Water Street Strategic Regeneration Framework

Nov 2016

Rev A
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Executive Summary

Water Street Strategic Regeneration Framework

The Water Street Strategic Regeneration Framework (SRF) was originally published in December 2010. There is now a need to refresh the SRF to reflect changes in Manchester’s economic priorities and market conditions as well as the site’s strategic planning and regeneration context.

This update is focused on the 1.8ha Manchester Industrial Estate which remains undeveloped to date. This is in light of progress made in relation to the wider 2010 SRF area which also included Potato Wharf and land to the west of Water Street, now referred to as Trinity Islands.

The first two phases of Potato Wharf have been completed, with phases 3 and 4 now the subject of live planning permissions. Trinity Islands forms part of a wider masterplan and Strategic Regeneration Framework for St John’s (endorsed February 2015 and currently being updated).

The Manchester Industrial Estate continues to be an important opportunity to deliver much needed new homes as part of a residential led mixed use development. This opportunity is highlighted by a number of positive characteristics which include:

1. The site’s natural and man-made characteristics include its listed viaducts, canal arms and the River Medlock. The site also has a richly layered history focused on its positioning within the Castlefield Conservation Area. This context and these features provide a natural impetus and focus for creating a neighbourhood with a real sense of place, a place that is distinctive and has identity, attractive, sustainable, and importantly which can offer a real sense of community.

2. The site can become a natural extension to the characterful and highly successful neighbourhoods of Castlefield and St John’s it adjoins, through the creation of strong connections, and in turn assist in reinforcing and adding value to those places.

3. In this regard, Potato Wharf has already delivered good quality, successful residential development. It adjoins the very heart of Castlefield, one of Manchester’s premier residential areas and leisure destinations. St John’s is gathering real momentum. The introduction of the Factory Theatre in very close proximity to the site, as well as planned enhancements to MSI, will inject hugely positive momentum into this part of Manchester. Beyond St John’s is the now largely completed Spinningfields which acts as a focal point for Manchester’s impressive growth in business services over the last 15 years; and also now constitutes a leisure destination in its own right.

4. In the wider context, Manchester City Centre has, over the last twenty years, been transformed into one of the most vibrant locations in Europe. It offers a range of bars, restaurants, cafes, galleries, theatres, sporting and entertainment destinations. It has a cultural and leisure buzz that attracts a wide variety of workers, residents, students and visitors. The SRF area is likely to be an attractive location to those who want to live within the wider City Centre.

In addition, Manchester City Council’s acquisition of a major portion of Manchester Industrial Estate alongside an area retained by Big Yellow affords the opportunity to accelerate the delivery of high quality residential development to meet the City’s rising demand for more homes.
Executive Summary

Strategic Context

In terms of housing, Manchester’s strategic policies clearly focus on the need to deliver a significant number of new homes (25,000 over the next 10 years according to the Residential Growth Strategy) in order to support Manchester’s growing and diversifying population, changes in household formation, and the impetus created by an increasingly younger demographic. Without the right kind of new housing, Manchester will not be able to sustain or maximise its positive economic growth projections. Equally, without creating the right kind of neighbourhoods, it will not be able to either retain or attract talent to Manchester, nor will it be able to more generally raise quality of life.

Redevelopment of this out-moded and underutilised industrial estate, facilitated by the Manchester Place Initiative, has an important role to play in delivering exemplar residential development. This development of housing on the site would be for sale and rent to support a range of occupiers. This will take place alongside a new self-storage centre to be developed and operated by Big Yellow Self Storage Company Ltd. Big Yellow has been a pioneer in the self-storage industry and one of the first operators to focus on providing the highest quality service to its customers. A growing demand for self-storage space has been identified in the local area from both residents and businesses. The masterplan proposals in this SRF demonstrate how this use can be successfully integrated into the area and Big Yellow is fully committed to this investment.

Design Principles & Masterplan Options

The SRF development principles and illustrative masterplan options provide guidance and a clear demonstration of how new development can be managed to realise these opportunities in a manner that maximises their contribution to Manchester’s strategic objectives. In summary, key principles include:

- Maximising visual connectivity to the listed viaducts through the geometry and alignment of buildings and streets.
- Maximising views towards the River Medlock through the north-south linear arrangement and configuration of building blocks whilst minimising single aspect north-facing apartments.
- A permeable development, promoting strong connections through the site and with adjoining areas by repairing and extending the existing urban grain. The proposed network and hierarchy of streets and spaces will be designed to manage vehicular, cycle and pedestrian traffic through the careful design of shared routes and surfaces, ensuring pedestrian priority is maintained and to ensure that pedestrians are not at risk from unexpected vehicular movements. These pedestrian and cycle priority streets will be activated by a mix of town houses and retail/leisure spaces.
- The development should be focused on delivering a new waterside amenity space, offering a mix of soft and hard landscaped areas adjacent to the River Medlock. This is an opportunity to create a distinctive and appealing area that affords a southerly aspect in the setting of the Victorian viaduct.
- In response to orientation, the scale and massing of blocks should be modulated and offset to promote daylight penetration into the public realm and rooftop amenity spaces.
- In this regard, the SRF update proposes a strategy for the provision of car parking within basement and podium areas in order to meet forecast demand. The strategy has been identified as a means of incorporating car parking requirements in a manner that does not detract from the place-making and wider urban design strategy for the site.
- It has been identified that there may be a requirement for a new primary sub-station and electricity sub-station in order to meet the full development potential of this part of the city centre. In this regard a detailed options appraisal will be undertaken in order to sensitively locate any substation with the study area.

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Executive Summary
1.0

Introduction
1.0 Introduction

Water Street Strategic Regeneration Framework

1.1 In October 2011, Manchester City Council’s Executive Committee approved a Strategic Regeneration Framework (SRF) for an area of Castlefield adjoining Water Street. The area covered by the SRF included land to the east of Water Street known as Castlefield Industrial Estate and beyond that an area known as Potato Wharf adjacent to the Cheshire Lines Viaduct. This part of the SRF area is bordered by the Cheshire Lines Viaduct and is partially developed for residential uses. The remainder of this area was in use as a concrete batching plant. To the west of Water Street are two island sites used as surface car parking.

1.2 The SRF area fell into 3 principal ownerships with Lend Lease owning the Potato Wharf residential sites, Big Yellow owning Castlefield Industrial Estate and ITV owning the two island sites. In addition, Manchester City Council is the owner of the grass verge adjacent to the Industrial Estate and bordering with Water Street and Davison Street. At the time the SRF was being prepared, all three owners were considering their future development strategy for the site. In particular, Big Yellow were looking to drive forward a mixed use scheme on their land for residential and commercial development including a Big Yellow Self Storage facility.

1.3 The site’s multiple ownerships and overall level of development interest, combined with the scale of the development opportunity, the proximity to Castlefield and the overall prominence of the site at a key interface between the Inner Ring Road and the city centre meant that the 2011 Water Street SRF was required to ensure a cohesive masterplanning and development strategy for the site that would complement the City Council’s economic and wider strategic policy objectives.

1.4 Accordingly, the previous SRF provided a vision to create a vibrant, mixed use community within a revitalised area of the City which at the same time would importantly, provide the missing link and connectivity between Castlefield, the City Centre and Central Salford.

1.5 Such integration was to be reinforced by new areas of attractive public realm where commercial occupiers, residents and visitors alike would want to visit, spend time and move through to adjoining areas. For many years, the area had been in decline and suffered from a lack of investment. It suffered from an under utilised, poor quality public realm and lack of townscape that wasn’t in keeping with the character and appearance of the Castlefield Conservation area.

1.6 The previous SRF suggested how the area could be transformed to maximise regeneration benefits for Castlefield and enhance the amenity and accessibility to adjoining communities, whilst complementing the City Council’s wider regeneration objectives.

1.7 Now, five years since the adoption of the previous SRF, there is a need to review and update the strategy for the area based on the City’s updated strategic policy context and regeneration priorities for the area. An updated planning and development context in terms of committed development and adopted frameworks on adjoining sites, as well as a significantly different market and economic context demands an updated delivery strategy for the comprehensive regeneration of the site. The nature of this updated context is set out in detail within the following sections of this report.

1.8 Specifically in relation to the Water Street SRF area as originally delineated in 2011, significant progress has already been made in terms of establishing updated proposals that will support and deliver these changing priorities. In this regard, Planning Permissons for the entire Potato Wharf sections of the report have been secured by Lend Lease for residential development that is largely in keeping with the 2011 strategy. In addition, the ownership of the former ITV island sites has transferred to Allied London who have established a revised masterplanning strategy that has been adopted by Manchester City Council as an extension of the St John’s masterplan and Strategic Regeneration Framework which relates to the former ITV Estate in its entirety.

1.9 As a consequence, this update is focused on a revised and complementary strategy for the Castlefield Industrial Estate area of the site which remains in part ownership by Big Yellow and has in part been transferred into the ownership of Manchester City Council, for the purpose of facilitating the delivery of a high quality residential neighbourhood. This aspect will be taken forward through Manchester Place which is a Government-Council partnership that is speeding up the supply of new homes across the city by getting sites ready for development into high quality neighbourhoods and working with investors, developers and others to increase and accelerate the delivery of a wide range of quality new housing to support the region’s strong economic growth.

The Water Street SRF should be read in conjunction with the St John’s Strategic Regeneration Framework update, which is published concurrently.
The Study Area Opportunity

1.10 The study area, focused on the Castlefield Industrial Estate, relates to a 1.8 ha area of land situated within the Castlefield area of Manchester City Centre, located in the south west of the city, see plan on page 7.

1.11 The study area is currently occupied by light industrial sheds and vacant sites, which creates a bland and undefined appearance that detracts from the quality of the environment within this part of the historically significant Castlefield Conservation Area. The wider area forms an important part of the City’s industrial heritage and the site presents a major development opportunity to further unlock Castlefield’s potential as a successful mixed-use quarter of the City Centre and specifically to promote a high quality residential neighbourhood that will also deliver a critical mass of city centre quality uses that complement and adds value to the quality of uses delivered or planned within the adjoining areas.

1.12 Currently, the Water Street Strategic Regeneration Framework (SRF) area is somewhat disconnected from the heart of the Castlefield Conservation area, the City Centre, and surrounding communities both physically and also in terms of its character and function. Developing the site can therefore assist in knitting together these existing and future regeneration areas. The Water Street area presents a unique economic and regeneration opportunity due to its location on both the River Medlock and surrounding areas. The Water Street area has the potential to release a key strategic and gateway site that could aid in both the transformation of the southern approach of the City Centre and contribute to unlocking the potential of the River Medlock. As such, the site offers significant potential to provide high quality residential development to complement the City’s ambitions to deliver new housing, set amongst new high quality public realm that enhances the City’s green infrastructure and existing natural assets and provides wider public benefits in terms of public space.

1.14 Key components of the Study Area’s potential can be summarised below:

Proximity to a Thriving City Centre
The study area is located within the south west of the City Centre’s ever expanding employment offer, its diverse range of amenities, its outstanding retail and leisure offer and its expanding cultural offer. Over the last twenty years Manchester has been transformed into one of the most vibrant cities in Europe. It offers a range of bars, restaurants, cafes, galleries, theatres, sporting and entertainment destinations. It has a cultural and leisure buzz that attracts a wide variety of workers, residents, students and visitors. The study area is likely to be attractive to live within the wider City Centre.

