides 180,000 square ft of high quality, grade A office space, located between two key areas of public realm. The building established the district as a sought after business location, and now houses a variety of national and international organisations including Autotrader and Jacobs Engineering.

First Street North, adjacent to Whitworth Street and opposite Little Peter Street, is the second phase of development, which is characterised by HOME, a £25 million cultural facility that incorporates two theatres, large scale rehearsal spaces, five art cinemas, over 5,000 square ft of gallery space, and a high quality café and bar. HOME is already proving to be a popular visitor attraction following its opening in May 2015, driving new footfall into the area.

In addition to retail and leisure amenities, First Street North is now home to the Melia Innside Hotel, the first Melia Hotel in the UK outside of London. This 11 storey, 208 bedroom hotel opened in May 2015, and offers 4* accommodation, a bar and restaurant. In keeping with the vision of a mixed used neighbourhood, First Street North also encompasses Vita, a serviced accommodation development comprising 247 high quality residential studios, all of which are let and occupied. The entire site is supported by a new, multi-storey car park featuring 700 spaces for visitors and residents.

Given the success at Number One First Street and increasing demand for high quality commercial space, First Street Central will incorporate further commercial/office developments. Planning applications have now been submitted for the next phase of commercial development, which comprises a new 235,000 sq ft building, with a potential pre-let for 50,000 sq ft to a major international organisation. Construction of this building is scheduled to start in October 2015 with completion in early 2017.

The revised development framework outlines First Street South as an ideal development opportunity to deliver an outstanding mixed use neighbourhood.

First Street South will link amenities through the delivery of extensive and high quality public realm, which will enhance the neighbourhood and deliver a true sense of place. A mix of low, medium and high rise residential accommodation is envisaged.

The Creative Ribbon illustrates the opportunity presented at First Street to extend and enhance a range of creative and cultural uses, such as low cost, creative hubs to further develop the city’s creative business sector. The development of the Creative Ribbon will augment existing creative and cultural businesses in the area, including the Hotspur Press building, and from Oxford Road and Whitworth Street West to Castlefield and Knott Mill. This development will ensure that First Street is appealing to a variety of businesses from start ups to larger organisations, and across a wide scope of creative business sectors.

See Appendix 2 – Neighbouring Regeneration Initiatives.
DEVELOPMENT PRINCIPLES

The following principles require consideration in any redevelopment proposals, in the context of the site’s key strategic location in the southern gateway, and as a key driver of the city core’s continuing economic and residential growth:

A comprehensive approach to development is required to maximise the site’s development potential and ensure that it contributes fully to the City’s Residential Growth Strategy;

Create a high quality, landmark development reinforcing the site’s key frontages;

Create enhanced public pedestrian connections and active frontages, thereby improving the permeability and access into/through the site;

Use of flexible building typology that can be configured to fit a range of uses, enabling a mix of activities to co-exist and animate the public realm;

Provide high quality and relevant public spaces;

Provide a variety of buildings within a unified public realm;

Access, servicing and parking should be consistent with the guide for Development in Manchester, should address the issues of off-street parking and segregate, where possible, servicing and public access.

In terms of buildings and public spaces, the gateway location demands that new developments must be of an exceptional quality to match and signify the importance of this strategic site;

Development must integrate effectively within existing surroundings and future development proposals, by creating an urban form that achieves connectivity within the evolving physical environment.

Supports the Residential Growth Strategy by providing a high quality neighbourhood-of-choice where people will choose to live, and providing housing choices in the City Centre.

Residential Development must comply with the London space standards which have been adopted by Manchester City Council as an interim minimum acceptable unit size. The City Council is developing a residential development design guide and development will be expected to comply with the principles of this emerging design guide.

Any Market Rental product to be built on the site will comply with the adopted Manchester Market Rental Strategy (Item 8 on the attached link www.manchester.gov.uk/meetings/meeting/2155/executive)

A capacity study has been carried out in respect of residential development of the site and indicative options can be provided on request.
EXPRESSION OF INTEREST

At this stage Manchester City Council is inviting expressions of interest from prospective bidders. The closing date for receipt of initial expressions of interest is Friday 9th October 2015, following which the City Council will shortlist those parties who will be invited to join the next round of the bidding process.

At this stage prospective bidders should provide a brief submission detailing their interest, including:

- Proposed team
- Relevant experience
- Concept proposals for the site based on development principles already outlined.
- Indicative programme

DISPOSAL AND TENURE

The land is to be disposed of by way of a conditional agreement for lease and long lease of 200 yrs. Headline conditions will include, but not be limited to:-

- Detailed scheme
- Funding strategy
- Estate Management strategy
- Development programme
- Planning

Manchester City Council may reserve the right to place a legal charge on the land in its favour until the final tranche of any payment, including overage, has been received.
The site is ideally situated for access via public transport, with Bus, Rail and Metrolink networks operating frequent services in the vicinity of the site.

The site is also served by several surface and multi-storey carparks.

The surrounding community is benefitting from infrastructure investment in the second city crossing, upgrades to Deansgate rail and tram stations, Oxford Road Station redevelopment.
Appendix 2: Neighbouring Regeneration Initiatives

There is a high concentration of redevelopment, masterplan and framework initiatives neighbouring the site. The Little Peter Street site must compliment these developments to create a unified community of living, working and leisure uses in this part of the city.
Appendix 3: Environmental, Levels, Movement, Frontage, Uses, Heights