Adjacency to Other Emerging Regeneration Areas
Creating a coherent strategy aligned with the future development of both the St John’s, the wider Castlefield Area, Central Salford, Great Jackson Street and beyond, as detailed later in this Framework, is crucial to the success and value added potential of the Water Street SRF area. These areas will be transformed in the coming years into neighbourhoods of choice comprising a mix of residential dwellings, retail and restaurant units, offices, event spaces and theatres, creating a truly unique and vibrant addition to the city centre, which the principles of the Water Street SRF should seek to complement.

Exceptional Transport Connections
As long distance commuting continues to become more costly, unsustainable and time consuming, locations such as Castlefield will become increasingly attractive places to live due to their proximity to the city centre and access to employment opportunities and public transport connections. The study area is extensively served by good transport links and high quality existing infrastructure and the significant investment in the City’s public transport infrastructure will ensure Manchester is better connected and has the capacity to grow. Both the Deansgate and Combermere Metrolink stops lie approximately 1.5 miles from the site, providing access to a range of destinations across Greater Manchester. Similarly, Oxford Road and Deansgate train stations and major bus corridors are all within walking distance. The site is adjacent to the City’s Inner Ring Road (IRR), which connects into both key arterial routes and the national highway network.

Available and Development Ready Land
The study area is within the ownership of Manchester City Council and Big Yellow who together with adjoining land owners are working in partnership to ensure a comprehensive and deliverable scheme is brought forward. The site is ready to be developed either as a whole or as individual elements, which sets it apart from other areas in the City Centre as a development opportunity.

The Site’s Attributes and Character Features
A section of the River Medlock runs along the southern edge of the Framework area providing an excellent opportunity to open up this section of the River. The creation of a residential neighbourhood at Water Street would benefit from the amenity value of the riverside location and associated new areas of public space, residential amenity space and new connections across the site. In addition, there is an opportunity to create a form of development that connects its residential heart to the wider Castlefield Area as well as back to the city centre, St George’s and Central Salford. This is both in terms of physical connections, functional connections (in relation to the quality and complementary nature of the uses) and in terms of visual connections to the site’s principal heritage features which relates to its transport infrastructure of canal basins and Listed Railway Viaducts. New development should celebrate these features and the connections provided to the City’s History to create a distinctive sense of place.

1.15 To realise this potential, and in order for the site to contribute to wider City Centre regeneration objectives, the area requires a strategy to maximise regeneration benefits for Castlefield, which can be delivered in phases. This would provide sufficient flexibility to take into account both current and future market conditions. The area must positively contribute to the historical character and heritage of the Castlefield Conservation area and complement the vibrant mix of uses that characterises the surrounding area now and in the future. By contributing to the vibrant mix of uses and economic generators that comprise the local economy in the Castlefield area, the Water Street SRF area has the potential to significantly contribute to the economic growth of the regional centre as a whole.

Report Structure

1.16 The remainder of this document is organised as follows:

- Section 2: Key Parties and Ownership
- Section 3: Strategic Policy and Regeneration Context
- Section 4: Economic Context
- Section 5: Historic Context
- Section 6: Study Area Analysis
- Section 7: Development and Urban Design Principles
- Section 8: The Masterplan
- Section 9: Highways Considerations
- Section 10: Implementation and Phasing

1.17 The purpose of this document is to guide the future development of the Water Street Area, ensuring that opportunities for residential development are brought forward in an appropriate manner to complete the creation of a distinctive and successful city centre neighbourhood.

1.18 The planning status of this document following its adoption by Manchester City Council, will be as a material consideration in determining all planning applications relative to the study area. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the adopted policies of the Council’s up-to-date Core Strategy.
2.0 Key Parties & Ownership

Big Yellow Self Storage Company

2.1 Big Yellow was previously the owner of the long leasehold of the Castlefield Industrial estate, which forms a significant component of the SRF area as detailed below. Big Yellow has since transferred this land to Manchester City Council to consolidate their ownership of the SRF area to a 0.83 acre plot of land to the north of the site.

2.2 Big Yellow currently operates 4.6m sq. ft. in over 73 stores and has identified that there is a growing demand for self-storage facilities from both business and residents in Manchester City Centre and there is currently a gap in provision for such a facility, which can be addressed through developing part of the Water Street site for this use. This demand is supported by the rapid economic and population growth in recent years, and is driven, in part, by future growth in this industry derived from SMEs choosing self-storage as an innovative and cost effective method for handling stock.

Manchester City Council (MCC)

2.3 As mentioned, Manchester City Council now owns the balance of the Castlefield Industrial estate site identified at plot C which is bounded Water Street to the north, the River Medlock to the south, New Elm Road to the east and Dawson Street to the west as identified in figure 2.1. The SRF proposals have been brought forward in collaboration with the City Council with a view to ensuring that they support: the regeneration objectives of Manchester as a whole; the ongoing revitalisation of Castlefield and the success of the surrounding adopted Framework Areas such as St Johns and Great Jackson Street, amongst others.

2.4 The land owning partners have worked in partnership throughout the formulation of these proposals, in order to ensure redevelopment is brought forward within the framework area through a comprehensive coordinated approach and in order to secure an appropriate development partner for the site. The land ownership structure of the Site is defined in Figure 2.1.

Network Rail

2.5 A 0.1 ha strip of land adjacent to the Listed Cheshire Lines Viaduct to the north east of the SRF Area is required to ensure the delivery of the Ordsall Chord, which is due for completion by Network Rail in December 2017. To facilitate the delivery of this key infrastructure project, Network Rail will assume control of this land in 2016, which is currently owned in freehold by Manchester City Council and leased to Big Yellow.

Other stakeholders

2.6 The SRF Study area also has the ability to support the emerging proposals for the Factory, a new multi-purpose arts venue to be located on within St John’s, through the provision of car parking which will be used to providing parking spaces to visitors of the venue. The ambition for the delivery of this car park is reflected in the principles contained in this SRF document.
3.0 Strategic & Regeneration Context

The previous Water Street Strategic Regeneration Framework (2011) sought to provide a framework to inform the much needed comprehensive mixed-use regeneration of a major zone of the City Centre at a prominent point of entry to it. Now, five years since the adoption of the previous SRF proposals for Potato Wharf and former ITV owned sites have come forward; Potato Wharf is now on site with Phase two of the scheme and a planning application for Trinity Islands is due to be submitted late 2016 following its incorporation into the St Johns SRF.

As a result, a new strategy is required for Manchester Industrial Estate to help better align the area with the current market as well as emerging proposals coming forwards on adjacent and surrounding sites, thus forming the basis and rationale for bringing forward a new Strategic Framework for the area. The key strategic policies relevant to the site on a national and local level are detailed in the paragraphs below.

Northern Powerhouse

3.3 The Northern Powerhouse will utilise the combined agglomeration benefits of the key centres and economic assets in the North of England, the combined population of which could compete with cities at a global level, to deliver economic growth. It also aims to complement with London in the South, as a way of re-balancing the national economy. The intention is to create a single market for people, goods and ideas, which will drive the growth of the knowledge economy. It will promote access to skills, ease of travel and the ability to create talent clusters crucial for the skills of the region and the requirements of local businesses.

3.4 Central to the vision is the creation of a world class transport system which links up the cities and towns in the North to allow them to function as a single economy. Strong transport connections will provide the foundations to build the Northern Powerhouse, allowing it to compete with the best performing regions of Europe. This in turn will attract investment from overseas, further driving growth and creating a North which is a global centre for innovation and trade. As the North of England’s largest conurbation, and a city which has already been given a number of powers through devolution by central government, Greater Manchester is at the heart of the Northern Powerhouse agenda.

3.5 The March 2016 budget builds on the plans for the northern powerhouse. The budget commits £500 million to develop plans for the development of ‘Northern Powerhouse Rail’, an improved east-west rail, with the aim of reducing journey times from 90 minutes to approximately 30 minutes between Leeds and Manchester. In addition, £75 million is committed to develop plans for a 16-mile road tunnel under the Peak District to speed up journey times between Manchester and Sheffield. Construction on both projects will begin in 2020 at the earliest.

Manchester Strategy 2016-2025

3.6 The Manchester Strategy replaces the Manchester Community Strategy 2006 – 2015. The revised Manchester Strategy sets out an ambitious vision for the City over the next decade, which includes the necessity to create a place which is attractive, clean and green, where residents from all backgrounds feel safe, can aspire, succeed and live well.

3.7 It seeks to secure the city’s position as a world class city:

- with a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, creative and digital business, cultivating and encouraging new ideas;
- with highly skilled, enterprising and industrious people;
- that is connected, internationally and within the UK;
- that plays its full part in limiting the impacts of climate change;
- where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- that is clean, attractive, culturally rich, outward looking and welcoming.

3.8 The Manchester Strategy recognises that more jobs are being created in new sectors and that there is a growing and changing population. The City needs to respond and provide for this changing market. This means proving the right environment for growth and the right housing.

3.9 In order to ensure a ‘thriving and sustainable city’ the Strategy outlines its approach to supporting a diverse and distinctive economy that creates jobs and opportunities. Businesses are already investing in Manchester because of the talent, diversity and size of the labour market and to remain competitive internationally it is recognised that we continue to ensure that Manchester is a liveable city. It is outlined that Manchester will continue to plan for space for business to grow. Including planning for the re-use of existing buildings whilst ensuring that there is a good supply of space for well-designed large office buildings to meet the needs of professional and service industries in locations such as Spinningfields, Airport City and Piccadilly, whilst also providing bespoke space for creative and science sectors.

3.10 To meet requirements for providing a ‘liveable and low carbon city’ the Strategy outlines it’s approach to delivering a destination of choice for people to live, work and visit. Manchester will pursue growth in new residential accommodation whilst also ensuring that the basics are right in terms of ensuring that the City is clean, safe and welcoming. The Strategy continues to support growth with well planned communities, with highest densities of housing, to be located in places that are best connected to public transport. Alongside new housing the strategy also outlines the importance of providing good quality public space for people to relax, enjoy and exercise.

Stronger Together: Greater Manchester Strategy (2013)

3.11 The Greater Manchester Strategy was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). It identified priorities to enable the Manchester City Region to pioneer a new model for sustainable economic growth based around a more connected, talented and greener City Region.

3.12 The Association of Greater Manchester Authorities (AGMA) approved an update entitled Stronger Together: Greater Manchester Strategy 2013-2020 (GMS 2013-2020) in November 2013, which reviews and refreshes the strategy approach to growth in the Manchester City Region taking into account the current global, national and local economic challenges. Stronger Together is the sustainable community strategy for the Greater Manchester City Region.

3.13 The vision and objectives for the Study Area have been driven by, and will clearly support and align with, the overarching programmes being promoted by the City Region via GMS 2013-2020. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

3.14 By supporting new residential development at the application site, a number of the GM Strategy’s key growth priorities will be met as set out in Figure 4.1.
3.15 Manchester Core Strategy (2012) There is an opportunity to provide strengthened, high-quality connections between the City Centre and the Study Area and the surrounding regeneration areas including Castelfield, the emerging St John’s Neighbourhood and the wider city centre.

3.16 The adopted Manchester Core Strategy sets out the City Council’s Vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that Vision. It provides a spatial strategy for growth, which supports the key priorities as identified in the GMS 2013-2020, identifying that Manchester will be the driver of the City Region economy due to the location of key assets in Manchester City Centre and the Regional Centre.

3.17 Part of the Study Area falls within the defined Regional Centre as set out in Policy EC3. The Study Area has the potential to contribute strongly to a wide range of Policy EC3. The Study Area has the potential to contribute strongly to a wide range of the defined Regional Centre as set out in Policy EC3. The Study Area has the potential to contribute strongly to a wide range of priorities as identified in the GMS 2013-2020, identifying that Manchester will be the driver of the City Region economy due to the location of key assets in Manchester City Centre and the Regional Centre.

3.18 Policy SP1 Spatial Principles: there is an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a district environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas. The SPF Area is located within the Central Manchester Regeneration Area within the Castelfield district.

3.19 Policy EC3: The Regional Centre: employment generating uses will be promoted within the Regional Centre. New housing to complement the development of mixed use employment areas will be supported.

3.20 Policy CC3: Housing: The City Centre will see the most intensive development of housing in the City. It is expected that a minimum of 16,000 new units will be provided from 2010-2027. Key locations for the residential development will be Castelfield, Piccadilly, the Southern Gateway and the Northern Quarter. The Water Street SPF Area is located within Castelfield.

3.21 Policy CC5: City Centre High Density Development: City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

3.22 Policy CC9 Design and Heritage: Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.

3.23 Policy H1: Overall Housing Provision: New residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes.

3.24 Policy H5: Central Manchester: over the lifetime of the Core Strategy, Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre.

3.25 Policy EN1: Design Principles and Strategic Character Areas: The Study Area forms part of the City Centre Character Area, which should be considered in bringing forward development. The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City’s permeability should be considered in all proposals.

3.26 Policy EN2: Tall Buildings: proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively towards sustainability and place-making and will bring significant regeneration benefits. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites that can be easily served by public transport nodes.

3.27 Policy EN4: Reducing CO2 emissions by Enabling Low and Zero Carbon Development: where possible new development projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

3.28 Policy EN6: Target Framework for CO2 reduction from low or zero carbon energy supplies; new development will be expected to make a contribution to the Council’s carbon reduction requirements by meeting the targets set out in the Core Strategy as a minimum.

3.29 Draft Manchester Residential Growth Prospectus (2013) and Residential Growth Strategy (2016)

Policy EN9: ‘Green Infrastructure: Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

3.30 Recognising the critical relationship between housing and economic growth, Manchester City Council has prepared a Residential Growth Framework (approved by the Council’s Executive Committee on 2 March 2016). The starting point was the Residential Growth Prospectus approved in June 2013 and the urgent need to build more new homes for sale and rent to meet future demands from the growing population. The 2013 Prospectus sought to address undersupply and in particular the development impasse, that had until recently been evident in the ‘downturn’ years across all house types and tenures in the City.

3.31 A key aspect of the Council’s supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

In a different context, this could be a strategic document or report discussing the development of a framework for growth and infrastructure in Manchester, identifying key areas for development and the role of the Council in promoting these developments. It outlines the priorities for growth set out in the Greater Manchester Strategy (GMS) 2013-2020, and the Manchester Core Strategy (2012) which sets out the City Council’s Vision for Manchester to 2026. The document highlights the potential for significant development in Manchester City Centre and the Regional Centre, including new housing developments and the importance of preserving historical and architectural heritage. It also discusses the role of green infrastructure in enhancing the quality of new developments and creating sustainable linkages. Overall, the document aims to guide future growth and development in Manchester in a way that supports economic growth and sustainability.
3.0 Strategic & Regeneration Context

3.35 The priorities identified to support the City’s sustained growth are outlined opposite:

**Priority 1**
Increase housing building on existing and new sites

- Locate higher density developments towards district centres and transport hubs, and particularly in the conurbation core, and north and east Manchester;
- Focus housing in locations with good access to employment and education.

**Priority 2**
Improve quality and sustainability of new housing through emphasis on the need to deliver

- Improve waste and recycling infrastructure;
- Create new green spaces;
- Deliver low carbon spaces; and
- Improve provision for walking and cycling.

**Priority 3:**
Increase the opportunities for home ownership

- Address the risk of an affordability gap developing between income and housing costs;
- Ensure affordable housing is appropriate for the needs of the city and not necessarily being constrained by traditional definitions; and
- Attract and retain middle income home buyers.

**Priority 4:**
Expand the family housing offer

- Focus on delivery of family housing in parts of the City Centre identified as having large household sizes; and
- Ensure family housing is supported by appropriate facilities.

**Priority 5:**
Professionalise private rented sector (PRS) across the City

- Develop PRS as an asset to the overall residential mix, particularly regarding retention of existing social housing.

**Priority 6:**
Provide appropriate housing options for retirement living

- Develop innovative solutions for young people and the elderly.

3.36 The overarching aspiration is to develop neighbourhoods of choice. There is a need to improve equality amongst the city’s residents in terms of housing choice, quality, affordability, which will help to develop strong communities.

3.37 Locations at the edge of the City Centre have been put forward as strong and appropriate locations for future residential growth where the conditions are right for development to come forward promptly and the Water Street SRF Area is a prime example of this.

**Irwell City Park**

3.38 The potential of the River Irwell to act as a vital link between the many different initiatives, and to link together Manchester and Salford, is recognised via the Irwell City Park Planning Strategy. The aim is to establish the Irwell City Park (ICP) as a new and exciting urban park, through the restoration of the River Irwell. This will act as a catalyst to attract new waterfront development and activities, and will link neighbourhoods and communities within the Regional Centre.
3.0
Strategic & Regeneration Context

Figure 2
1. Castlefield
1A. Vie
1B. Saint George’s
2. Spinningfields
3. First Street
4. Great Jackson Street
5. Whitworth Street
6. NOMA
7. Retail Core
8. Middlewood Locks
9. Salford Central
10. Piccadilly Gardens
11. Medieval Quarter
12. New Islington
13. Greengate
14. Piccadilly SRF area
15. Mayfield
16. Victoria Station and New Victoria
17. The Corridor
18. The Civic Quarter
18A. St Peter’s Square
18B. Manchester Central Interchange
19. Boddingtons Brewery Site
20. Green Quarter
21. St John’s
22. Water Street
23. Combrook Hub
24. Lower Irk Valley
25. New Cross
26. Ancoats
27. Collyhurst

Key
- SRF boundary
- Regeneration boundary
- City centre ring road
- Irwell City Park
- Existing Metrolink
- Proposed Metrolink
- Railway
- Waterway

Figure 3.1
3.41 St John's is identified as a remarkable section of riverside walkway, car parking and cycle parking. In addition, an application for Planning Permission for Central Village and Tower 1 was submitted in October 2016. This scheme comprises a 36 storey residential tower with retail at the ground floor and a 7-8 storey mixed use building with retail uses and workspace on the lower floors. The two elements are designed within a high quality new public realm. An application for Planning Permission and Listed Building Consent for the Factory, Manchester was submitted in October 2016. Factory Manchester will provide a large-scale, ultra flexible venue aligned with the vision of Manchester International Festival and providing multi-purpose spaces, which has the ability to host a wide variety of activities at the same time. Its flexible performance spaces will be used for theatre, music, dance, art and other performance-related events and conferences.

3.39 The Water Street SPF area has a unique blend of characteristics which provide an opportunity for the City Centre to continue its successful regeneration and drive economic growth across the City Region. The site is located within the city centre, the principal driver of economic growth in the City Region, and has the advantage of a gateway location. It has immediate accessibility to the Inner Ring Road and good public transport connections. It also has natural and man made assets – the River Medlock and the industrial character of the Castelfield Conservation Area, including the Listed Viaducts which offer the opportunity to provide a distinctive new area of Manchester in terms of appearance and functionality.

3.40 Further to the site specific qualities, the Water Street SPF area is within close proximity to a number of unique regeneration initiatives, which it must be successfully integrated with to ensure a holistic and comprehensive approach to the redevelopment of Castelfield as a whole. A significant amount of the St John’s masterplan has now secured detailed Planning Permissions, or is currently the subject of live or pending planning applications.

3.42 Planning Permission has also been granted in October 2016 for St John’s Place. This will provide four buildings (52, 18, 8 and 4 storeys respectively) comprising residential uses (387 apartments), 2 hotels and ground floor retail accommodation with associated public realm including the creation of a section of riverside walkway, car parking and cycle parking.

3.43 Applications for Planning Permission for Central Village and Tower 1 were submitted in October 2016. These further phases will deliver residential, retail and leisure uses combined with workspace. The Trinity Islands planning application will include a new education facility. This proposal has been developed in order to provide natural synergies with the Factory and other cultural uses within the St John’s area.

3.44 This area, situated to the east of the Water Street SPF area, benefits from an existing Strategic Regeneration Framework. The 2015 Framework is an update to the previously adopted Great Jackson Street SPF first adopted in 2007. The approved frameworks together define a strategy for scale, massing and mix of uses for the area that signal the site as a significant point of entry into the city. The framework’s establishment 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.

3.45 Some of the key principles identified in the framework include:

- Creation of a residential neighbourhood which benefits from the amenity value of the riverside location.
- Providing commercial space at ground/first floor levels in key locations where it will be attractive to small businesses.
- Providing a new large public space terracing down to the River Medlock.
- Clustering buildings to allow sunlight to penetrate through to the large public space throughout the afternoon and early evening.
- Clustering taller buildings to enable them to be visible from key vantage points.
- Taller buildings should be located to define the edge of the Framework Area.

3.46 The 2015 Framework divides the site into two plots. A planning application has recently been submitted on Plot A for a series of tall residential buildings which is the first site to come forwards in the framework area.

3.47 Spinningfields is located to the north of the framework area and is considered the distinctive commercial heart of the City, home to a number of high profile companies operating on the international stage. The long-term approach to developing the estate by developer Allied London is reaching completion, with construction of the XYZ Building having commenced in October 2014, Planning Permission for 1 Spinningfields was granted in January 2014, with demolition works on the existing Quay House completed in July 2015, and is now due to be completed by developer Allied London.

3.48 Spinningfields has been a key location in the growth of the City Centre economy, and in turn that of the City Region, and is now established as a world class office destination for financial and professional services and a wider mix of uses including high quality civic, residential, hotel, leisure and retail space.

3.49 The estate represents the largest city centre office scheme in the UK and is home to a prestigious range of tenants, including Bank of New York Mellon, Barclays, Pinstone Masons and the North West Head Quarters of RBZ Spinningfields is an award winning mixed-use development accommodating global businesses, high-end retailers and a range of leisure uses, set within a high quality public realm.
Water Street Strategic Regeneration Framework - Rev A

3.0 Strategic & Regeneration Context

HS2 Piccadilly

3.53 In January 2013, the UK Government announced its commitment to Phase 2 of High Speed Rail 2 (HS2). The delivery of HS2 in around 2033 will provide a massive economic boost to the cities of the North of England. The scheme will provide essential additional capacity across the rail network, shorten journey times between Britain’s major population centres, boost the economy and create thousands of jobs. The scheme also has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.

3.54 Specifically, the proposals for HS2 stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas. These world-class transport nodes would connect Manchester businesses to the Europe-wide high speed network, providing multi-modal connectivity to the rest of the region and beyond. At the same time, the Northern Hub rail schemes will bring additional capacity to the classic rail services at Piccadilly Station, by means of new platforms, and improve services and connectivity to and from the city.

3.55 HS2 is forecast to deliver major new employment opportunities – circa 14 million sq ft of new mixed use floorspace including the equivalent of 4,500 homes and 625,000 sq m of commercial floorspace. The additional investment in Piccadilly represents a unique opportunity to transform and regenerate the northern and eastern gateway to the City Centre. This can link to the Council’s aspirations to transform the northern and eastern edge of the City Centre across the Inner Ring Road, and provide important connectivity and opportunities to major regeneration areas in the north and east of the City.

Middlewood Locks

3.58 Middlewood Locks is a new 24 acre mixed use opportunity centred around 3 canal basins, situated to the north of the Water Street, within the administrative boundary of Salford City Council. The site has been master planned to provide over 2,000 new homes and 500,000 sq ft of Grade A office space which will be complemented by hotel, retail and leisure opportunities. The first phase of residential development has been approved by Salford City Council and is due to commence in 2016.

3.59 Drawing upon the natural appeal of the canal, the extensive public realm will complement the development providing a unique sense of place within a cosmopolitan city and a highly attractive environment in which to live, do business and relax. Middlewood Locks is strategically located at Salford’s gateway to Spinningfields, the premier business district of Manchester. Middlewood Locks is also situated adjacent to Salford Central train station which, together, with the surrounding area, is currently undergoing a multimillion pound transformation, creating a destination to rival Spinningfields.

Salford Central

3.60 Salford Central is a 50.4 hectare area focused around Chapel Street and Salford Central Station, also located to the north of the Study Area. The adopted Development Framework for the area seeks to guide comprehensive regeneration with the aim of diversifying its economic base and encouraging new activity through the creation of new high quality commercial and residential properties, leisure uses, dramatic public spaces and new connections to the heart of the City Centre. The Masterplan proposals and framework aim to establish a unique vision for the site and therefore complement the new mixed use neighbourhoods and offer a strong performing and growing commercial setting that appeals predominantly to corporate occupiers and ST Johns providing flexible, managed workspace with a design edge based around Allied London’s ‘Heels’ concept. The Water Street area provides the opportunity to deliver much needed residential accommodation to support this strong performing and growing commercial element of Manchester City Centre and also addresses the current under provision of self-storage facilities in the City Centre.

Salford Central is strategically located in-a-Century opportunity provided by HS2 which has the potential to provide a catalyst which presents a unique opportunity to develop a destination to rival Spinningfields.

Complementing City Centre Regeneration Priorities

3.67 The Masterplan proposals and framework aim to establish a unique vision for the site, which has been developed to ensure that its regeneration will complement rather than compete with the existing city centre regeneration initiatives and that key points of difference can come to the fore.

3.68 On a broader city-wide strategic level, the vision and objectives for the framework areas have been driven by, and will clearly support and align with, the overarching programmes being promoted by the City Region via GMS 2013-2020. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

3.69 As identified above, delivery of the framework area will contribute to the strategic objectives of the City Council through delivering much needed residential accommodation.
This SRF has been prepared to ensure that the opportunity presented by the Study Area’s locational attributes and growth potential is maximised to deliver a range of strategic policy priorities for Manchester City Centre and the City Region as a whole.

This Section describes key aspects of the economic and market context today, which demonstrate that the future investment in, and regeneration of, the Study Area is deliverable and can successfully contribute towards these important strategic priorities.

4.3 The national economy has begun a new growth cycle. While Manchester, because of its diversified economy and expanding business base in key growth areas, has been relatively resilient over these last few years during the economic downturn, the City is at the beginning of another surge of economic and population growth.

Greater Manchester Economic Context

4.4 The January 2016 update to the New Economy Greater Manchester Key Facts outlines that there are 1.4 m people working in Greater Manchester in some 105,000 businesses. It highlights the following key sectors of the Greater Manchester economy and their contribution towards the annual Greater Manchester GVA of £56 billion:

4.5 The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015 prepared by Oxford Economics provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of:

+ 128,300 more people;
+ 109,500 net new jobs; and,
+ £17.3 billion more GVA.

4.6 Greater Manchester’s economic growth continues to be driven by key sectors including professional and business services, life sciences and creative and digital. There are also a significant number of retail businesses in Greater Manchester, representing 12.7% of all businesses (compared to the UK average of 10.9%).

4.7 Reflecting the City’s attractiveness as a place to live, Manchester’s population growth increased by nearly 20% (+80,202) between 2001 and 2011, which is more than double the UK average over the same period. This is a higher level than Greater London (14%) and Inner / Central London (17%) and reflects Manchester’s transformation over the last 20 years into a vibrant European City. Indeed, Manchester is recognised as the fastest-growing metropolitan authority in England. Manchester currently has a population of 520,200, sitting at the heart of a conurbation of 3 million people in the north of England.

4.8 The largest population increases are being witnessed in the age bands that are typically considered to fuel economic growth, i.e. those at University-leaving age and above. Across Greater Manchester, the largest age band growth identified in the 2011 Census was in the 20-24 age band, which increased by 41,400 (25%) since 2001. The 25-29 age group also witnessed a significant increase of just fewer than 30,000 over the same period. This sector of the population creates demand for new lifestyle choices that offer access to City Centre employment and amenities, transport networks in well-managed accommodation built for that purpose. In addition, Manchester has a higher than Greater Manchester average of working-age resident population (classified as 20-64): 65% compared to 58-60%.

4.9 Whilst population forecasts vary, the latest Greater Manchester Forecasting Model projects a population increase in Manchester of 39,300 by 2024. This, together with well-documented trends and changes in household formation, will fuel an increase in demand for accommodation.

4.10 This growing population and changing demographics alongside ongoing economic growth in Manchester results in increasing market demand for new housing to meet the specific needs. This means that there is a requirement for a mixed portfolio of both owner occupier and rented housing.
**Residential Context**

4.11 The Deloitte Manchester Crane Survey (January 2016) outlines that Manchester is showing strong signs in the residential market. The number of residential units currently under construction is the highest since 2008 with 2,982 units under construction as of January 2016; this is almost double the number under construction in the previous year (1,426 units) and is also above the 2002 – 2015 annual average of units under construction.

4.12 The anticipated delivery of units for 2016 is 2,175 and whilst residential development is at its highest in 5 years there is still some way to go to meet the housing needs in Manchester. The below graph illustrates the number of units completed each year from 2002 and those under construction for 2016 and 2017, the graph also illustrates the average completions between 2002 and 2015 at 1,238 p/a.

4.13 Residential development is still lower than the 2006 peak, when over 4,000 units were delivered and there have been noticeable and significant low number of completions over the past five years. This would suggest that there is further scope in the development pipeline for an increase in residential development activity moving towards housing supply targets in support of the City’s economic growth trajectory.

4.14 The market area at the edge of the City Centre has seen a remarkable change over recent years as a result of both market-led growth and regeneration initiatives. The rapid expansion in apartments has led to an increase in the number of people living and working within its boundaries and this growth has resulted in a continuous and on-going expansion of the ‘City Centre’ market into the edge of the city, for example at Green Quarter, Ancoats and New Islington, Sharp Street, St John’s and Central Salford. The Water Street SRF area therefore has a clear opportunity to capitalise on this City Centre expansion and ongoing regeneration of Castelfield.

**Manchester: Residential Development Pipeline**

![Manchester Residential Development Pipeline](source: Deloitte (2016) Manchester Crane Survey 2016)

<table>
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<tr>
<th>Year</th>
<th>Completed</th>
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4.15 Residential development activity in Manchester City Centre and around its edge, as well as Central Salford, has been supported by the Government’s Get Britain Building (G4BB) and Built to Rent (BTR) funds. The rental sector has already seen a boost in investment from the HCA’s BTR initiative, for which Manchester was allocated funding for 2,329 of the 9,955 dwellings nationwide in the second round of funding – the highest of any city outside of London. The BTR market is expected to remain resident and a number of partnerships such as Manchester Life and Manchester Place have allowed development in the City Centre’s edge to accelerate.

4.16 Private Rented Sector (PRS) is set to become increasingly important, reflecting the trend towards this type of tenure both in Manchester and nationally. It is a form of development that, if delivered successfully, can assist in both increasing supply as well as raising the bar in terms of building design and tenure management.

**Pipeline Supply**

4.17 Alongside the increase in numbers of newly started projects during 2015, the planned development pipeline is an encouraging indicator of projected future growth. Planning application activity gives an indication of potential future construction activity. Not since the peak of 2006/7 has the volume of applications for residential units been so high.

4.18 Research suggests that, as of January 2016, there were 21 projects throughout the City Centre and its immediate edge with extant Planning Permissions which could come forward over the next few years to deliver approximately 7,500 residential units.

4.19 The scale of projects in the planning pipeline is significant and this level of proposed developments is expected to continue. They are currently focused on medium to high density schemes with many being billed as PRS, again reflecting both regional and national trends in housing delivery models.

4.20 To provide a better understanding of why Manchester is such an appealing place to live, key indicators relating to its economic success are particularly pertinent. Manchester’s economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. Indeed, Manchester’s economy per capita grew faster than London in 2015.

**Manchester’s Commercial and Business Market**

4.21 Manchester’s economy is large and diverse with over 390,000 jobs in the City in a range of services. The latest GMFM projects employment in Manchester to increase by 42,600 in the period 2014 – 2024.

4.22 The largest numbers of jobs in the City are in the financial and professional services industry. The City has also developed a number of internationally distinctive clusters of creative, media, digital, life sciences and manufacturing industries including the BBC and ITV. These innovative industries are set to grow in Manchester.

4.23 Alongside this Manchester has a thriving design business with 10,000 new design jobs created in the city region between 2012 and 2014. Cultural businesses employ 1,000 directly and this is set to grow with schemes such as ‘The Factory’ coming forward. As well as being a central hub and new home for Manchester International Festival, ‘The Factory’ will also be a commissioning venues creating original works of its own in partnership with leading national and international organisations across theatre, music, dance, technology, film, TV, media and science. The construction sector also continues to grow.

4.24 Such growth will create a diverse workforce in a range of professions including not only those listed above but also supporting industries such as retail, hospitality, teaching, health care and other professions required to support a vibrant, diversifying and growing city and the delivery of residential dwellings is required to support this through high levels of housing delivery.

4.25 With a close proximity to existing and emerging cultural and economic assets such as The Factory, First Street and St. John’s, the Study Area is perfectly poised to contribute to much needed dwellings and provide the transport infrastructure in the form of car parking needed to support the delivery of these world class cultural venues.

**Conclusions & Role of the Study Area**

4.26 In the context of the economic and market rationale provided in the above paragraphs it can be seen that the Water Street SRF study area truly has the potential to be a high quality and sustainable residential led development required to support Manchester’s future growth ambitions. Its location in the south west of the city centre ensures that it is ideally located in a gateway location surrounded by key regeneration initiatives and therefore has the ability to successfully contribute to the physical extension of the city centre and provide a neighbourhood of choice.

4.27 In order to sustain growth within Manchester, the city needs to ensure that adequate accommodation is available for businesses to grow into and for future workers to live in. Residential accommodation in particular has to be located in the most suitable areas that allow the best connections to the major employment sites in the City Centre as well as access to the integrated transport system that connects Greater Manchester.

4.28 The study area’s location in close proximity to the City Centre hub and other regeneration priority areas means that it is ideally positioned to play a role in addressing the urgent need to deliver new housing that meets the demands of the growing workforce and population.
5.0

SRF Study Area
5.1 Site Analysis

Listed Buildings & Site History

5.1 The SRF area falls within the Castlefield Conservation area. Castlefield was originally developed as a roman fort, from which it derived its name – i.e. ‘castle in the field’. The fort site was selected as a location due to its elevated position and the protection offered by the rivers Medlock and Irwell. Over time, a village (or Vicus) emerged within the heart of what is Castlefield today to supply the needs of the roman soldiers.

5.2 Little above ground remains of this fort. In the 1720s, the river Irwell became navigable providing access to Liverpool via the river Mersey. Throughout the remainder of the 18th Century, Castlefield became the hub of a canal network including the Bridgewater and Rochdale Canals, and associated with this new infrastructure, warehouses emerged.

5.3 In the 19th Century, Manchester became the fastest growing city in the world. The canals could not keep pace with Manchester’s economic growth prompting the construction of the railways, the product of which is the massive viaducts which enclose part of the area today.

5.4 A large number of warehouses were built in the area to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th Century. In addition to warehouse construction, a number of other industrial buildings were developed that exploited the site’s access to the rivers Medlock and Irwell; hence the dye works, a tabor and paper mill seen on the 19th Century maps. These rivers, exploited in the past, now present a natural resource and opportunity for the area.

5.5 A revival of interest in Castlefield during the last 20 years, together with the urban renaissance of Manchester City Centre, has led to a significant level of investment in the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The world’s first passenger railway station at Liverpool road is now home to the internationally renowned Museum of Science and Industry, for which further major investment and expansion is under way.

5.6 In contrast to this trend, the zone of the Conservation area covered by the SRF has, to date, largely been left out. At the present time, this part of the Conservation area is very much disconnected both physically due to the surrounding viaducts but also in terms of its character. The tight industrial sheds and vacant sites have no relationship in their design or siting in relation to the Castlefield Conservation Area. They create a bland and undefined appearance, seriously compromising the quality of the environment and disrupting the established urban grain established by earlier phases of development in Castlefield.

5.7 In line with this characteristic, the SRF area does not contain any Listed buildings other than the Grade II viaducts which define its eastern boundary. The main clusters associated with the Castlefield Conservation area are located around the Liverpool Road Station complex and beyond the Cheshire Lines Viaduct within the heart of the Conservation area.

5.8 The main defining aspects of the Conservation area in relation to the SRF area are the physically and visually enclosing Grade II Listed viaducts – the Manchester South Junction and Altrincham Viaduct running at the north to south and the three viaducts running east to west: the continuation of the Manchester South Junction and Altrincham viaduct, and two pieces of the two Cheshire Lines Committee Viaducts.

5.9 The presence of the viaducts means that the site is both visually contained and physically segregated from the heart of the Conservation area. The relationship of the redevelopment proposals to the Grade II Listed Cheshire Lines Viaducts in terms of the effect on their settings and the overall character of the Conservation area is therefore a key heritage and design consideration.

5.10 The presence of the canal basins associated with the Bridgewater Canal, to the south of the river Medlock, are also of historic significance; a legacy of this busy industrial area in the 19th and 20th Centuries. The setting of existing canal arms represents a clear opportunity for the masterplanning of the area.

5.11 The SRF area’s history can be tracked through analysis of a sequence of maps:

+ 1761: Construction of the waterways in the area of Potato Wharf.
+ 1787 – 1803: according to Green’s Map the site remained completely rural.
+ 1832: the site was crossed by two roads, traceable as Potato Wharf and Elm Street.
+ 1848: Altrincham railway constructed along the eastern Boundary.
+ 1896: Liverpool road Station developed and Cheshire Lines Viaduct constructed introducing massive scale.
+ 1909: Little change from 1908 and 1950.
+ 1970: Site cleared and redeveloped as Castlefield Industrial estate.
+ 2002: Construction of the Inner relief road

5.12 The area of Potato Wharf began to be developed with the construction of the waterways in the late 1700’s. The opening of the Rochdale Canal in 1796 created a formal cross route from Castlefield through Ancoats and reinforced the separation between the north and south areas. The industrial complex surrounding the Bridgewater Canal terminus at its junction with the River Medlock at Knott Mill was a country suburb of Manchester surrounded by fields.

5.13 The map of 1800 indicates the speed of development in Manchester at this time. In twenty-five years the area has become more densely built up, the first edition of the OS Map of 1848 shows continuing increases in density of development related to industrial and transport usage. The urbanisation of the subject site is established by 1849.

5.14 To the east, a dockyard and timber wharf is shown. Around the site there was a paper mill to the north (Elm Street), a cotton warehouse to the north-east (Staffordshire and Kenworthy Warehouses), a coal wharf to the east, and a slate wharf to the south (crossed Bridgewater Canal).

5.15 The 1889 Goad’s fire insurance plan of Castlefield shows the first Cheshire Lines railway adjoining the Manchester South Junction and Altrincham railway. Built in 1877, it was running into Central Station (now ‘Manchester Central’ exhibition centre) crossing Deansgate on another bridge; a continuation of the huge viaduct system across Castlefield.

5.16 The vast industrial complex referred to above, was beginning to change character due to the introduction of the railways and particularly Central Station, which was built over the Manchester and Salford Junction Canal. Although a number of the large factories, foundries and mills had been replaced by housing, commercial and leisure use, the area surrounding Castlefield’s basins continues its original character of warehouses sheds and wharfs. The site changed function, becoming specialised in storage of coal (three coal sheds and four coal wharfs are shown).

5.17 The 1932 map shows the railway viaduct fully developed: a third railway viaduct was constructed in 1893 by W. Scott, engineer, (CLC 1893; marked in blue on the map) an addition of the Cheshire Lines 1877 running into the Central Station. By the 1960’s, the Potato Wharf area was run down and many parts of the canal were un navigable. It was during the 1960’s that many industrial buildings around the site were demolished, including the earliest warehouse in the area, the Grocers Warehouse, which has since been partially reconstructed.
5.2 Site Analysis

Listed Buildings

Key
- Ownership boundary
- SRF Boundary
- Water Development Sites
- Proposed Factory Site
- Grade I Listed Structure
- Grade II Listed Structure

01. Victoria Warehouse, Albert Warehouse (Grade II)
02. Liverpool Road Railway Viaduct (Grade II)
03. Liverpool Road Railway Bridge (Grade I)
04. Colonnaded Railway Viaduct (Grade I)
05. Liverpool Road Station Warehouse (Grade I)
06. Liverpool Road Station Masters House (Grade I)
07. Museum of Science and Industry (Grade I)
08. Commercial Hotel (Grade I)
09. 123, Liverpool Road (Grade I)
10. 125, Liverpool Road (Grade I)
11. Power Hall (Grade II)
12. Air and Space Museum (Grade II, Lower Campfield)
13. Former St Matthews Sunday School (Grade II)
14. Pair of Culvert Arches over River Medlock (Grade II)
15. Giants Basin (Grade II)
16. Potato Wharf (Grade II)
17. Lock No. 52 and Castle Street Bridge (Grade II)
18. Castelfield Railway Viaduct (Grade II)
19. Merchants Warehouse (Grade II)
20. Canal Four Mills (Grade I)
21. Middle Warehouse (Grade I)
22. Hulme Junction Locks (Grade II)
5.3 Site Analysis

Site History

- Development at north western end of Water Street along R. Irwell banks.
- Giants Sink Hole in place at meeting of River Medlock and Rochdale Canal.
- Potato Wharf and Slate Wharf built.
- Train lines, viaduct and bridges constructed. Liverpool Station and accompanying buildings erected (to become Grade 1 listed).
- Dawson Street is now built, with Structures starting to line it and the junction with Water Street.
Site Analysis

Site History

Historic Map 1920

+ Site surrounded by building and infrastructure on all sides.
+ Meat market built on Water Street, several hide and skin markets around site. Pig market on Trinity Way area of SRF.
+ Industrial yards around Potato Wharf.

Present Day 2016

+ A highly sustainable location with excellent transport connections
+ A pivotal location with links to the City Centre
+ Occupied by industrial and derelict buildings
+ Surrounded by Listed structures and waterways
A Strategic Site

6.1 The study area represents a key strategic site in Manchester which benefits from high accessibility to the City Centre and a position that is surrounded by a number of existing and developing City Centre Regeneration Frameworks as described in the previous sections.

6.2 There are a number of factors that highlight the study area’s potential to contribute towards the further economic growth of Manchester.

Key Regeneration Area

6.3 The Site’s location, as outlined in Section 3 of this document in relation to adjoining growth areas, is of great importance to the successful delivery of this framework area. The Study Area demonstrates the same potential as the previously referenced development sites. It represents an important opportunity to provide strengthened high quality connections.

Scale

6.4 The Study Area is approximately 1.8 hectares and can accommodate a large quantum of floorspace and residential dwellings through its redevelopment. It is considered that the floorspace could be accommodated within a number of separate structures, including well-located taller elements.

6.5 Development sites of this scale that also include a wide range of favourable development conditions, including proximity to the city centre, natural assets, ownership and good transport links, are a rarity in Manchester – further highlighting the unique opportunity that this presents.

6.6 The opportunity provided by the Study Area is particularly enticing due to the impact that the delivery of a scheme of this scale could have on this part of Manchester, enticing a mix of tenures through an appropriate split between one, two and three bedroom apartments and townhouses and potentially locating further development in an area that continues to go from strength to strength.

Accessibility

6.7 The SRF Study Area is located at a key point of entry into Manchester City Centre from the motorway network, via Regent Road. The development is in a highly sustainable location with a wide range of facilities readily accessible by sustainable modes of transport. Combined with this, the potential for travel by foot and cycle to and from the site is high, with a wide variety of important destinations situated within an acceptable walking or cycling distance of the site.

6.8 The site is located at a pivotal location which links and connects routes to Manchester City Centre and Castelfield. The River Irwell also provides a direct cycle and pedestrian link to Salford Quays and Media City and there are a number of designated cycle routes located close to the site including National Route 6 which crosses the River Irwell before crossing Water Street and heading along Liverpool Road into the City Centre. The route of the Bridgewater Canal provides a direct and popular pedestrian and cycle, and canal boat link to Manchester United Football Club, TIGM is also developing the Bridgewater Canal Cycleway which will follow the canal and arrive at Deansgate close to the station just south of Liverpool Road. The Rochdale Canal extends from the Bridgewater Canal on the southern edge of the study area, and provides a direct pedestrian and cycle link from St George’s Island, past Deansgate Station to Oxford Road. The existing pedestrian infrastructure is very good with all footpaths in the surrounding area being lit and providing appropriate highway crossing facilities. There are also quiet routes alongside the canal and back streets towards the city. The presence of the Inner Relief Road and the River Irwell does present a barrier to movement to the west but destinations such as Samburys at the Red Rose Retail Park are readily walkable from the site.

6.9 Despite these existing good quality pedestrian links, the development currently feels segregated from the city centre due to the somewhat oppressive environmental qualities of these pedestrian links and it will be necessary for the proposals to physically link the site with the city centre through providing a number of legible and permeable pedestrian and cycle route connections. Other cycle enhancements are being incorporated into the junction improvements at Regent Road/ Trinity Way to enhance cycle movement and safety.

6.10 As a general observation, it is noted that the vast majority of the city centre falls within two kilometre’s walk from the site, including all the main railway stations, a variety of Metrolink and bus stops, the retail core and its traditional commercial core as well as Spinningfields and the heart of Castelfield itself. Much of the City is accessible within a 25 minute walk, the diagram across the page shows the 5,10 and 15 minute isochrones from the site.

6.11 The site lies within approximately 800 metres of Deansgate Railway Station, and this can therefore be considered a prime destination for trips by foot or cycle that can then to continue by rail. Deansgate/Castlefield station is located on a raised viaduct immediately north of Whitworth Street West and adjacent to Deansgate railway station, which has been recently redeveloped to form a multi-modal transport interchange and to accommodate Manchester’s expanding Metrolink system.

6.12 The site is also within a 10 minute walk of all three Metrolink services, thus providing a free of charge service to all mainline railway stations, principal car parks and retail centres. Two standard bus services run along Liverpool Road including the 33 which runs from Manchester to Wigan via Eccles and Worsley and the 63 which runs from Manchester to Eccles via Wasdale. There is also scope to improve the public transport provision in this area as part of the wider regeneration.

Proximity to the City Centre

6.13 The Study Area is located in close proximity to Manchester City Centre and its comprehensive retail, leisure, cultural and employment opportunities.

6.14 The nearest of the City Centre attractions is the Museum of Science and Industry, which is situated approximately 250m from the Site and forms one of Manchester’s top ten visitor attractions with over 400,000 visitors each year.

6.15 With regard to retail and leisure opportunities, Deansgate and the Great Northern Warehouse provides a range of bars, restaurants, shops and cinema and is located approximately 600 metres from the Site. Beyond these destinations lie other key retail and leisure destinations situated toward the northern part of the City Centre, such as the Arndale Centre, Corn Exchange, Royal Exchange and the Printworks and collectively include a wide range of department stores, food retailers, restaurants and independent and national chain retailers.

6.16 The City Centre also represents the central employment hub for Manchester, as well as the wider Greater Manchester region. There are a wide range of employment opportunities across a variety of sectors, with Spinningfields located approximately 600m from the Site boundary.

6.17 Other nearby immediate facilities includes the sports and community facility, the YHA Club (the “Y-Club”) Manchester.

Historic Assets

6.18 The Site is located in the Castelfield Conservation Area and the main contributor of this heritage designation in relation to this Study Area is the viaducts that border parts of the Site. The eastern boundary of the site is formed by the Cheshire Lines and Manchester and Altrincham viaducts. These visually contain the site from the heart of the Castelfield Conservation area beyond which is characterised by its range of residential, office, leisure, retail and community uses.

6.19 New development in this area will therefore have to provide a suitable backdrop to these historical assets that can be considered essential to recognising Manchester’s heritage as a pioneer of industrialisation and the modes of transport that supported this recent epoch of the City’s development.

Natural Assets

6.20 The Study Area is located on the cusp of the River Medlock, which meanders around its southern boundary. This links into the wider canal network of Castelfield, which has been a focal point of the area’s successful regeneration in the last two decades around the Bridgewater Canal.

6.21 In terms of greenspaces in close proximity, the Site is located a mere 50m away from the Castelfield Urban Heritage Park, which contains remnants of the area’s Roman historical past and provides a pleasant break from the urban realm of the wider City Centre area.
5.6

SRF Study Area

Strategic Transport Connections

Key

- Site boundary
- SRF boundary
- Major Roads
- Metro Line
- Bus Stop

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Mins Walking</td>
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</tr>
<tr>
<td>10 Mins Walking</td>
<td></td>
</tr>
<tr>
<td>15 Mins Walking</td>
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<tr>
<td>No Cycle Lane</td>
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<tr>
<td>Signed Cycle Routes</td>
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<tr>
<td>On-Road with Cycling Facilities</td>
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<td>Segregated Cycle Lanes adj to the Carriageway</td>
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<td>Traffic-free Cycling Routes</td>
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<tr>
<td>Canal Triangaths - Cycling/Penthbell</td>
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</tbody>
</table>

Major Roads / Metro Link / Bus Stops

Walking Distances / Cycling Routes

Note: The map depicts various transport connections and walking distances within the SRF Study Area.
5.7 SRF Study Area

Site Conditions

6.22 The study area includes a number of physical conditions that provide opportunities and constraints for the area.

Linkages and Connectivity

6.23 In its current format as a secured surface car park, the Study Area does not contribute well to the connectivity of the wider area. Pedestrian movement through the site is limited due to the physical barrier created by the industrial sheds that currently occupy the Study Area. The area does benefit from some connectivity through a pedestrian footway along the edge of the River Medlock at the southern boundary of the Site. However, at present, this is a badly lit, poorly surveyed and under-utilised path that culminates in it being an oppressive environment for pedestrians.

6.24 Key arterial routes lie to the west and north of the Site and therefore make it challenging to be presented as a comfortable pedestrian environment due to heavy traffic flows at most hours of the day. Creating better linkages across this area to and from the Site will help it to be less oppressive and more appealing to pedestrians and will therefore aid in linking the Study Area to St Johns and Salford beyond. Pedestrian crossings are currently offered at the intersection of Water Street, Trinity Way and Regent Road.

6.25 Vehicular access to the Site is limited due to the physical barrier associated with the delivery of the Potato Wharf development. However, it is expected to increase with the development of surrounding areas likely to come forward in the near future, which will also use it for access.

6.26 Internally, the site does not have a strong or defined layout due to its current use and existing buildings on site.

Edges and Active Frontages

6.27 The Study Area is bordered to the west and north by Dawson Street, Trinity Way and Water Street, which both provide low levels of pedestrian activity due to few active ground floor uses in the area and is instead used predominantly for vehicular traffic. This provides a relatively hard edge to the Site with limited capacity for pedestrian linkages over and across a busy main junction that connects Regent Road, Dawson Street and Trinity Way. Water Street is less busy but this is expected to increase with the development of surrounding areas likely to come forward in the near future, which will also use it for access.

6.28 To the south of the Study Area lies the River Medlock and this provides a hard edge for most of its length with the exception of two separate bridges. One comprises an un-adopted disused pedestrian footbridge and the other links New Elm Road to Potato Wharf, accommodating both vehicular and pedestrian traffic.

6.29 The Study Area in its current format is essentially devoid of active ground floor uses, as the former industrial sheds on Site are either currently occupied by indoor football pitches or vacant. This means that the site does not currently interact with either the streetscape or pedestrians. A limited amount of footfall is induced through the access this provides to both the residential development (Potato Wharf) and the heart of Castlefield Conservation Area, this view should be considered prominent for the Site could provide a spectacular vista through the culmination of historic and modern engineering and architecture.

6.30 The Study Area is located in a prominent location at the junction of a number of major arterial routes and at the border between Salford and Manchester. This therefore provides an opportunity for the inclusion of a landmark building to signal the arrival into Manchester.

6.31 However, in its current under-utilised form, the site does not contribute to producing any form of visual or physical destination or provide a sense of arrival for visitors using these main routes in and out of the city.

Gateway Location

6.32 Due to the flat topography of the Site, visual permeability when approaching from the Street is particularly open and benefits from some tree planting to provide, what could be, an interesting foreground to any future development. In the context of both the Study Area’s gateway location as described above and the historical backdrop provided by the railway viaducts that typify the Castlefield Conservation Area, this view should be considered prominent for the Site and could provide a spectacular vista through the culmination of historic and modern engineering and architecture.

6.33 Looking toward the Site from the south looking north, very little is offered in the way of townscape or aesthetic quality although the foreground provides pleasant landscaping associated with the delivery of the Potato Wharf development.

Views and Vistas

6.34 The Study Area benefits from a predominantly flat topography with the exception of the small grass verge that borders Trinity Way and Water Street. This was originally designed as an acoustic bund and is covered in extensive tree planting to support this purpose.

Topography

6.35 Vehicular access to the Site is available, with New Elm Road leading to Potato Wharf to the south east of the Site. The positioning of the site with key frontages onto main arterial routes into the City Centre is an advantage, with the site also possessing connectivity to the Inner Ring Road.

6.36 Internally, the site does not have a strong or defined layout due to its current use and existing buildings on site.
Flood Risk

6.35 The majority of the Site falls within Flood Zone 1, in particular, the area of land currently occupied by the industrial sheds. However, due to the proximity to the River Medlock, part of the Site is designated as Flood Zone 2 along the river’s edge and partially within Flood Zone 2, the designation of which is located along New Elm Road.

6.36 The site’s designation within Flood Zone 2 means that the land is assessed as only having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%) by the Environment Agency. Development should therefore be required to offer appropriate water attenuation techniques through soft landscaping and sustainable drainage systems.

6.37 As the site is adjacent to an area designated as Flood Zone 3, which means that this part of the Site has an annual risk of flooding greater than 1 in 100 chance of flooding (1%). This means that this would be appropriate for water compatible uses, such as amenity open space.

Transport and Movement

6.38 The site benefits from excellent public transport connections and is in close proximity to Manchester City Centre and the excellent train, tram and bus connections it provides within the region, and is also located near to three main arterial roads to Salford and Trafford; Regent Road, Dawson Street (A57) and Trinity Way (A6042).

6.39 As described above, the site is located at the convergence of Regent Road, Dawson Street (A57) and Trinity Way (A6042) and forms the connection of a number of key arterial routes that link up with the Inner Ring Road that circumnavigates Manchester City Centre. These roads naturally accommodate high capacities of traffic, especially during peak hours.

6.40 Access to the wider highway network is provided via the Water Street signalised approach directly onto the strategic highway network at the large signalised junction of Trinity Way, Regent Road and Dawson Street. This junction benefits from signalised pedestrian crossing facilities on all approaches and segregated cycle crossings connecting with cycle routes in the local area.

6.41 The A57 Regent Road is a dual carriageway that provides access to areas to the west of the site, including Regent Retail Park, Ordsall, Salford Quays and the M602. Regent Road is subject to a 40mph speed limit and is a clearway. Regent Road is also a bus route and the nearest existing bus stops are located a short walk from the SRF Study Area. Eastbound bus stops can be safely accessed using the existing Regent Road signalised crossing.

6.42 The A57 Dawson Street is a dual carriageway roads southeast past the site and provides access to Manchester City Centre, south Manchester, the M57 and the A56 Chester Road. The A57 Dawson Street forms a section of Manchester’s Inner Ring Road. Dawson Street is subject to a 40mph speed limit and is also a clearway. To the south of the site Dawson Street becomes the A57 Mancunian Way.

6.43 The A6042 Trinity Way is also part of Manchester’s Inner Ring Road and provides access to the city centre, areas of Salford and north Manchester.

Existing Vehicular Movement Patterns

Existing Pedestrian / Cycle Movement Patterns

6.44 The site is bounded on all sides by pedestrian footpaths, including a pedestrian only route leading from New Elm Road that runs along the southern boundary. New Elm Road itself provides access into the site from Water Street and Potato Wharf.

6.45 Pedestrians are within a short walking distance from Manchester City Centre with its wide range of retail, leisure, employment and entertainment facilities. The Great Northern Complex and Deangate are located approximately 500m from the Site, with the First Street Regeneration area containing the new cultural facility HOME situated approximately 1km away. Clearly, when the St John’s proposals and The Factory are brought forward the Study Area will be excellently placed to capitalise on the cultural and leisure benefits that this will bring.

6.46 There are pedestrian footways of an ample width along the local road network surrounding the Site and there are suitable pedestrian crossings and refuse islands to provide safe passage across the junction of Dawson Street, Regent Road and Trinity Way.

Transport Microclimate Considerations

6.47 The site is situated within 850m of Deansgate Station. This interchange allows access to a number of destinations including Rochdale, Oldham, Chorlton, Didsbury, Bury, Prestwich, Sale and Altrincham.

6.50 The Metrolink provision for Deansgate has recently been improved as part of the ongoing Transport for Greater Manchester expansion plans of the Metrolink network and now forms part of a multi-modal transport interchange. The stop has been redesigned to allow for more trams to pass through the station by providing additional platforms and tracks.

6.51 Heavy traffic volumes are located on the main arterial routes including Regent Road, Dawson Street (A57) and Trinity Way (A6042). The transport network has been designed to fully consider potential impacts of noise pollution, fumes and odours associated with the operation of the road network. However, these will need to be carefully addressed as part of any future planning applications to come forward within the SRF area.

Likewise, the frequent tram and train services associated with the Cheshire Lines viaduct and Ordsall Chord could be a nuisance. As such, any associated impacts from these nearby public transport facilities would need to be assessed as part of any future planning application.
The Site

The main characteristics of the site are the surrounding Grade II listed viaducts and waterways that create a positive edge to the regeneration area. These create an appropriate setting to the site and create opportunities for views that should be capitalised within the layout of an emerging masterplan.

There are also a series of negative characteristics that will need to be responded to and addressed:

- The site is dominated by an industrial estate and derelict buildings that have no townscape or architectural merit. These seriously detract from the environment opportunity and characterises a key approach and gateway to Manchester City Centre.
- The siting of these buildings make no reference to the area’s rich historic grain and the existing public realm is extremely poor, harsh and dominated by the transport network. There is a lack of uses or public spaces for the existing and emerging residential communities within the area.
- The prominent frontage of the site to Water St and Regent Road is currently characterised by a green verge containing a sub station and utility services. This is under utilised and is in need of improvement.
- The River Medlock creates a positive edge to the site and while it is a key asset and opportunity for the site it is currently under utilised and is inaccessible due to a significant level change.
- The site is heavily characterised by transport infrastructure that edge it; the rail viaducts running to eastern and southern edges and also the busy dual carriageways extending along the western edge of the site.
5.10 SRF Study Area

Site Photos

Image 1
Framed view of the viaduct and visual access to the waterways should be maintained and improved. The masterplan seeks to create an improved setting for waterways and viaducts;

Image 2
View towards Salford highlighting the delineation of the site through the listed viaduct.

Image 3
View along the River Medlock, which presents a significant opportunity for exploiting a key asset on the site through sensitive development and improved public realm.

Image 4
View into the SRF area towards the Potato Wharf development framed by the viaduct with Dawson Street in the foreground.

Image 5, 6 & 7
View along the canal arm showing how new development should maintain and enhance views to toward the viaducts.

Image 8
View out of the site towards Salford, highlighting the disparity in scale between the existing development on site and the surrounding developments under construction – this could be linked with image number 2 as they highlight the viaduct and the difference in scale with Wilburn Street Basin in shot.

Image 9 & 10
Views into the SRF Study Area highlighting the gateway location of the site when approaching from Regent Road.
5.11 Site Analysis

The following analysis diagrams show the SRF site in the context of the other proposed development sites in the wider area.
5.13 Site Analysis
Existing Open Space

Public Realm, Landscape And Waterways

A key driver behind the design of the new public realm is to capitalise on the opportunity to create a unique waterside amenity in Manchester set around the River Medlock. The Vision is to create an accessible and welcoming public space 24 hours a day.

Whilst Manchester is served by a range of excellent parks all within easy access of the City Centre there is a need for high quality public space located in close proximity to the emerging communities in the immediate area.

Key

- Green Space

1. Hardman Square
   2,800 sqm

2. Lincoln Square
   730 sqm

3. Albert Square
   3,500 sqm

4. St. Johns Park
   2,900 sqm

5. Great Northern Square
   2,930 sqm

6. St. Peters Square
   7,563 sqm

7. Whitworth Gardens
   4,140 sqm

8. Piccadilly Place
   1,570 sqm

9. Barbirolli Square
   4,700 sqm

10. Roman Fort
    1,600 sqm

11. Catalan Square
    890 sqm

12. St. Georges Park
    34,600 sqm

13. Hulme Park
    51,300 sqm

14. First Street
    7,300 sqm

15. Duke Place & Castlefield Arena

Water Street Strategic Regeneration Framework - Rev A
5.14
Site Analysis
Existing Open Space
5.15 Site Constraints

The site is defined by a number of constraints that whilst providing barriers to the site also offer opportunities to be capitalised upon in the design proposal.

The site is heavily characterised by the transport infrastructure that edges it on all sides; the rail viaducts running along the eastern and southern edges and also the busy dual carriageways extending along the western edge of the site.

The new Ordsall Chord will further reinforce this impact to the easterly edge.

Whilst creating a unique setting and being a strong heritage asset, maintaining visual connections and permeability to the Grade II Listed viaduct directly inform arrangement and scale of development.

The Rivers Irwell and Medlock are significant assets for the site and defining elements within the Conservation Area but also represent physical barriers given their free boards and lack of waterside accessibility.
The setting of the site within the context of the Grade II Listed viaduct, Castlefield Conservation Area and River Irwell and Medlock provide a unique 'place making' opportunity for the creation of a new residential led masterplan served by excellent transport connections and new and regenerated pedestrian and cycle friendly links into the City Centre.

Regeneration of the site offers an opportunity to improve this part of the City and link St George’s Island and the emerging communities to the City Centre.

The site is positioned at a key point of entry to the City from both Regent Road and the rail connections that edge the site on all sides. This promotes the opportunity for a new urban gateway site which in the context of the wider SRF developments supports scale and massing across the site.

Perhaps the most defining asset of the site are the waterways. The River Medlock provides a focal point to the site benefitting from a southerly aspect around which active frontages, amenity and place making should be maximised.
6.0 Design Principles

Through a detailed site analysis and contextual appraisals, a series of urban design and development principles have been created to ensure that the site as a whole comes forward in a cohesive and comprehensive manner as well as in a form that maximises the strategic regeneration, economic and place-making opportunities that this site offers. The principles are not intended to be prescriptive in terms of detailed design, and the masterplan proposals should therefore be viewed as illustrative and representative of one scenario of how appropriate development on the site could come forward. Future detailed planning applications will be required to fully address the adopted principles; however it is acknowledged that the detail of the response will need to be tested through the planning process and will reflect prevailing market conditions.

On this basis, the following guiding development principles will need to be addressed in developing detailed proposals for the site to form the basis of future planning applications:

- Visual Connections
- Place Making
- Permeability and Connectivity
- New Streetscapes
- A New Skyline
- An Urban Gateway
6.1 Visual Connectivity

The Listed viaducts are a major positive contributor to the setting of the site. The geometry and alignment of buildings and streets through the site, together with the scale of development, frames new streetscape and seeks to maximise opportunities for views through to the viaducts.

A north-south linear arrangement of buildings maintains visual permeability and frames both views into the Grade II Listed viaduct asset and out of the site toward the St John’s Trinity Island proposals and beyond.

The configuration of the linear blocks maximises views towards the river whilst minimising single aspect north facing apartments.

The orientation of the site maximises permeability through to and from the River Medlock, whilst framing and creating a permeable edge to a waterside amenity that affords a southerly aspect in the setting of the Victorian viaduct.

In response to orientation the scale and massing of the blocks is modulated and offset to promote daylight penetration into the public realm and roof top amenity spaces.

Key

- Ownership boundary
- SRF Boundary
- Wider Development Site
- St John’s Development Area
- Proposed Factory Site
- Visual Permeability & Connectivity
- Views to River & River Amenity
- Sunpath
- Indicative Building Form
A key concept of the public realm design is to capitalise on the opportunity to create a unique public space in Manchester, centred on a rejuvenated River Medlock.

The site provides an excellent opportunity for new green and hard landscaped areas of public amenity to actively engage the River Medlock and draw its amenity through the scheme as a positive natural asset.

In the setting of the Grade II Listed viaduct, the Rivers Irwell and Medlock, and in the context of the Castlefield Conservation Area the site presents a strategic place making opportunity.

A new landscape buffer containing the existing sub station and utilities services sets up a visual buffer shielding the rear of the site whilst enhancing the setting of the road intersection. As part of a wider vision for pedestrian connections, a new pedestrian crossing or bridge is required in order to link the site to Trinity Islands and the riverside beyond.
6.3 Permeability & Connectivity

The north–south configuration allows for pedestrian permeability through the site and promotes connectivity to the River Irwell whilst maximising connections and activation of the River Medlock.

The site promotes existing links and responds to the wider aspirational connections surrounding the site, by allowing a passageway through the site to serve as a consult mending the link between the St George's Island community and the City Centre.

The proposed network of streets and spaces will be designed to manage vehicular, cycle and pedestrian traffic through the careful design of shared routes and surfaces, ensuring pedestrian priority is maintained and that pedestrians are not at risk from unexpected vehicular movements. The car parking will be managed to make sure that the connection is efficient and effective for both pedestrian and vehicular access.

The main streets of the scheme, including an important new north/south connection connecting Potato Wharf to the River Irwell, will establish an arrangement for the development which extends the urban grain of adjacent pieces of the city through the site.
New Streetscapes

An active streetscape, with active pedestrian and vehicle movements will allow the smooth transition from the surrounding streets of the City to streets and spaces within the study area. These streets are part of a more coherent urban environment, being lined with active building frontages.

Responding to both the positive and negative assets of the site at grade, the scheme turns its back to the harsh Water St edge whilst maximising active frontage through the north to south linear arrangement of the scheme and along the south facing waterside boulevard.

These pedestrian and cycle priority streets are activated by a mix of town houses and retail / leisure spaces.
6.5 Building Height Strategy

Set between the context of the Trinity Island skyline to the west and Potato Wharf (which responds in scale to the Grade II Listed viaduct to the east) the site should be appropriately scaled to mediate between the two. The form of development should also create a sense of enclosure to the site’s open spaces and establish a human scale to the development through an appreciation of the surrounding urban context.

There is also an opportunity to use scale to define the site as a destination and pivotal gateway into the City Centre.

The arrangement of scale should modulate across the site to promote daylight penetration, visual connections to the viaduct and the character of the development.
The site is located at a pivotal location which links and connects routes to Manchester City Centre and Castlefield.

It is edged on all sides by major transport infrastructure connections. For visitor approaching the city by either road or rail, it has an opportunity to become an iconic destination affording scale to frame the Grade II Listed viaduct in the context of a new urban gateway that will transform the southern approach to the City Centre.

Key

- Ownership boundary
- SRF Boundary
- Water Development Site
- St John’s Development Area
- Proposed Factory Site
- New Landmark Gateway
- Key Vehicular Access Route
- Metrolink
- Railway

6.6 Urban Gateway
7.0

SRF Masterplan
Option 1

Option 1 is arranged via 3 podium blocks that promote pedestrian permeability through the development to the River Medlock.

Podiums are skinned with town houses and leisure uses maximising active frontage in a north south direction and overlooking the river whilst allowing the rear of the scheme to set shield the open spaces from the busy dual carriageway.

The 2 storey parking podium blocks provide rooftop tenant amenity spaces with linear blocks above orientated to maximise views to the river whilst minimising single aspect north facing apartments.

The development is arranged to afford views back to the City whilst stepping down toward the Victorian scale and grain of the Liverpool Road context.
### Units

<table>
<thead>
<tr>
<th>Type</th>
<th>1B</th>
<th>2B</th>
<th>TH</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>125</td>
<td>333</td>
<td>11</td>
<td>469</td>
</tr>
<tr>
<td>Block 2</td>
<td>60</td>
<td>209</td>
<td>15</td>
<td>284</td>
</tr>
<tr>
<td>Block 3</td>
<td>44</td>
<td>54</td>
<td>15</td>
<td>107</td>
</tr>
</tbody>
</table>

**Totals**
- 860 Units
- Parking 216 (30%)
Option 2 is a tower scheme that whilst setting up a barrier to the north south permeability through the wider SRF site, sets up a stronger frontage and sense of place to the River Medlock.

The scheme uses a 2 storey car park to maximise parking whilst setting up an arm to contain the site and protect the open space from the highway.

The waterside asset is utilised to its fullest through the provision of town houses and leisure spaces fronting and activating a new pedestrian and cycle boulevard that actively engages with and regenerates the River Medlock.
<table>
<thead>
<tr>
<th>Units</th>
<th>Type</th>
<th>1B</th>
<th>2B</th>
<th>TH</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>262</td>
<td>518</td>
<td>20</td>
<td>800</td>
<td></td>
</tr>
<tr>
<td>Block 2</td>
<td>44</td>
<td>54</td>
<td>9</td>
<td>107</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>107</td>
</tr>
<tr>
<td>Parking</td>
<td>276 (30%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9.0

SRF Masterplan
Option 3 - Preferred

Like Option 1, linear blocks extend from the podium decks maximising both views of the water for residents but also maintaining long range visual connections of the Grade II Listed viaduct. Furthermore, visual connections from the viaduct through the scheme are also maintained.

Existing and aspirational pedestrian and cycle connections are maximised and permeability between the wider SRF developments and other emerging communities and the City are improved or established.

The scale and massing follows the principle of height to the west stepping down towards the City whilst the massing of the towers are modulated to generate interest and a strong iconic development character.
Option 3 Typical Upper Floor / Scale: 1:1000 (A3)
## Indicative Accommodation Schedule

<table>
<thead>
<tr>
<th>Level</th>
<th>No. of Floors</th>
<th>Car Park Spaces</th>
<th>Retail</th>
<th>Apartment Types</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No. of Floors</td>
<td>No. Units</td>
<td>1 Bed</td>
</tr>
<tr>
<td><strong>Podium - Ground Floor</strong></td>
<td>1</td>
<td>48</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td><strong>Podium - First Floor</strong></td>
<td>1</td>
<td>48</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Podium - Second Floor</strong></td>
<td>1</td>
<td>48</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>BLOCK 1A</strong></td>
<td>10</td>
<td>5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>BLOCK 1A</strong></td>
<td>10</td>
<td>5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>BLOCK 1A</strong></td>
<td>10</td>
<td>5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>84</td>
<td>152</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BLOCK 1B</strong></td>
<td>6</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>BLOCK 1B</strong></td>
<td>12</td>
<td>3</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>BLOCK 1B</strong></td>
<td>12</td>
<td>3</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>69</td>
<td>124</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Block 01 Total</strong></td>
<td>94</td>
<td>166</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Net / Gross Mix</strong></td>
<td>21%</td>
<td>35%</td>
<td>43%</td>
<td>2%</td>
</tr>
</tbody>
</table>

| **BLOCK 2A**        | 6             | 3              | 8       |                  |
| **BLOCK 2A**        | 12            | 3              | 4       |                  |
| **BLOCK 2A**        | 12            | 3              | 4       |                  |
| **TOTAL**           | 54            | 96              |         |                  |
| **BLOCK 2B**        | 4             | 3              | 4       |                  |
| **BLOCK 2B**        | 10            | 3              | 4       |                  |
| **BLOCK 2B**        | 10            | 3              | 4       |                  |
| **TOTAL**           | 42            | 72              |         |                  |
| **Block 02 Total**  | 60            | 100             | 14      |                  |
| **Net / Gross Mix** | 21%           | 30%             | 40%     | 5%              |

| **BLOCK 3**         | 6             | 3              | 8       |                  |
| **BLOCK 3**         | 12            | 3              | 4       |                  |
| **BLOCK 3**         | 12            | 3              | 4       |                  |
| **TOTAL**           | 54            | 96              |         |                  |
| **Block 03 Total**  | 11            | 72             | 1        | 32               |
| **Total No. of Residential Units** | 3             | 291            | 291     | 32               |
| **Net / Gross Mix** | 21%           | 30%             | 40%     | 5%              |

<table>
<thead>
<tr>
<th><strong>Option 03 Scheme Total (blocks 1, 2 &amp; 3)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mix totals</td>
</tr>
<tr>
<td>Percentage of Parking to Residential Units</td>
</tr>
</tbody>
</table>
10.0

Parking
 Vectos has been appointed to consider the parking demands and provision to be incorporated into the Water Street Strategic Regeneration Framework. The figures given below may be subject to change with the evolving development scenarios.

+ Water Street residential parking allocation for 850 residential units is 260 parking spaces.
+ The residual demand for parking from St John's during a large 5,000 person Factory Event is for 740 parking spaces to be located on the Water Street site.
+ The combined parking demand on the Water Street SRF site is therefore 1,000 spaces.
+ Such a level of parking provision on the Water Street site may present a challenge in terms of affecting the quality of space and its viability. Car park sizing also becomes problematic above 800 spaces and requires additional infrastructure.
+ Therefore it is reasonable to assume that a proportion of that demand park in locations further from the site such as at Great Northern where there is capacity. That proportion is subject to the design development at the Water Street SRF site but needs to be enough to offer an attractive parking destination for event goers.

Assumptions:

+ Large Factory Event of 5,000 persons occurs in a weekday evening or Saturday daytime. This attracts parking demand for 1,060 cars.
+ Some Factory attendees arriving from the north (320 cars) are assumed to park in Spinningfields MSCP or New Bailey MSCP, leaving a remainder of 740 cars to be accommodated on the Water Street SRF site.
+ At the same time as a large Factory event, there is demand from attendees of smaller events at OGS or visiting the St John’s A1/A3/A4 units (210 Cars). These are expected to park in the Spinningfields/ New Bailey or Great Northern car parks.
Pros

- All additional St. Johns parking accommodated below ground
- Efficient parking layout
- Good traffic management
- Active frontage maintained at grade
- Place making and the quality of space maintained

Cons

- Basement construction

Parking Option A – Basement

Pros

- Improved distinction between residential and ‘other’ parking accommodation
- Improved traffic management

Cons

- Loss of Block 3 residential units
- Reduced active frontage and visual interest
- Loss of development character
- Reduced quality of place making
- 1x Option A basement level still required

Parking Option B – Multi-Storey
The following parking options have been provided to illustrate how additional car parking to support the St John’s parking demand can be incorporated into the Water St Regeneration Framework.

Each of the three options A, B & C illustrated have been based on the preferred masterplan Option 3. With minor amendments all parking options can however be applied to each of the masterplans layouts 1, 2 & 3.

Please note that all options have not been technically assessed in regard to structure, service and the provision of plant or refuse.

Parking Option A - Preferred

Parking Option A illustrates how a large basement level could be arranged on the site within minimum impact to the masterplan layout. Subject to the number of additional spaces required to support the St John’s requirement the number of basement levels can be increased subject to viability.

The parking strategy is arranged such that the site’s residential parking demand is satisfied with a 30% ratio at grade and above over 2 storey parking podiums. Any additional non-residential parking demand is provided at basement level.

We have not investigated the levels across the site to appreciate the extent of excavation that would be required.

2 levels of basement parking will provide 740 additional parking spaces over and above the 30% above ground residential parking allowance.

Parking Option B

Parking Option B replaces residential Block 3 with an 8 level multi-storey carpark. Option B still requires the single basement parking level to meet the anticipated parking demand.

The residential parking demand will be met through above ground podium parking. The residential parking ratio is 21%.

The main disadvantage of this option is the loss of place making, activity and residential uses on the key block 3 site. Option B requires 1X Option A basement level and will provide 832 parking spaces in addition to the residential parking allowance.

Parking Option C

Parking Option C includes a 5 level roof top multi-storey car park above the Big Yellow store.

Due to technical constraints listed opposite, access to the parking above Big Yellow is impractical and via a traffic light controlled, single carriageway spiral ramp.

The Ordsall Chord no build zone, New Elm Road, the Big Yellow layout and ownership boundaries dictates the position of the spiral ramp. The spiral ramp would rise approximately 6 levels and transfer across a bridge into a further 5 level multi-storey car park within which a further ramp is required to access all levels.

The layout of the parking above Big Yellow is compromised by the shape of the building below.

Option C requires 1X Option A basement level and will provide 772 parking spaces in addition to the residential parking allowance.

Following the appraisal of each car parking option, the conclusion is that the preferred strategy is to provide car parking within 2 levels of basement and podium areas in order to meet forecast demand and deliver a solution that does not detract from the place-making and wider urban design strategy for the site. This strategy will provide car parking that will support both the development planned for Water Street, and the wider area including serving the public car parking demand that will be generated by events spaces at The Factory and Old Granada Studios. This will also assist in addressing the loss of surface car parking spaces anticipated in the area as regeneration proposals come forward.

Pros

+ Block 3 residential maintained (but reduced)
+ Active frontage maintained (but reduced)
+ Quality of place making retained (but reduced)
+ Impractical traffic management and mix of resident and wider St John’s users
+ Impractical accessibility with the provision of a 6 storey spiral ramp
+ Existing site constraints (Ordsall Chord easement, New Elm Road) and the Big Yellow service yard requiring a 6 storey spiral ramp
+ Compromised traffic light controlled single carriageway to minimise massing impact and further loss of residential units
+ East - west aspirational pedestrian link lost
+ Technically impractical in terms of structural coordination with Big Yellow, core placement and fire strategy
+ 1x Option A basement level still required

Cons

+ Impractical traffic management and mix of resident and wider St John’s users
+ Impractical accessibility with the provision of a 6 storey spiral ramp
+ Existing site constraints (Ordsall Chord easement, New Elm Road) and the Big Yellow service yard requiring a 6 storey spiral ramp
+ Compromised traffic light controlled single carriageway to minimise massing impact and further loss of residential units
+ East - west aspirational pedestrian link lost
+ Technically impractical in terms of structural coordination with Big Yellow, core placement and fire strategy
+ 1x Option A basement level still required
Option 3
Scale & Appearance

For the purpose of communicating the scale and appearance of the SRF proposal, we have shown master plan option 3 with parking option A.
5plus architects